(CHARGING SYSTEM)

No Power — Key Turned On:
- Dead battery
- Battery not charged
- Battery electrolyte low
- Battery run down
- Charging system failure
- Disconnected battery cable
- Main fuse burned out
- Defective ignition switch

Low Power — Key Turned On:
- Weak battery
  - Low battery electrolyte level
  - Battery run down
  - Charging system failure
- Loose battery connection

Low Power — Engine Running:
- Battery undercharged
  - Low battery electrolyte level
  - One or more dead cells
  - Charging system failure

(STARTING SYSTEM)

Starter Motor Will Not Turn:
- Dead battery
- Defective ignition switch
- Defective starter switch
- Defective neutral switch
- Defective starter magnetic switch
- Loose or disconnected wire or cable
- Defective clutch switch

Starter Motor Turns Engine Slowly:
- Low battery
- Excessive resistance in circuit

Starter Motor Turns, But Engine Does Not Turn:
- Defective starter clutch
- Defective starter motor gears
- Defective starter motor or idle gear

Starter Motor and Engine Turn, But Engine Does Not Start:
- Defective ignition system
- Engine problems
IGNITION SYSTEM

IGNITION SYSTEM DIAGRAM

CONTACT BREAKER/CONDENSER

IGNITION COIL

SPARK PLUG

BATTERY

Bk: Black  Y: Yellow
W: White  B: Blue

Bk/W

SECONDARY CIRCUIT

PRIMARY CIRCUIT

BATTERY

SERVICE TESTER

SECONDARY ELECTRODE

PRIMARY ELECTRODE

AT LEAST

8 mm (0.315 in.) SPARK

CONTINUITY TEST

- Remove the spark plug cap before making a continuity test.
- There should be continuity between coils.

PRIMARY COIL

SECONDARY COIL

There should be continuity with the connection shown in the figure.
IGNITION SYSTEM

• CONDENSER CAPACITY CHECK
Use a radio tester to check. Before making a check, short out the stored energy by attaching the center lead (+) to the case.

• SPARK ADVANCER
  - If the advance does not operate smoothly, apply oil to the sliding surface of the advance.

• SPARK ADVANCER INSPECTION-DYNAMIC TEST
  
  **NOTE**
  Before performing this test, check and adjust the ignition timing. Refer to page 4-8.

  With the engine running over 2,500 rpm, check that the index mark is within the full advance marks. If the index mark is out of the full advance marks, check the operation of the spark advance. Repair or replace as required.

• SPARK PLUG
  - For inspection and adjustment —— page 4-6.

• CONTACT BREAKER
  - For inspection and adjustment —— page 4-7.

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
CHARGING SYSTEM

CHARGING SYSTEM DIAGRAM

CHARGING TEST

Perform the following tests after warming up the engine:

- Check the specific gravity of battery electrolyte. Specific Gravity (fully charged): 1.260—1.280 at 20° (68° F)
- Connect a voltmeter and an ammeter as shown; set the dimmer switch to HIGH.
- Install a tachometer.

Make the connections as shown and raise the engine speed gradually in order to permit the needle of each meter to swing gently.

<table>
<thead>
<tr>
<th>Charging rpm</th>
<th>3,000 rpm</th>
<th>8,000 rpm</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Charging current</td>
<td>Battery terminal voltage</td>
</tr>
<tr>
<td>1,450 rpm</td>
<td>8.7A max.</td>
<td>14.5V</td>
</tr>
</tbody>
</table>

- Run the engine and note the exact voltage indicated on the voltmeter. Readings in excess of specifications indicate that the generator and battery should be inspected individually.

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
CHARGING SYSTEM

ELECTRICAL

**NOTE**
Perform this test on an insulated surface or non-conductive material.

**CONTINUITY TEST:**
- There should be continuity between the three lead wires.

**INSULATION TEST:**
- There should be no continuity between each wire and the stator core.

---

**NOTE**
Perform this test on an insulated surface or non-conductive material.

**CONTINUITY TEST:**
- There should be continuity between the two lead wires.
- The coil is open if there is no continuity.

**INSULATION TEST:**
- No continuity should exist between the field core and each of the terminals.
- The coil is short circuited if there is continuity.

---

**NOTE**
- Use an ohm meter.
- Do not apply high voltages as this will ruin the diodes.

Replace the rectifier if any one of the following tests proves unsatisfactory.

Continuity should exist between:
- Green (1) and Green (2) leads
- Red/White (1) and Red/White (2) leads:

Continuity should exist in only one direction between:
- One of the Green leads (1) and (2) and one of the Yellow leads (1), (2) and (3).
- One of the Red/White leads (1) and (2) and one of the Yellow leads (1), (2) and (3).

**NOTE**
Some resistance will be indicated if there is continuity.
**VOLTAGE REGULATOR**

The regulator controls the output of the A.C. generator to prevent damaging high voltage and high current from being attained within the system.

INSPECTION: AT TIME OF DISASSEMBLY

(1) There should be continuity between "F" terminal (white) and "I" terminal (black).

INSPECTION AND ADJUSTMENT: AT TIME OF ASSEMBLY

(1) Perform the charging test. If the battery is not charged fully, proceed to the steps (2) and (5).
(3) Adjust the core gap.

(2) Perform charging test. The regulator is normal if the charging voltage is 14.5 V when the engine is running at 3,000 rpm or higher.

Charging voltage may vary about 0.5V when the armature is pulled down from LOW to HIGH side, but this is normal.

(2) Check the points for fouling or pitting, and clean or polish if necessary.
(4) Adjust the point gap.

(5) Charging voltage:

The regulator is normal if the charging voltage is 14.5 V when the engine is running at 3,000 rpm or higher.
CHARGING SYSTEM

- BATTERY SERVICE

SPECIFIC GRAVITY AND TEMPERATURE

Specific gravity changes 0.007 for every 10°C (18°F) of electrolyte temperature.

NOTE
Replace the battery if sulfation is evident. Replace the battery if pastes have settled to the bottom in each cell.

CHARGING BATTERY

<table>
<thead>
<tr>
<th>Hooking-up instruction</th>
<th>Connect the positive (+) terminal of charger to the positive (+) terminal of the battery. Connect the negative (−) terminal of charger to the negative (−) terminal of the battery.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charging current</td>
<td>2.0A</td>
</tr>
<tr>
<td>State of charge of battery</td>
<td>Continue charging until S.G. (Specific Gravity) of the battery electrolyte is 1.280 to 1.280 (20°C/68°F).</td>
</tr>
<tr>
<td>Charging time</td>
<td>About 3 hours if S.G. is lower than 1.220 (20°C/68°F)</td>
</tr>
</tbody>
</table>

WARNING
- Remove the caps when charging.
- Do not bring an open flame near the battery as explosive hydrogen gas is formed during charging.
- Avoid "QUICK CHARGING."
- Do not continue charging when the electrolyte temperature exceeds 45°C.

After charging, wash the battery with water and coat the terminals with grease.

SPECIFIC GRAVITY (FULLY CHARGED): 1.260—1.280 at 20°C (68°F)
The battery should be recharged if the specific gravity falls below 1.220 at 20°C (68°F).

- S.G. AND CAPACITY

RECHARGING IS NECESSARY IF BELOW 1.220 (20°C/68°F)

ELECTROLYTE TEMPERATURE VS SPECIFIC GRAVITY

ELECTROLYTE TEMPERATURE °C

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
Honda CB750A

**Starting System**

- **Specifications**
  - Rated voltage: 12V
  - Rated output: 0.6kW
  - Rated operating time: 30 sec. (continuous)

<table>
<thead>
<tr>
<th></th>
<th>On-load</th>
<th>No-load</th>
<th>When locked</th>
</tr>
</thead>
<tbody>
<tr>
<td>Voltage (V)</td>
<td>11</td>
<td>8.5</td>
<td>5</td>
</tr>
<tr>
<td>Amperage (A)</td>
<td>35</td>
<td>120</td>
<td>280</td>
</tr>
<tr>
<td>Torque (kg·m)</td>
<td></td>
<td>0.12 (0.795)</td>
<td>0.32 (1.880)</td>
</tr>
<tr>
<td>Speed (rpm)</td>
<td>11,000–22,000</td>
<td>3,200</td>
<td>—</td>
</tr>
</tbody>
</table>

**Starting System Diagram**

('76 model)

('77 and '78 models)

**Safety Circuit**

The change switch prevents the starter from being turned when the transmission is in gear even if the starter switch is turned on.

Date of Issue: December, 1977

© HONDA MOTOR CO., LTD.
14-10

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
**STARTER MOTOR DISASSEMBLY**

- **NOTE**: when installing, align cut face

- Armature removal and installation are facilitated by pushing the brush toward the holders.

**BRUSH SPRING INSTALLATION**

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
STARTING SYSTEM

ELECTRICAL

- INSPECTION

- STARTER MAGNETIC SWITCH
  CONTINUITY TEST:
  There should be continuity between two lead wires.

(Shows 3Ω)

- SWITCH TEST:
The switch is satisfactory when there is continuity between the switch lead wires.

- No continuity indicates an open circuit in the stator coil.

- CARBON BRUSH/SPRING

  CARBON BRUSH

  STANDARD
  12.0–13.0 mm (0.47–0.51 in.)

  REPLACE IF WORN TO 7 mm (0.28 in.)

- BRUSH LENGTH

<table>
<thead>
<tr>
<th>STANDARD</th>
<th>SERVICE LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>12–13 mm</td>
<td>7.0 mm</td>
</tr>
<tr>
<td>(0.47–0.51 in.)</td>
<td>(0.28 in.)</td>
</tr>
</tbody>
</table>

- SPRING TENSION

<table>
<thead>
<tr>
<th>STANDARD</th>
<th>SERVICE LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>560–680 g</td>
<td>400 g</td>
</tr>
<tr>
<td>(19.7–24.0 oz)</td>
<td>(14.0 oz)</td>
</tr>
</tbody>
</table>

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
HONDA CB750A

ELECTRICAL

STARTING SYSTEM

• COMMUTATOR CLEANING
  - Clean the commutator surface of dirt and metal particles and polish with an emery cloth (#600–800), if necessary. Blow with compressed air after cleaning.

• COMMUTATOR O.D.

<table>
<thead>
<tr>
<th>STANDARD</th>
<th>SERVICE LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>28.0 mm  (1.10 in.)</td>
<td>27.0 mm  (1.06 in.)</td>
</tr>
</tbody>
</table>

• ARMATURE COIL CONTINUITY TEST
  There should be continuity between any two segments.

• ARMATURE COIL INSULATION TEST
  There should be no continuity between commutator and core.

• STATOR COIL CONTINUITY TEST
  There should be continuity between starter cord and positive (+) terminal.

• STATOR COIL INSULATION TEST
  There should be no continuity between starter cord and body.

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
STARTING SYSTEM

CONTINUITY TEST: “D” or “2” POSITION
There should be continuity between brown/red wire and ground.

INSULATION TEST: “L” or “1” POSITION
There should be no continuity between blue/yellow wire and ground.

CONTINUITY TEST

* BETWEEN TERMINAL (2) and TERMINAL (5): Continuity should exist. If there is no continuity, this indicates that the relay points are poorly contacted.
* BETWEEN TERMINAL (2) and TERMINAL (6): Continuity should exist. If there is no continuity, the relay coil is open.
* BETWEEN TERMINAL (2) and TERMINAL (1), and TERMINAL (2) and TERMINAL (4): Continuity should exist in only one direction
* BETWEEN TERMINAL (2) and TERMINAL (5): There should be no continuity.

WARNING
Make sure of proper battery polarity when making connection, as shown.

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
ALL OTHER ELECTRICAL PARTS INSPECTION

FRONT BRAKE STOPLIGHT SWITCH

Check the front brake stoplight switch for continuity with the front brake applied.

NOTE

Bleed the front brake system when the front brake stoplight switch is replaced. ('76 model)

76 model

REAR BRAKE STOPLIGHT SWITCH

Check the rear brake stoplight switch for continuity with the rear brake applied.

Adjust the rear brake stoplight switch after the rear brake pedal free play has been adjusted.

Turn the adjusting nut so that the rear brake stoplight comes on just before the brake takes hold.

PARKING BRAKE SWITCH

The switch is normal if there is continuity between the green/yellow (yellow banded) and green/yellow (red banded) wires with the brake applied. There should be continuity between the green and white/green wires when the brake is released.
• OIL PRESSURE WARNING SWITCH

Check for continuity with the engine running. The switch is normal if there exists no continuity. If there is continuity, check the switch and oil circuits.

• SILICON RECTIFIER (PARKING BRAKE SWITCH)

The rectifier is correct if there is continuity only in the arrow direction. Replace the rectifier if there is continuity in reverse direction.

• HORN

Check for continuity between the horn cord terminals or check to make sure the horn will sound when it is connected to a fully charged 12V battery.

• IGNITION SWITCH

There should be continuity between circuits "O - O".

<table>
<thead>
<tr>
<th></th>
<th>BAT</th>
<th>IG</th>
<th>TL1</th>
<th>TL2</th>
<th>PA</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCK</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OFF</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RUN</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>PA</td>
<td>O</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Color</td>
<td>Red</td>
<td>Black</td>
<td>Black/White</td>
<td>Black</td>
<td></td>
</tr>
</tbody>
</table>

Date of issue: December, 1977
© HONDA MOTOR CO., LTD.
**HONDA CB750A**

**ELECTRICAL**

### HANDLEBAR SWITCHES

There should be continuity between circuits “O—O”.

<table>
<thead>
<tr>
<th>KB</th>
<th>KW</th>
<th>IG</th>
<th>HL</th>
<th>ST</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>OFF</td>
<td>FREE</td>
<td>FREE</td>
<td>FREE</td>
<td>FREE</td>
<td>FREE</td>
</tr>
<tr>
<td>RUN</td>
<td>FREE</td>
<td>FREE</td>
<td>FREE</td>
<td>FREE</td>
<td>FREE</td>
</tr>
<tr>
<td>OFF</td>
<td>FREE</td>
<td>FREE</td>
<td>FREE</td>
<td>FREE</td>
<td>FREE</td>
</tr>
</tbody>
</table>

**ENGINE STOP · STARTER SWITCHES**

<table>
<thead>
<tr>
<th>'76 Model</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Color</th>
<th>Black/White</th>
<th>Black/Red</th>
<th>Green/Red</th>
<th>Green</th>
</tr>
</thead>
</table>

**STARTER · ENGINE STOP SWITCH**

<table>
<thead>
<tr>
<th>'77 and '78 Models</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Color</th>
<th>Black/White</th>
<th>Black/Red</th>
<th>Green/Red</th>
<th>Green</th>
</tr>
</thead>
</table>

### TURN SIGNAL · HORN · DIMMER SWITCHES

**'76 Model**

<table>
<thead>
<tr>
<th>W</th>
<th>B</th>
<th>L</th>
<th>R</th>
<th>TL1</th>
<th>PL</th>
<th>PR</th>
<th>HO</th>
</tr>
</thead>
<tbody>
<tr>
<td>L2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>L1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**'77 and '78 Models**

<table>
<thead>
<tr>
<th>W</th>
<th>B</th>
<th>L</th>
<th>R</th>
<th>TL1</th>
<th>PL</th>
<th>PR</th>
<th>HO</th>
</tr>
</thead>
<tbody>
<tr>
<td>L2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>L1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NOTE**

Handlebar switch wires, couplers and connectors are connected and clamped behind the headlight case.

Date of Issue: December, 1977

© HONDA MOTOR CO., LTD.
SERVICE INFORMATION

SPECIFICATIONS

<table>
<thead>
<tr>
<th>Item</th>
<th>Standard</th>
<th>Service Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheel axle runout</td>
<td>0–0.050 (0.002)</td>
<td>0.2 (0.008)</td>
</tr>
<tr>
<td>Wheel rim runout</td>
<td>0–1.0 (0–0.039)</td>
<td>2.0 (0.08)</td>
</tr>
<tr>
<td></td>
<td>Radial</td>
<td>2.0 (0.08)</td>
</tr>
<tr>
<td>Front brake disc face runout</td>
<td>0–0.15 (0–0.006)</td>
<td>0.3 (0.012)</td>
</tr>
<tr>
<td>Front brake disc thickness</td>
<td>7.0 (0.276)</td>
<td>6.0 (0.236)</td>
</tr>
<tr>
<td>Front brake master cylinder I.D.</td>
<td>14.000–14.043 (0.5512–0.5529)</td>
<td>14.055 (0.5533)</td>
</tr>
<tr>
<td>Front brake master cylinder piston O.D.</td>
<td>13.957–13.984 (0.5495–0.5506)</td>
<td>13.945 (0.5490)</td>
</tr>
<tr>
<td>Front brake caliper cylinder I.D.</td>
<td>42.85–42.90 (1.6870–1.6889)</td>
<td>42.915 (1.6896)</td>
</tr>
<tr>
<td>Front brake caliper cylinder piston O.D.</td>
<td>42.82 (1.6850)</td>
<td>42.805 (1.6852)</td>
</tr>
<tr>
<td>Front fork tube O.D.</td>
<td>34.925–34.950 (1.375–1.376)</td>
<td>34.900 (1.374)</td>
</tr>
<tr>
<td>Front fork slider I.D.</td>
<td>35.065–35.104 (1.381–1.382)</td>
<td>35.250 (1.388)</td>
</tr>
<tr>
<td>Front fork spring free length</td>
<td>504.3 (19.85)</td>
<td>495 (19.5)</td>
</tr>
</tbody>
</table>

TORQUE VALUES

Listed below are the special fastener torque limits. These fasteners except the standard parts should be tightened to the torques shown below:

- Disc plate fixing nuts: 2.7–3.3 kg-m (19.5–23.9 lbs.-ft.)
- Wheel spokes: 0.3–0.4 kg-m (2.2–2.9 lbs.-ft.)
- Front axle nut: 5.5–6.5 kg-m (39.8–47.0 lbs.-ft.)
- Front caliper set bolts: 3.0–4.0 kg-m (21.7–28.9 lbs.-ft.)
- Bleeder valve: 0.7–0.9 kg-m (5.1–6.5 lbs.-ft.)
- Front axle holder nuts: 1.8–2.5 kg-m (13.0–18.1 lbs.-ft.)
- Steering stem nut: 8.0–12.0 kg-m (57.9–86.8 lbs.-ft.)
- Front fork top bridge nuts (7 mm): 0.9–1.3 kg-m (6.5–9.4 lbs.-ft.)
- Front fork bottom bridge nuts: 3.0–4.0 kg-m (21.7–28.9 lbs.-ft.)
- Handlebar upper holder bolts: 1.8–2.5 kg-m (13.0–18.1 lbs.-ft.)

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
SPECIAL TOOLS
Front bearing retainer wrench 07910-3230101
Bearing driver attachment 07945-3330100
Driver handle 07949-6110000
Snap ring pliers 07914-3230001
Fork seal driver 07947-3290000
Ball race driver 07946-3710400
48 mm Pin spanner 07902-2000000
6 mm hollow set wrench 07917-3230000

TROUBLESHOOTING

SYMPTOM

Hard Steering

POSSIBLE CAUSE
- Steering stem nut too tight
- Defective steering stem bearings
- Damaged steering stem ball race and/or cone race
- Insufficient tire pressure

Steers to One Side or Does Not Track Straight

- Unbalanced right and left shock absorbers
- Bent front forks
- Bent front axle; wheel installed incorrectly
- Distorted rim
- Worn front wheel bearing
- Distorted wheel spokes
- Defective tire
- Axle not tightened properly

Front Wheel Wobbling

- Weakened fork spring
- Insufficient fluid in front fork
- Incorrect fluid weight in front fork
- Cushion case binding
- Loose front fork or springs

Soft Suspension

- Insufficient fluid in system
- Air in system
- Worn brake pads
- Caliper return out of adjustment

Hard Suspension

Front Suspension Noise

Poor Brake Performance

Brakes Chatter or Squeal

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
Classic Cycles Technical Resources

HONDA
CB750A

FRONT WHEEL/SUSPENSION/
BRAKE/STEERING SYSTEM

DISASSEMBLY/ASSEMBLY

 Niet ('76 Model)

Align punch marks on handlebar with top of holders.

NOTE

1.8–2.5 kg-m
(13.0–18.1 lbs-ft.)

NOTE

Do not depress the brake lever when the wheel is off the motorcycle.

Tighten the forward bolts first.

0.9–1.3 kg-m
(6.5–9.4 lbs-ft.)

3.0–4.0 kg-m
(21.7–28.9 lbs-ft.)

HEADLIGHT CASE

(4) STEERING STEM
Assembly/Disassembly,
Page 15–10.

(2) FRONT FENDER

(1) FRONT WHEEL
Assembly/Disassembly,
Page 15–5.

NOTE

Install the axle holders with the “F” mark forward and tighten the forward holder nuts first.

After assembling, make sure that each cable and wiring is free from binding or twisting when turning the handlebar full right and left.

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
15 DISASSEMBLY/ASSEMBLY

FRONT WHEEL/SUSPENSION/BRAKE/STEERING SYSTEM

('77 and '78 Models)

NOTE

Do not depress the brake lever when the wheel is off the motorcycle.

1.8–2.5 kg·m
(13.0–18.1 lbs.-ft.)

NOTE

Tighten the forward bolts first.

Align punch marks on handle-bar with top of holders.

(1) FRONT WHEEL
Assembly/Disassembly,
Page 15–5.

(2) FRONT FENDER

(3) FRONT FORK
Assembly/Disassembly,
Page 15–9.
Adjustment,
Page 15–16.

(4) STEERING STEM
Assembly/Disassembly,
Page 15–10.

NOTE

Install the axle holders with the "F" mark forward and tighten the forward holder nuts first.

HEADLIGHT CASE

BRAKE CALIPER
Assembly/Disassembly,
Page 15–7.

(2) FRONT FENDER

(3) FRONT FORK
Assembly/Disassembly,
Page 15–10.

NOTE

Align punch marks on handle-bar with top of holders.

1.8–2.5 kg·m
(13.0–18.1 lbs.-ft.)

3.0–4.0 kg·m
(21.7–28.9 lbs.-ft.)

0.9–1.3 kg·m
(6.5–9.4 lbs.-ft.)

* After assembling, check that each cable and wiring is free from binding or twisting when turning the handlebar full right and left.

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
HONDA
CB750A

FRONT WHEEL/SUSPENSION/
BRAKE/STEERING SYSTEM

WARNING
After installing the wheel, apply
the brake several times to make
sure that the wheel rotates freely.
Recheck the wheel if the brake
drags or wheel does not rotate
freely.

0.3–0.4 kg-m
(2.2–2.9 lbs.-ft.)

0.3–0.4 kg-m
(2.2–2.9 lbs.-ft.)

BRAKE DISC

BEARING RETAINER

WARNING
Do not get grease on
the brake disc.
Handle with great
care.

2.7–3.3 kg-m
(19.5–23.9 lbs.-ft.)

2.7–3.3 kg-m
(19.5–23.9 lbs.-ft.)

5.5–6.5 kg-m
(39.8–47.0 lbs.-ft.)

5.5–6.5 kg-m
(39.8–47.0 lbs.-ft.)

Align the speedometer gear-
box tangs with the grooves in
the retainer.

NOTE

('78 Model)

5.5–6.5 kg-m
(39.8–47.0 lbs.-ft.)

The rim band is not used on the COMSTAR wheel.

('76 and '77 Models)

SPEEDOMETER GEARBOX

RETAINER

15

G REASE

G REASE

G REASE

G REASE

G REASE

G REASE
WHEEL BEARING

- Inspect the retainer and replace if cross threaded.
- After installing, stake at two places as shown.

BEARING RETAINER WRENCH
07910-3230101

STAKE HERE
N393540

DRIVER HANDLE
07949-6110000

BEARING DRIVER ATTACHMENT
07945-3330100

- Drive the bearing squarely with the sealed end outward.
- Install the left bearing and retainer first, then install the collar and right bearing.
- Take care not to allow the distance collar to tilt.
HONDA
CB750A

FRONT WHEEL/SUSPENSION/
BRAKE/STEERING SYSTEM

**FRONT SUSPENSION**

- Loosen the bolt before disassembling the fork.

**NOTE**
- After assembling, clean the fork tube.

- Use only ATF (Automatic Transmission Fluid).
  - 145–155 cc (4.9–5.2 oz) (After draining)
  - 155–165 cc (5.2–5.6 oz) (After disassembly)

- Install the front fork assembly with the chamfered edge on the fork tube flush with the top of the fork top bridge.

FORK SEAL DRIVER
07947–3290000

OIL SEAL
- Check for wear or damage.
- Replace the seal when disassembled.

6 mm Hollow Set Wrench
07917–3230000

NOTE
- Apply liquid sealant to the threads and underside of the socket bolt.

NOTE
- Leave the spring intact when removing.

DATE OF ISSUE: December, 1977
© HONDA MOTOR CO., LTD.
FRONT DISC BRAKE  ('76 Model)

CAUTION
- Avoid spilling fluid on painted surfaces or plastic parts.

WARNING
- Keep dust and dirt out of master cylinder.

Fill the reservoir with DOT 3 brake fluid to UPPER level.

NOTE
- Install the holder with the punch mark down. Tighten the upper bolt first.
- Install the master cylinder so that it is horizontal when the handlebar is turned full left.

CAUTION
- Avoid damaging the cup.
- Before installing, wipe oil off the cylinder.

NOTE
- When the system is disconnected or when the lever feels spongy, bleed the system. See Page 4-18.

WARNING
- Do not get oil or grease on the brake pads.

NOTE
- Note the installation direction.

PRIMARY CUP

SNAP RING PLIERS
07914-3230001

Apply silicon grease to the back.

FRONT BRAKE STOPLIGHT SWITCH

BRAKE HOSE

Insert the brake hose in the fender hook.

GREASE
SILICON GREASE

0.7–0.9 kg·m
(5.1–6.5 lbs·ft.)

WARNING
- Remove the piston using compressed air.

Adjust the brake caliper after installation. See Page 15–16.

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
HONDA
CB750A

FRONT WHEEL/SUSPENSION/
BRake/STEERING SYSTEM

FRONT DISC BRAKE – ('77 and '78 Models)

WARNING
• Keep dust and dirt out of master cylinder.

CAUTION
• Avoid spilling fluid on painted surfaces or plastic parts.

NOTE
• When the system is disconnected or when the lever feels spongy, bleed the system. See Page 4–18.

• Avoid damaging the cup.
• Before installing, wipe off oil from the cylinder.

• Install the holder with the punch mark down.
• Tighten the upper bolt first.
• Install the master cylinder so that it is horizontal when the handlebar is turned full left.

FILL THE RESERVOIR WITH DOT 3 BRAKE FLUID UP TO UPPER LEVEL.

NOTE
• Note the installation direction.

BRAKE FLUID

PRIMARY CUP

APPLICATION

APPLICATION

GREASE

SILICON GREASE

GREASE

SILICON GREASE

NOTE

Do not get oil or grease on the brake pads.

• Adjust the brake caliper after installation. See Page 15–16.

Remove the piston cups and valve by blowing air.

Clean in brake fluid and blow dry with compressed air.

Insert the brake hose in the fender hook.

Remove the piston using compressed air.

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.

15-9
NOTE
Clean the cone, ball races and steel balls in solvent and apply grease to these parts.

STOCK NUT
8.0—12.0 kg-m
(57.9—86.8 lbs.-ft.)

FORK TOP BRIDGE
HEAD TOP THREAD

TOP CONE RACE
18 STEEL BALLS

TOP BALL RACE
Disassembly/assembly,
Page 15—11

19 STEEL BALLS

BOTTOM BALL RACE
Disassembly/Assembly,
Page 15—11

BOTTOM CONE RACE

DUST SEAL

STEERING STEM

3.0—4.0 kg-m
(21.7—28.9 lbs.-ft.)

GREASE

48 mm PIN SPANNER
07902-2000000

- Tighten the stem nut lightly, then back it out about 1/8 turn.
- Make sure the steering stem rotates freely without play.

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
HONDA
CB750A

FRONT WHEEL/SUSPENSION/
BRAKE/STEERING SYSTEM

DISASSEMBLY/ ASSEMBLY

• BALL RACE

TOP/BOTTOM BALL RACE DISASSEMBLY

TOP

BOTTOM

L410537

L410536

TOP/BOTTOM BALL RACE ASSEMBLY

TOP

BOTTOM

L410535

L410532

DRIVE BALL RACE SECURELY

BALL RACE DRIVER

07946-3710400

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
**HANDLEBAR**

**PULL WIRE THROUGH WIRE LOOM** ('76 Model only)

**NOTE**
Attach a wire to the ends of the switch loom and pull it through the handlebar. Use this wire to pull the new switch wiring through the handlebar.

**GREASE**
Install the holder so that the cable relief is facing down.

**THROTTLE CABLE (CLOSE)**

**THROTTLE CABLE (OPEN)**

**NOTE**
- After installing, make sure that the cable is not binding.

**NOTE**
- After tightening the bolt, check that the lever moves freely. Secure with the lock nut.

**NOTE**
Align the punch mark on the handlebar with the end of the switch housing.

**CLUTCH SWITCH**

**WIRE BAND**
('77 and '78 models only)

**NOTE**
Tighten the forward screw first.

**NOTE**
Tighten the two forward screws (2) first.

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
**INSTRUCTION**

- **FRONT WHEEL AXLE RUNOUT**

  Use 1/2 of T.I.R. (Total indicator reading).

<table>
<thead>
<tr>
<th>Standard</th>
<th>Service Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>0–0.05 mm (0–0.002 in.)</td>
<td>0.2 mm (0.008 in.)</td>
</tr>
</tbody>
</table>

- **FRONT WHEEL RUNOUT**

  - Check the rim for distortion, damage or other defects.
  (The COMSTAR wheel cannot be repaired.)

<table>
<thead>
<tr>
<th>Standard</th>
<th>Service Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Axial  0–1.0 mm (0.039 in.)</td>
<td>2.0 mm (0.08 in.)</td>
</tr>
<tr>
<td>Radial  0–1.0 mm (0.039 in.)</td>
<td>2.0 mm (0.08 in.)</td>
</tr>
</tbody>
</table>

- **FRONT BRAKE DISC WARPAGE**

  Hold the disc on a surface plate, set a dial indicator against the contact surface. Rotate the disc.

<table>
<thead>
<tr>
<th>Disc runout</th>
<th>Service Limit</th>
<th>Disc thickness</th>
<th>Service Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>0–0.15 mm (0–0.006 in.)</td>
<td>0.3 mm (0.012 in.)</td>
<td>7.0 mm (0.276 in.)</td>
<td>6.0 mm (0.236 in.)</td>
</tr>
</tbody>
</table>

- **WHEEL BEARING PLAY**

  - Replace the bearing if there is excessive play.
  - Replace the bearing if noisy when spinning the outer race by hand.
# Inspection

## Front Wheel/Suspension/Brake/Steering System

### Caliper Cylinder I.D.

<table>
<thead>
<tr>
<th>Standard</th>
<th>42.85—42.90 mm (1.6870—1.6889 in.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service Limit</td>
<td>42.915 mm (1.6896 in.)</td>
</tr>
</tbody>
</table>

### Caliper Piston O.D.

<table>
<thead>
<tr>
<th>Standard</th>
<th>42.82 mm (1.6858 in.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service Limit</td>
<td>42.806 mm (1.6852 in.)</td>
</tr>
</tbody>
</table>

### Master Cylinder I.D.

<table>
<thead>
<tr>
<th>Standard</th>
<th>14.000—14.043 mm (0.5512—0.5529 in.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service Limit</td>
<td>14.055 mm (0.5533 in.)</td>
</tr>
</tbody>
</table>

### Master Cylinder Piston O.D.

<table>
<thead>
<tr>
<th>Standard</th>
<th>13.957—13.984 mm (0.5495—0.5506 in.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service Limit</td>
<td>13.946 mm (0.5490 in.)</td>
</tr>
</tbody>
</table>
### FRONT FORK TUBE O.D.

Replace the oil seals as a set if there are scores or scratches on the sliding surfaces.

<table>
<thead>
<tr>
<th>Standard</th>
<th>34.925–34.960 mm (1.375–1.376 in.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service Limit</td>
<td>34.900 mm (1.374 in.)</td>
</tr>
</tbody>
</table>

### FRONT FORK SLIDER I.D.

<table>
<thead>
<tr>
<th>Standard</th>
<th>35.065–35.104 mm (1.381–1.382 in.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service Limit</td>
<td>35.250 mm (1.388 in.)</td>
</tr>
</tbody>
</table>

### FRONT FORK SPRING FREE LENGTH

<table>
<thead>
<tr>
<th>Standard</th>
<th>504.3 mm (19.85 in.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service Limit</td>
<td>495 mm (19.5 in.)</td>
</tr>
</tbody>
</table>
15 FRONT FORK OIL CALIPER ADJUSTMENT

HONDA CB750A

FRONT WHEEL/SUSPENSION/ BRAKE/STEERING SYSTEM

**FRONT FORK OIL**

1. Remove the drain plug.
2. Drain oil by pumping the forks while the plug is out.
3. Reinstall the plug securely after draining.

![DRAIN PLUG](image)

4. Place the motorcycle on its center stand.
5. Remove the front fork filler bolt.
6. Pour premium quality ATF into the fork leg.
7. Securely tighten the front fork filler bolt.

**BRAKE CALIPER ADJUSTMENT**

**NOTE**
Whenever the brake pads are replaced, the brake caliper must be adjusted.

1. Raise the front wheel off the ground.
2. Loosen the lock nut.
3. Turn the screw out until it stops lightly and then turn it in 1/2 turn.
4. Tighten the lock nut.

ATF (Automatic Transmission Fluid)

<table>
<thead>
<tr>
<th>Capacity</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>155–165 cc</td>
<td>5.2–5.6 oz</td>
</tr>
<tr>
<td>145–155 cc</td>
<td>4.9–5.2 oz</td>
</tr>
</tbody>
</table>

To fill after disassembly | To fill after draining

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
Classic Cycles Technical Resources

HONDA CB750A

16. REAR WHEEL/SUSPENSION/SWING ARM

| SERVICE INFORMATION | 16-1 | • REAR WHEEL BEARING | 16-6 |
| TROUBLESHOOTING | 16-2 | • SWING ARM | 16-7 |
| DISASSEMBLY/ASSEMBLY | 16-3 | • REAR SHOCK ABSORBER | 16-8 |
| • REAR WHEEL/REAR BRAKE | 16-4 | • PARKING BRAKE | 16-9 |
| INSPECTION | 16-11 |

• SERVICE INFORMATION

SPECIFICATIONS

<table>
<thead>
<tr>
<th>Item</th>
<th>Standard</th>
<th>Service Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheel axle runout</td>
<td>0–0.05 (0.002)</td>
<td>0.2 (0.008)</td>
</tr>
<tr>
<td>Rear wheel rim runout (Axial)</td>
<td>0–1.0 (0–0.039)</td>
<td>2.0 (0.08)</td>
</tr>
<tr>
<td>Rear wheel rim runout (Radial)</td>
<td>0–1.0 (0–0.039)</td>
<td>2.0 (0.08)</td>
</tr>
<tr>
<td>Rear brake lining thickness</td>
<td>5.0 (0.20)</td>
<td>2.0 (0.08)</td>
</tr>
<tr>
<td>Rear brake drum I.D.</td>
<td>180 (7.087)</td>
<td>181 (7.126)</td>
</tr>
<tr>
<td>Swing arm pivot bushing I.D.</td>
<td>21.500–21.552 (0.8465–0.8485)</td>
<td>21.7 (0.854)</td>
</tr>
<tr>
<td>Swing arm center collar O.D.</td>
<td>21.427–21.460 (0.8436–0.8449)</td>
<td>21.3 (0.839)</td>
</tr>
<tr>
<td>Rear shock absorber spring free length</td>
<td>232.7 (9.16)</td>
<td>220 (8.66)</td>
</tr>
</tbody>
</table>

TORQUE VALUES

Listed below are the special fastener torque limits. These fasteners except the standard parts should be tightened to the torques shown below:

<table>
<thead>
<tr>
<th>Item</th>
<th>Torque (kg·m) (lbf·ft.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear wheel axle nut</td>
<td>8–10 (57.9–72.3)</td>
</tr>
<tr>
<td>Final driven sprocket fixing nut</td>
<td>5.5–6.5 (39.8–47.0)</td>
</tr>
<tr>
<td>Wheel spokes</td>
<td>0.3–0.4 (2.2–2.9)</td>
</tr>
<tr>
<td>Swing arm pivot bolt</td>
<td>5.5–7.0 (39.8–60.6)</td>
</tr>
<tr>
<td>Rear shock absorber</td>
<td>3.0–4.0 (21.7–28.9)</td>
</tr>
</tbody>
</table>

SPECIAL TOOLS

- Rear wheel bearing retainer wrench 07910–3930000
- Rear wheel bearing retainer wrench 07910–2830000
- Bearing driver attachment (6304) 07946–3710200
- Bearing driver attachment (6305) 07946–3600000
- Driver handle 07949–6110000
- Shock absorber compressor 07959–3290000

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
TROUBLESHOOTING

SYMPTOM

Wheel Wobbles

POSSIBLECause

Distorted rim
Loose wheel bearing
Bent or loose spokes
Defective tire
Loose axle
Improperly adjusted chain adjuster
Worn swing arm pivot bushing

Steers to One Side or Does Not Track Straight

Bent swing arm

Poor Brake Performance

Improper adjustment
Worn brake shoes and drum
Fouled brake linings
Worn brake cam
Improper engagement between brake arm and shaft serrations

Soft Suspension

Weak spring
Shock absorbers improperly adjusted

Hard Suspension

Defective damper
Shock absorber case binding

Suspension Noise

Loose fasteners
Defective stopper rubber

Parking Brake Not Applied

Broken or elongated parking brake cable
Defective ratchet ball and/or spring: lack of lubrication

Parking Brake Not Released

Worn ratchet case pawl
Excessive play in linkage
Ratchet lever rotating face damaged or lack of lubrication

Parking Brake Warning Lamp Not On

Blown bulb
Defective parking brake switch
Improper switch wiring (Page 2–16)

Parking Warning Buzzer Not Sounding

Defective diode
HONDA CB750A

REAR WHEEL/SUSPENSION/SWING ARM

DISASSEMBLY/ASSEMBLY

('77 Model)

(1) REAR WHEEL
Assembly/Disassembly,
Page 16-4.

COMSTAR WHEEL
('78)
Assembly/Disassembly,
Page 16-5

(2) REAR SHOCK
ABSORBER
Assembly/Disassembly,
Page 16-8.

(3) SWING ARM
Assembly/Disassembly,
Page 16-7.

3.0–4.0 kg·m
(21.7–28.9 lbs·ft.)

8.0–10.0 kg·m
(57.9–72.3 lbs·ft.)

(4) PARKING BRAKE
Assembly/Disassembly,
Page 16-9, 16-10.

BRAKE PEDAL
Align the punch marks on
the pedal and pedal shaft.

5.5–7.0 kg·m
(39.8–50.6 lbs·ft.)

GREASE

('76 Model)

* After assembling, inspect the following items and adjust if necessary:

- Rear brake adjustment ............... Page 4-19, 20
- Drive chain tension adjustment ........ Page 4-16
- Stoplight switch adjustment .......... Page 4-21

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
**WARNING**
Do not get grease on the brake lining or drum.

**NOTE**
Install the left bearing and retainer first.

**NOTE**
Replace the lock plates when disassembled.

- **REAR WHEEL/REAR BRAKE**
  ('76 and '77 Models)

**BEARING RETAINER**

**BEARING RETAINER**

**DRIVEN SPROCKET**

- **GREASE**

- **GREASE**

- **BRAKE PANEL**

- **BRAKE SHOE**

- **BRAKE ARM**

Align the punch marks.
HONDA
CB750A
REAR WHEEL
SUSPENSION/SWING ARM

REAR WHEEL ('78 Model)

NOTE
Install the right bearing and retainer first.

WARNING
Do not get grease or oil on the brake shoes or drum.

NOTE
Replace the lock plates when disassembled.

NOTE
A rim band is not used for the COMSTAR Wheel.

BEARING RETAINER

DRIVE SPROCKET

GREASE

BEARING RETAINER

5.5–6.5 kg-m
(39.8–47.0 lbs.-ft.)

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.

16-5

DISASSEMBLY/ASSEMBLY
16 DISASSEMBLY / ASSEMBLY

REAR WHEEL/ SUSPENSION/ SWING ARM

- REAR WHEEL BEARING
- FINAL DRIVEN FLANGE

NOTE
Install the bearing with the sealed side outward and drive it squarely.

- Inspect the retainer and replace if cross threaded.
- After installing a new retainer, stake at two places.

REAR WHEEL HUB

BEARING RETAINER WRENCH
07910-3930000

- Inspect the retainer and replace if cross threaded.
- After installing a new retainer, stake at two places.

BEARING DRIVER HANDLE
07949-6110000

Install the bearing on the retainer side and retainer first, then install the distance collar and right bearing.
- Install the bearing with the sealed end facing outward and drive it squarely.
- Do not tilt the distance collar during operation.

BEARING DRIVER ATTACHMENT
07946-3600000

BEARING DRIVER HANDLE
07949-6110000

BEARING DRIVER ATTACHMENT
07946-3710200

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
HONDA
CB750A

REAR WHEEL/
SUSPENSION/SWING ARM

• SWING ARM
(’76 Model)

PIVOT BUSHING

CENTER COLLAR

GREASE

NOTE
Install the swing arm on the frame with the drive chain.

Check the swing arm for bending or cracks.

(’77 and ’78 Models)

PIVOT BUSHING

SWING ARM

DRIVE CHAIN LABEL

GREASE

CENTER COLLAR

NOTE
Do not forget to install the drive chain when installing the swing arm on the frame.

• Check the swing arm for bending or cracks.

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.

16-7
REAR SHOCK ABSORBER

(1) Set the rear shock absorber in the tool as shown and remove the lock nut.

NOTE
Apply liquid sealer to the threads.

3.8–6.0 kg-m
(27.4–43.4 lbs.-ft.)

WARNING
Set to the same number position on both sides.

Spring Adjustment

Light load
Smooth road
Heavy load
Rough road
There are five positions. The standard position is "I".

After assembling, make sure that the spring seat is installed properly.

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
REAR WHEEL/SUSPENSION/SWING ARM

- PARKING BRAKE SYSTEM ('76 Model)

PARKING BRAKE CABLE
PARKING SWITCH
REAR BRAKE SHAFT
GREASE

(1) BRAKE PEDAL
(2) PARKING BRAKE RATCHET ASSY

RATCHET COVER
PARKING BRAKE CABLE
PARKING SWITCH
RATCHET LEVER
RATCHET BASE
RETURN SPRING
- Inspect spring hook for damage.

RATCHET CASE
REAR BRAKE JOINT

After assembling, inspect the following items and adjust if necessary.
- Brake pedal free play . . . . 20–30 mm (0.8–1.2 in.)
- Parking brake cable free play . . . . 2 mm (0.08 in.)

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
• PARKING BRAKE SYSTEM ('77 and '78 Models)

After assembling, inspect the following items and adjust if necessary.
- Brake pedal free play: 20–30 mm (0.8–1.2 in.)
- Parking brake cable free play: 2 mm (0.08 in.)

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
**REAR WHEEL/SUSPENSION/SWING ARM**

**INSTRUCTION**

- **REAR AXLE RUNOUT**

  Use 1/2 of T.I.R. (Total indicator reading).

<table>
<thead>
<tr>
<th>Standard</th>
<th>0 – 0.05 mm (0 – 0.002 in.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service Limit</td>
<td>0.2 mm (0.008 in.)</td>
</tr>
</tbody>
</table>

- **REAR WHEEL RIM RUNOUT**

  Check the rim for distortion on the flange or any other defects.

<table>
<thead>
<tr>
<th>Standard</th>
<th>0 – 1.0 mm (0 – 0.039 in.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service Limit</td>
<td>2.0 mm (0.08 in.)</td>
</tr>
</tbody>
</table>

- **REAR BRAKE LINING THICKNESS**

<table>
<thead>
<tr>
<th>Standard</th>
<th>5.0 mm (0.20 in.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service Limit</td>
<td>2.0 mm (0.08 in.)</td>
</tr>
</tbody>
</table>

- **REAR BRAKE DRUM I.D.**

<table>
<thead>
<tr>
<th>Standard</th>
<th>180 mm (7.087 in.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service Limit</td>
<td>181 mm (7.126 in.)</td>
</tr>
</tbody>
</table>
**INSPECTION**

**REAR WHEEL/SUSPENSION/SWING ARM**

- **FINAL DRIVEN SPROCKET WEAR**

  - **NORMAL**
  - **WORN**

  ![Diagram of sprocket wear](image)

  W149549

  - Also check the drive chain and drive sprocket for wear.

- **WEHEEL BEARING PLAY**

  ![Diagram of bearing play](image)

  - Replace the bearing if there is excessive play.
  - Replace the bearing if it is noisy when spinning the outer race by hand.

- **SWING ARM PIVOT BOLT-TO-PIVOT BUSHING CLEARANCE**

<table>
<thead>
<tr>
<th>Pivot bushing I.D.</th>
<th>Center collar O.D.</th>
</tr>
</thead>
<tbody>
<tr>
<td>21.500–21.552 mm</td>
<td>21.427–21.460 mm</td>
</tr>
<tr>
<td>(0.8465–0.8485 in.)</td>
<td>(0.8436–0.8449 in.)</td>
</tr>
<tr>
<td>21.7 mm</td>
<td>21.3 mm</td>
</tr>
<tr>
<td>(0.854 in.)</td>
<td>(0.839 in.)</td>
</tr>
</tbody>
</table>

- **REAR SHOCK ABSORBER SPRING FREE LENGTH**

  ![Diagram of spring free length](image)

  **FREE LENGTH**

  | Standard | 232.7 mm (9.16 in.) |
  | Service Limit | 220 mm (8.66 in.) |

Date of Issue: December, 1977

© HONDA MOTOR CO., LTD.
17. FRAME BODY RELATED PARTS

FUEL TANK

- ASSEMBLY/DISASSEMBLY

WARNING
- Keep away from open flame or lighted cigarette.
- Store gasoline in a safe place.

NOTE
- Make sure that the cables and wires are not pinched between the fuel tank and frame.

NOTE
- Before disassembling, drain fuel from the fuel tank thoroughly. After assembling, fill the tank with fuel and check for leaks.

FILLER CAP
- Inspect for clogged vent holes

FUEL TANK SENDING UNIT CORDS
- Do not forget to install.

FUEL TANK SENDING UNIT DISASSEMBLY/ASSEMBLY, Page 17-2.

FUEL FILTER SCREEN
- Wash in solvent and air dry.

NOTE
- Make sure that the O-ring is installed properly at assembly.

CAUTION
When installing route the breather and overflow tube, as shown. Do not bend or kink the tube.

BATTERY BREATHER TUBE

FUEL TANK OVERFLOW TUBE

CARBURETOR OVERFLOW TUBE

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
**Fuel Tank Sending Unit Removal**

50 mm LOCK NUT WRENCH
07920–6710001

Align the sensor slot with the tank tab.

**Fuel Tank Sending Unit Inspection**

- Continuity Test

**Capacity:**
- Full: 6–10 Ω
- Empty: 75–80 Ω

**Fuel Gauge Operation Check**

- Float at lower limit: Gauge should register “E”.
- Float at upper limit: Gauge should register “F”

**Caution:**
The fuel gauge is rated at 7V. Do not connect the gauge directly to a 12V battery.

Date of Issue: December, 1977
© HONDA MOTOR CO., LTD.
PARTS & ACCESSORIES

Click on links below

Honda SOHC4 Original Equipment Parts & Online Schematics
Honda ATV OEM Parts & Online Schematics
High Visibility Motorcycle Gear
Honda Motorcycle Parts & Accessories
Save Up to 45% on Motorcycle Tires
Motorcycle Gear Buyer's Guide and Reviews
Motorcycle Gear Closeout Sale
Motorcycle Helmets
Cycle Gear - Free Shipping
Discount Auto Parts - Free Shipping
CB750 Replacement Parts

CB750 Air Cleaner Case
CB750 Clutch Rebuild Kit
CB750 Complete Engine Gasket Set
CB750 Intake & Exhaust Valve Set K0-K5
CB750 Oil Seal Set K0-K4
CB750 Frame Bolt Set
CB750 Front Fork Rubber Boot Gaiter Set
CB750 Fuel Gas Tank Unpainted
CB750 Fuel Gas Tank Painted Factory Colors
CB750 Fuel Petcock
CB750 Headlight Bucket Case
CB750 Ignition Points Assembly
CB750 Piston
CB750 Piston Ring Set
CB750 Side Cover Left
CB750 Side Cover Right
CB750 Shock Absorber Set
CB750 Period Correct 3.25 x 19 Front Tire
CB750 Period Correct 4.00 x 18 Rear Tire