

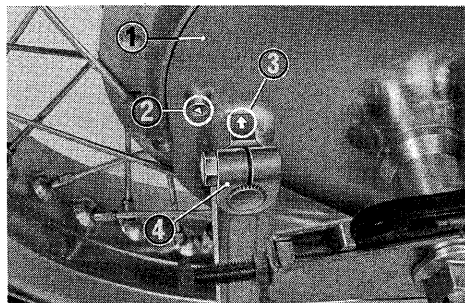
has been moved forward or rearward, as in drive chain adjustment, the rear brake may require adjustment.

- * Inspect the mounting of the rear brake arm to the brake shoe actuating cam to make sure that the locking bolt is tight and the splines undamaged.

Wear indicator:

When the rear brake is applied, an arrow (3), adjacent to the rear brake arm (4), moves toward a reference mark (2) on the rear brake backing plate (1). The distance between the arrow and the reference mark, on full application of the rear brake, indicates brake lining thickness.

If the arrow aligns with the reference mark on full application of the rear brake, inspect the brake shoes and replace them if the lining thickness is less than 2.0 mm (0.08 in.).



- (1) Rear brake backing plate (3) Arrow
(2) Reference mark (4) Rear brake arm

NOTE:

- * When brake service is necessary, see your authorized Honda dealer, who has been properly trained to perform such service. Use only high quality genuine Honda parts or their equivalent.

Parking Brake Cable Adjustment

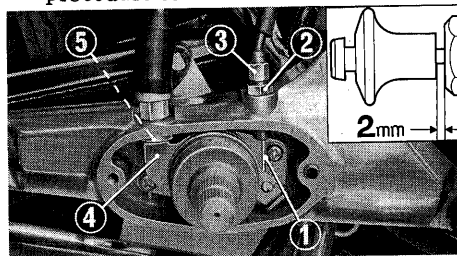
A stretched parking brake cable will cause the range of turning angle of the parking brake mechanism to become narrower than specified, making the parking brake less effective. So the parking brake cable should periodically be checked.

1. Inspect the parking brake knob for free play. Free play is normal if within 2 mm (0.08 in.).
2. Remove the brake pedal.
3. Remove the two screws and parking brake pivot cover. When removing, make sure not to damage the center dust seal and gasket.
4. Loosen the lock nut (2) and adjust the knob free play to within 2 mm by turning the adjusting bolt (3) in or out. Make sure that the ratchet lever (4) pushes in on the parking brake switch bar (5) with the parking brake mechanism completely released. Prevent over-tensioning the parking brake cable. When over-tightened, the knob will automatically be retracted

even if pulled all the way out.

Make certain that the parking brake cable has no slack. After adjustment, temporarily install and operate the brake pedal to check its operation according to page 35. If adjusted properly and if the parking brake components are in good condition, the brake pedal should stop at each detent position every time the pedal moves approximately 15 mm (0.6 in.).

5. After adjustment, reverse the removal procedure to install.



- (1) Parking brake cable (4) Ratchet lever
(2) Lock nut (5) Parking brake switch
(3) Adjusting bolt

Tire Servicing

Tire tread wear

Tires should be replaced when center tread depth is worn to the following limits:

| Min. Recommend Tire Center Tread Depth |
|--|
| Front: 1.5 mm (0.06 in.) |
| Rear: 2.0 mm (0.08 in.) |

WARNING:

Operation with excessively worn tires is very hazardous and will adversely affect traction, stability, and handling.

Tire damage:

Replace damaged tires. Do not patch or vulcanize a tire casing.

We recommend that punctured inner tubes be replaced. Inner tubes should be patched only in emergency situations

when replacement tubes are not available. If replacing an inner tube, be certain to select the correct size for the tire casing. Be certain to locate and eliminate the cause of damage before reassembling the tire and tube on the wheel.

WARNING:

Patching may adversely affect wheel balance. Also, a poorly bonded patch may cause subsequent tire deflation.

Tire removal and installation:

- Remove the wheel assembly as described in Front or Rear Wheel Removal, pages 89–91.
- Lay wheel assembly on a rag or cardboard to prevent damage to disc.
- Remove valve core and valve stem retaining nuts. Locate and remove any sharp objects imbedded in the tire.
- Step on tire casing to break it free from the rim. Repeat on the opposite side.

- e. Using two small or medium size tire irons, placed 100–150 mm (4–6 in.) apart and inserted between the rim edge and tire bead at the valve stem location, pry in and downward with both tire irons while depressing the tire bead opposite the tire irons with your foot. When tire bead is above the rim edge, remove one tire iron and move it 76–100 mm (3–4 in.) further away from the tire iron supporting the tire bead and insert and pry the tire bead further off of the rim. Proceed in this manner until the entire side of the tire casing is above and clear of the rim edge.
- f. The deflated inner tube can now be pulled from the tire casing and the inner tire casing inspected for damage or protruding sharp object, etc. Locate and eliminate cause of flat or puncture.
- g. If the tire is to be replaced, pry the other tire bead from the wheel rim as described in step “e”, and remove the tire from the rim (this step is not necessary if only the inner tube is to be replaced). Install one bead of the new tire in the wheel rim and proceed with installation of the inner tube.
- h. Inspect the wheel rim inner tube protector strip to see that it is in good condition and centered over the spoke nipples.
- i. Align the tire balance mark with the valve stem hole in the rim and insert a new inner tube of the correct size after inflating it very slightly. Leave the valve core in the valve stem.
- j. Work the inner tube into proper position in the tire casing and insert the valve stem through the valve stem hole in the rim. Install a valve stem retaining nut partially but not tightly onto the valve stem. Remove valve core.
- k. Apply a light coating of tire mounting solution (liquid detergent can be used in an emergency) to each of the tire

bead surfaces, and between the free tire bead and rim edge.

- l. The tire can now be stepped into place using your heels. Place both heels on the tire bead opposite the valve core and press the tire bead into place progressively with each step in opposite directions around the wheel.
- m. When 80–90% of the tire bead is in place, use a tire mounting mallet (heavy rubber, leather or plastic hammer) to force the remaining section into position. Avoid using tire irons or screw drivers for this operation as inner tube punctures will result.
- n. Insert the valve core and overinflate the standard pressure by approximately 0.7 kg/cm^2 (10 psi). This will help to properly seat the tire beads onto the rim. Inspect for proper tire bead seating and deflate the tire. Reinflate to the specified pressure (see page 27) and tighten the valve stem retaining nut.

- o. Recheck the tire pressure and install the valve stem cap.
- p. Install wheel assembly as per instructions on pages 89–91.

WARNING:

Remember when repairing a flat or installing a new tire:

- 1) Always locate and eliminate the cause of the tire failure to avoid subsequent failure.
- 2) Never attempt to patch or vulcanize a tire casing as this weakens the casing and may result in a blow-out.
- 3) An inner tube should be patched only in emergency situations. A patched inner tube is not as reliable as a new tube.
- 4) The inner tube size must correspond with the tire casing size or it will cause the tube to wrinkle or to be stretched beyond its designed capacity. In either case the inner tube will be weakened increasing the possibility of failure.

- 5) The use of tires other than those listed on the tire information label may adversely affect handling.
- 6) Tire servicing and replacement require skill and special tools. In as much as the safety of the rider is dependent upon the good condition of the tires and wheel assemblies, we urge you to have this service performed by your authorized Honda Dealer.

Wheel Balance

During high speed riding, the balance of the wheel will have considerable effect on the steering stability. Therefore, the balance should be checked periodically.

WARNING:

- * Wheel balance can affect the safety, stability, and handling of this motorcycle. When wheel balancing is necessary, see your authorized Honda motorcycle dealer.
- * When removing the tire from the rim

for repair or tire change, the tire balance mark (yellow) and the valve stem should be in alignment.

- * Removing the balance weight or relocating it to a different spoke nipple will affect the wheel balance.
- * Maintenance of spoke tension and wheel trueness are critical to safe motorcycle operation. During the first 1,000 km (500 miles), spokes will loosen more rapidly due to initial seating of parts. Excessively loose spokes may result in high speed instability and possible loss of control. Your Honda dealer is trained and equipped to perform this specialized maintenance.

Front Suspension Inspection

Check the front fork assembly by locking the front brake and pumping the fork up and down vigorously.

Suspension action should be smooth and there must be no oil seepage.

Carefully inspect all front suspension fasteners for tightness. This includes the attachment points of the fork tubes, brake components and handlebar.

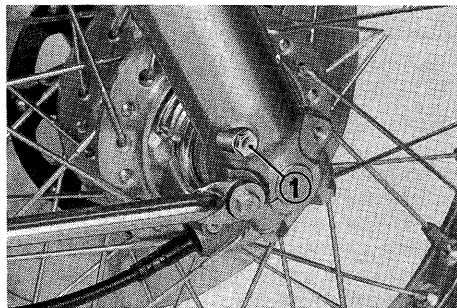
WARNING:

- * If any suspension components appear worn or damaged, consult your Honda dealer for further inspection. The suspension components are directly safety related and your Honda dealer is qualified to determine whether or not replacement parts or repairs are needed.
- * Contact your Honda dealer for repair of any steering or front suspension wear or damage. Do not operate the motorcycle with loose, worn, or damaged steering or front suspension, as handling will be adversely affected.

Front Fork Oil Change

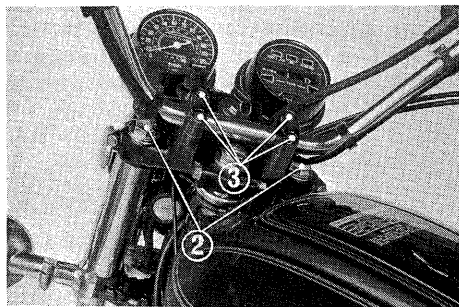
To maintain good riding characteristics and increase fork service life, the oil in the front fork should be changed periodically.

1. Unscrew the front fork drain plug (1) at the bottom of fork cylinder. Drain the oil by pumping the fork while the plug is out. Replace the plug securely after draining.



(1) Front fork drain plug

2. Set the motorcycle on the center stand.
3. Place a jack under the crankcase to control lowering of the front end.
4. Remove the handlebar by removing the four handlebar bolt caps and the four handlebar bolts (3).
5. Unscrew the fork filler plugs (2) until free.



(2) Fork filler plugs (3) Handlebar bolts

6. Lower the jack under the engine to extend the fork springs with the attached filler plugs.
7. Move the fork springs to one side and pour 145 cc (4.9 ozs.) of premium quality ATF (automatic transmission fluid) into each fork leg.
8. Raise the jack under the engine to allow the fork springs and filler plugs to return into the fork legs.
9. Securely tighten the fork filler plugs (2).
10. Reinstall handlebar, tightening the two front bolts first. Then securely tighten the two rear bolts.
11. Remove the jack from under the engine.

Rear Suspension Inspection

Check the rear suspension periodically by careful visual examination. Note the following items.

1. Rear fork bushing—this can be checked by pushing hard against the side of the rear wheel while the motorcycle is on the center stand and feeling for looseness of the fork bushings.
2. Check side stand installation for ease of operation and damage, side stand spring for damage and loss of tension, and side stand rubber for wear.
3. Check all suspension component attachment points for security of their respective fasteners.

WARNING:

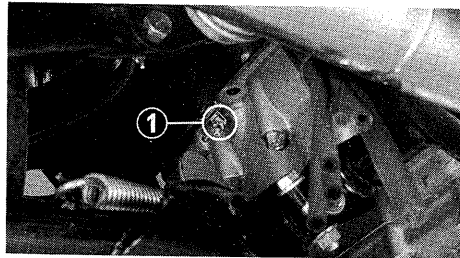
- * If any suspension components appear worn or damaged, consult your Honda dealer for further inspection. The suspension components are directly safety related and your Honda dealer is qualified to determine whether or not replacement parts or repairs are needed.

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- * The rear suspension units on the CB750A are sealed at the factory and do not require servicing. Never attempt to destroy the seal or disassemble the rear suspension damper units.

Rear Fork Bushing Lubrication

There is a lubrication point (1) as shown in the figure. It is recommended that lubrication be performed every 6 months or 5,000 km (3,000 miles) whichever occurs first. Use multipurpose grease, Type NLGI No. 2.



(1) Grease nipple

Battery Maintenance

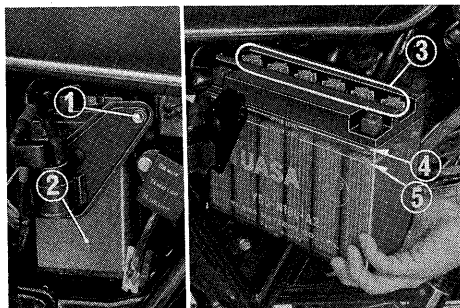
If the motorcycle is operated with an insufficient (low) battery electrolyte level, sulfation and battery plate damage will occur. Inspecting and maintaining the electrolyte level is a simple, quick operation. Therefore, it should be performed frequently as indicated in the MAINTENANCE SCHEDULE (page 43) and PRE-RIDING INSPECTION (page 26).

Battery electrolyte

The battery is mounted under the seat. Remove the battery to check the battery electrolyte. To remove the battery, open the seat and remove the battery cover. Disconnect the ground (—) cable connection first and then the positive (+) cable. Remove the bolt (1) holding the starter magnetic switch bracket. The battery can then be pulled out.

The electrolyte level must be maintained between the upper (4) and lower (5) level marks on the side of the battery. If the

electrolyte level is found to be low, carefully add distilled water until the electrolyte level in each cell is between the upper and lower level marks. Use a small syringe or plastic funnel to add water.



- (1) Bolt
- (2) Battery
- (3) Filler caps

- (4) Upper level mark
- (5) Lower level mark

CAUTION:

Use only distilled water in the battery. Tap water will shorten the service life of the battery. Consult your Honda dealer if you are experiencing an excessively high rate of battery electrolyte loss.

Battery removal and installation:

The battery should be removed for prolonged storage, or for recharging if electrolyte specific gravity falls below 1.200 @ 20°C (68°F).

WARNING:

The battery contains sulfuric acid. Avoid contact with skin, eyes or clothing. Antidote: **EXTERNAL**-Flush with water. **INTERNAL**-Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg or vegetable oil. Call physician immediately. Eyes: Flush with water and get prompt medical attention. Batteries produce explosive gases. Keep sparks, flame, cigarettes away. Ventilate when charging or using in enclosed space.

Always shield eyes when working near batteries.

KEEP OUT OF REACH OF CHILDREN.

1. Open the seat and remove the battery cover. Disconnect the ground (-) cable connection first and then the positive (+) cable. Remove the bolt holding the starter magnetic switch bracket. The battery can then be removed. Note the positioning of the cables, protective rubber (+) terminal cover and battery rubber mount pad as well as the routing of the battery vent tube. Before installing the battery, clean the battery and its mounting area with water. Baking soda and water can be used to remove any existing corrosion.
2. Battery installation is performed in the reverse order of removal. Pay particular attention to the battery rubber mount pads and the vent tube routing. Connect the positive (+) terminal with the rubber insulator first and

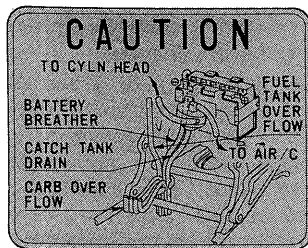
then connect the negative (-) terminal.

WARNING:

Check that the fuel tank over flow tube is not kinked or plugged. Replace or reroute if necessary.

CAUTION:

- * Do not overtighten these terminal connections as damage to the battery terminals may result.
- * When installing the battery, route the battery breather tube as shown in the figure and be careful not to bend or twist the breather tube. A bent or kinked breather tube may pressurize the battery and damage its case.
- * Use only mild soapy water (bar type soap) for cleaning the battery. Petroleum based products, aerosols, paint thinners, or contact cleaners may damage the case. Soapy water on the rubber surfaces of the battery holder will also aid battery installation or removal.



NOTE:

Apply petroleum jelly to the battery terminals to retard corrosion.

Battery charging

Should the battery electrolyte specific gravity reading (measured with a hydrometer) drop below 1.200 @ 20°C (68°F), the battery should be charged at a rate not to exceed 2.0 amps until the specific gravity reading is between 1.260 and 1.280 @ 20°C (68°F).

WARNING:

Charge the battery in a well-ventilated

area. Remove the filler caps and make sure the charger is connected properly to the battery before charging.

Frequent discharging or a partially discharged battery condition is sometimes the result of improper starting procedure, poor engine condition and/or electrical system problems. To locate and correct the cause of this condition, we suggest you contact your Honda dealer.

When storing the motorcycle, the battery negative (—) cable should be disconnected or the battery removed and stored in a cool place. The battery should be charged at least once a month during the storage period to preserve battery life.

Fuse replacement

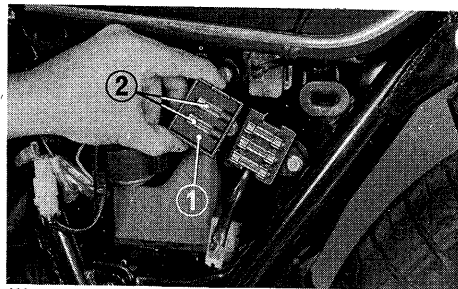
The fuse box (1) is located inside the left side cover (battery cover).

The recommended fuses for this model are 15A and 7A. When frequent failure of a fuse occurs, it usually indicates a short circuit or an overload in the electrical system. In this case the electrical system

should be checked visually for damaged insulation or other possible malfunctions. If the problem cannot be located visually, the motorcycle should be examined by an authorized Honda dealer.

WARNING:

- * Never use a fuse with a different rating from that specified on the fuse box or in the Owner's Manual.
- * Never use conductive material to replace a recommended fuse or serious damage to the electrical system of your motorcycle will result.



(1) Fuse box

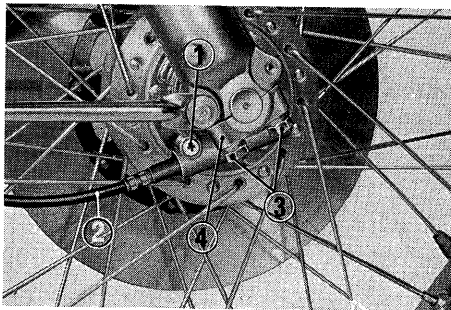
(2) Spare fuses

Front Wheel Removal

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Remove the speedometer cable set screw (1) and disconnect the speedometer cable (2).
3. Remove the front axle holder nuts (3) (two on each side), and remove the front axle holders (4) (one on each side). Remove the front wheel.
Take care not to damage the brake hose.
4. To install the front wheel assembly, reverse the removal procedure.

NOTE:

Do not depress the brake lever when the wheel is off the motorcycle because the caliper piston will be forced out of the cylinder with subsequent loss of brake fluid. If this does occur, servicing of the brake system will be necessary.



- (1) Speedometer cable set screw
- (2) Speedometer cable
- (3) Axle holder nuts
- (4) Axle holder

WARNING:

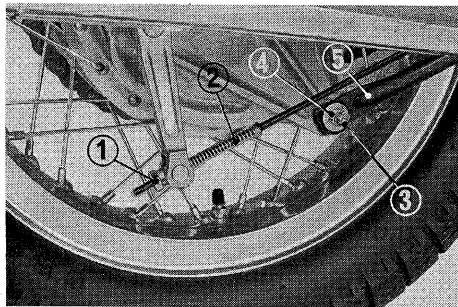
- * When installing the caliper, fit the brake disc between the brake pads carefully.
- * Install the axle holders with the "F" arrow forward and tighten the forward holder nuts first to the specified torque, then tighten the rear nuts to the same torque.
- * After installing the wheel, apply the brakes several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or wheel does not rotate freely.

Torque for axle holder:

180–250 kg-cm (13–18 lbs.-ft.)

Rear Wheel Removal

1. Place the motorcycle on its center stand.
2. Remove the rear brake adjusting nut (1).
3. Disconnect the rear brake rod (2) from the rear brake arm.
4. Remove the cotter pin (3) and the nut (4).

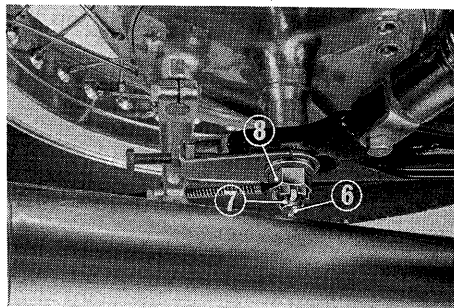


- | | |
|------------------------------|-----------------|
| (1) Rear brake adjusting nut | (4) Nut |
| (2) Rear brake rod | (5) Stopper arm |
| (3) Cotter pin | |

5. Disconnect the stopper arm (5) from the rear brake backing plate.
6. Remove the cotter pin (6).
7. Remove the rear axle nut (8).
8. Pull the rear wheel forward and remove the drive chain from the rear sprocket.
9. Pull out the rear axle (7).
10. To install the rear wheel, reverse the removal procedure. Torque the axle nut to 800–1,000 kg-cm (58–73 lbs.-ft.). Use a new cotter pin for securing the axle nut.

CAUTION:

Always replace used cotter pins with new ones.

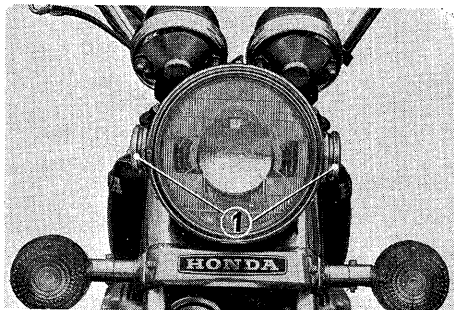


- (6) Cotter pin
(7) Rear axle
(8) Rear axle nut

Headlight Beam Adjustment

The headlight must be properly adjusted for safe driving. This motorcycle has provisions to adjust the headlight in the vertical and horizontal directions.

1. The vertical adjustment is made by removing the side marker reflectors (1) and loosening the bolts (2) which mount the headlight assembly, then tilting the headlight as required. Retighten the bolts and refit the reflector.

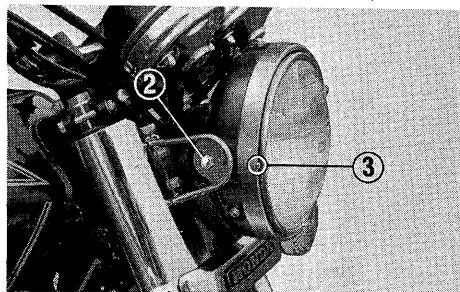


92 (1) Side marker reflectors

2. The horizontal beam adjustment is made with the adjusting screw (3) located on the left side of the headlight when facing the motorcycle. Turning the screw clockwise will focus the beam toward the left side of the rider and turning the screw counter-clockwise will focus the beam toward the right side.

CAUTION:

Adjust the headlight beam as specified by local laws and regulations.

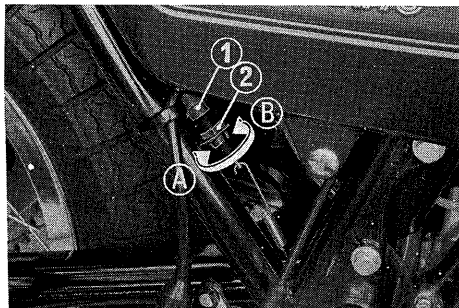


(2) Headlight mounting bolt
(3) Beam adjusting screw

Stoplight Switch Adjustment

The stoplight switch adjustment is made at the stoplight switch (1) located below the right side cover.

1. Turn on the ignition switch.
2. Adjust the stoplight switch (1) so that the stoplight will come on when the brake pedal is depressed to the point where the brake just starts to engage. If the stoplight switch is late in switching on the stoplight, turn the switch adjusting nut (2) in direction (A). If the stoplight comes on too early, turn the switch adjusting nut in direction (B).



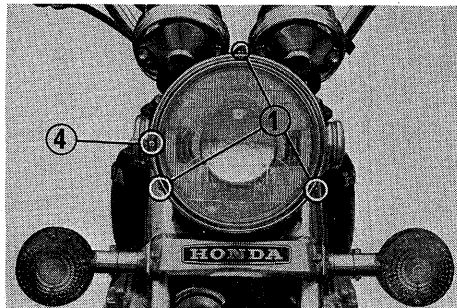
(1) Stoplight switch

(2) Adjusting nut

Headlight Sealed Beam Replacement

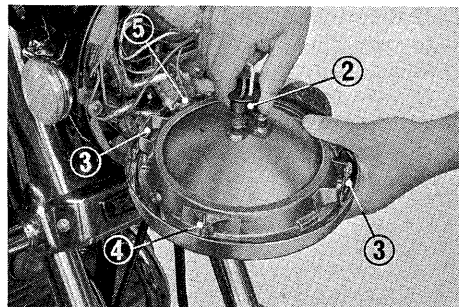
When exchanging the light bulbs, always replace the bulb with one of the specified type and rating. This is important to prevent the electrical lighting circuit from malfunctioning.

1. Remove the holding screws (1).
2. Disconnect the headlight socket (2) from the sealed beam unit.
3. Remove the lock screws (3).



(1) Holding screws

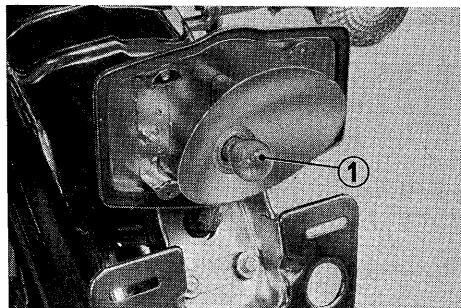
4. Remove the beam adjusting screw (4).
5. Remove the sealed beam unit retaining screws (5).
6. Install a new sealed beam unit. Assemble by reversing the procedure described above.



- (2) Headlight socket
(3) Lock screws
(4) Beam adjusting screw
(5) Sealed beam unit retaining screw

Tail/Stoplight Bulb Replacement

1. Remove the four screws retaining the tail/stoplight lens.
2. Press the bulb (1) inward and twist to the left. The bulb can now be removed.
3. Replace with a new bulb.
4. When installing the taillight lens, do not overtighten the screw, as this may damage the lens.



(1) Tail/stoplight bulb

Turn Signal Light Bulb Replacement

The bulb replacement is made in the same manner as for the tail/stoplight bulb.

SPECIFICATIONS

| Item | |
|-----------------------------|------------------------------------|
| DIMENSIONS | |
| Overall length | 2,250 mm (88.6 in.) |
| Overall width | 865 mm (34.1 in.) |
| Overall height | 1,190 mm (46.9 in.) |
| Wheel base | 1,480 mm (58.3 in.) |
| WEIGHT | |
| Dry weight | 242 kg (534 lbs) |
| CAPACITIES | |
| Engine oil | 5.5ℓ (5.8 U.S. qt.) |
| Fuel tank | 19.5ℓ (5.1 U.S. gal.) |
| Fuel reserve tank | 4.0ℓ (1.1 U.S. gal.) |
| Passenger capacity | Operator and one passenger |
| Vehicle capacity load limit | 163 kg (360 lbs) |
| ENGINE | |
| Bore and stroke | 61.0 x 63.0 mm (2.402 x 2.480 in.) |
| Compression ratio | 8.6 : 1 |
| Displacement | 736 cc (44.9 cu in.) |

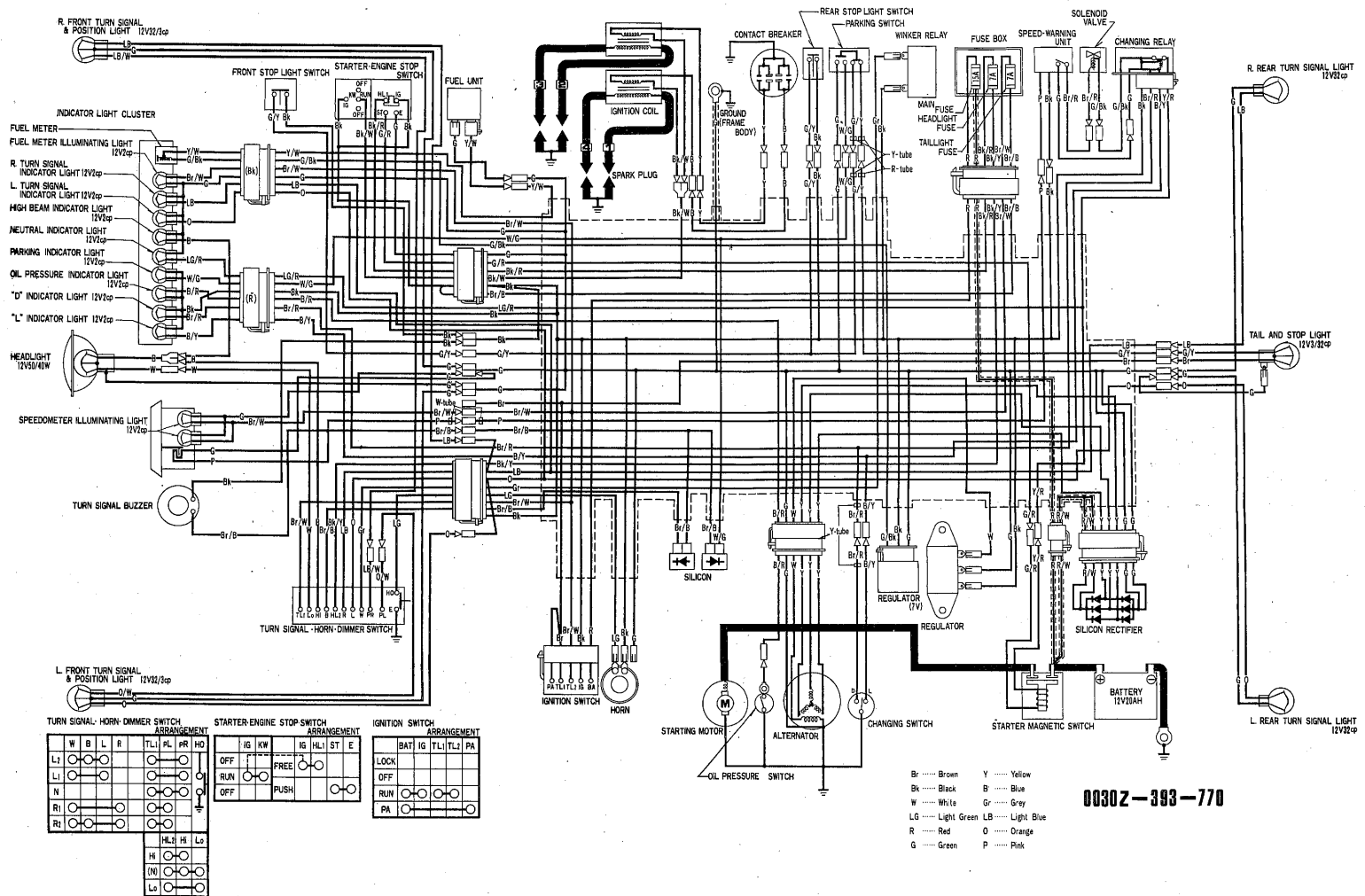
| Item | |
|-------------------------------|---|
| Contact breaker point gap | 0.3–0.4 mm (0.012–0.016 in.) |
| Spark plug gap | 0.6–0.7 mm (0.024–0.028 in.) |
| Valve tappet clearance | Intake 0.05 mm (0.002 in.) Exhaust 0.08 mm (0.003 in.) |
| CHASSIS AND SUSPENSION | |
| Caster | 62°30' |
| Trail | 115 mm (4.5 in.) |
| Tire size, front | 3.50H19-4PR |
| Tire size, rear | 4.50H17A-4PR |
| POWER TRANSMISSION | |
| Primary reduction | 1.351 |
| Final reduction | 2.800 |
| Gear ratio, L | 2.263 |
| D | 1.520 |

| Item | |
|-------------------|---|
| ELECTRICAL | |
| Battery | 12V-20AH |
| Generator | Three phase A.C. 12V 0.29 kW @5,000 rpm |
| Firing order | 1 - 2 - 4 - 3 |
| Spark plugs | NGK D8ES-L or ND X24ES (for U.S.A. model) NGK DR8ES-L or ND X24ESR-U (for Canadian model) |
| Fuse | 15 amp. and 7 amp. |
| LIGHTS | |
| Headlight | 12V-50/40W |
| Tail/stoplight | 12V-3/32 cp SAE TRADE NO. 1157 |
| Turn signal light | 12V-32 cp Front: SAE TRADE NO. 1034 Rear: SAE TRADE NO. 1073 |
| Meter lights | 12V-2 cp SAE TRADE NO. 57 |
| Running light | 12V-3 cp |

MEMO

MEMO

WIRING DIAGRAM CB750A



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