HONDA

750 #4
Rev. 9/22/69

SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

DRIVE SPROCKET RECALL

The initial shipment of CB-750's received by American Honda contained units with an improperly heat treated drive sprocket (Part No. 23801-292-810). We have a few reported cases in which the sprocket has broken. Though unlikely, if the drive sprocket should break, the CB-750 would have a sudden loss of power and the final drive chain may snag which could cause rear wheel lock-up.

American Honda is recalling all the units in this initial shipment of CB-750's. Carefully read and comply with the following instructions exactly.

APPLICABLE FRAME NUMBERS:

The series of motorcycles requiring drive sprocket replacement are as follows:

> Frame No. CB-750 1000001 through Frame No. CB-750 1002852, with Engine Numbers below CB-750 E 1002555.

The drive sprocket on all machines listed above must be replaced.

CUSTOMER'S MACHINES:

Each CB-750 owner registered under the factory warranty policy will receive a certified letter requesting that he make an appointment with his selling dealer to return for replacement of the drive sprocket. The customer will also be issued a Factory Recall Card (Form AH-107). This card will authorize you to replace the drive sprocket. The recall cards are pre-printed with the frame number of the unit; if this frame number does not match the customer's frame number, cross it out and write in the correct number.

On completion of the replacement, fill in the customer's name and address, the date of replacement, a claim number for your control records, your dealer number, and have an authorized agent of the dealership sign the card. Credit will be issued in accordance with instructions found in the section entitled REIMBURSEMENT.

ROUTING:

COPY 1 ☐ GENERAL MANAGER ☐ SALES DEPT ☐ OFFICE FILE

COPY 2 ☐ SERVICE MANAGER ☐ MECHANICS ☐ SHOP FILE

DEALER'S STOCK AND DEMO UNITS:

Enclosed with this bulletin is a quantity of factory recall cards that, according to our records, coincide with your inventory of CB-750's as of August 4, 1969. Verify the frame numbers listed at the top of the card with your inventory stock and demo units and replace the drive sprockets of those units before they are sold. Contact the purchasers of those units which are no longer in your inventory, advise them of this recall and request that they come in immediately. After completion of the replacement, complete the card as instructed above and forward the card to American Honda Motor Co., Inc., Warranty Section, for reimbursement.

CB-750'S IN TRANSIT:

Effective with this notification, dealers receiving CB-750's which are now in transit or will be released from warehouses that are within the above listed frame number and engine number series, will be automatically sent a Factory Recall Card with the specified frame number imprinted, and the replacement part necessary for the recall. Notify your parts department of this action so they will be alert to these incoming parts. On receipt of your CB-750, conduct the required modification, complete the card, and submit it to American Honda Motor Co., for credit.

REPLACEMENT PARTS:

As stated above, American Honda Parts Department will automatically ship recall parts to your dealership. The replacement drive sprockets will be charged to your account. All shipping costs will be prepaid. The quantity of parts shipped to you will depend on the number of CB-750's you have received or will receive that are within the affected frame number series.

Additional drive sprockets may be obtained from the Gardena Parts Department. Ordering information is as follows:

Honda Code No.: 20039

Part No.: 23801-300-305

Dealer Net: $3.20

Although replacement parts will be automatically sent to your dealership, the above information will enable you to order parts for any machines coming in that you have not sold.

REPAIR PROCEDURE:

For the most efficient method of replacing the drive sprocket, the following procedure should be followed:

With the motorcycle on the center stand and in neutral, rotate the rear wheel until the drive chain master link is in contact with the rear (driven) sprocket. Release the master link re-

With the motorcycle on the center stand and in neutral, rotate the rear wheel until the drive chain master link is in contact with the rear (driven) sprocket. Release the master link retaining clip and discard (do not reuse these retaining clips). Remove the master link and let the bottom half of the chain fall away from the sprocket. Remove the rear crankcase cover exposing the drive sprocket. Remove the 2 - 8 x 28mm hex bolts holding the retaining plate; rotate the plate until it can be removed and lift off the drive sprocket. Use the reverse order for installation of the new sprocket.

American Honda will package all the required parts with the modified sprocket in individual plastic bags. After assembly and proper adjustment of the drive chain, wipe the chain free of all dirt and relubricate.

IDENTIFICATION:

The new sprockets are identified by the number 750 or T-16 stamped on one side of the sprocket. This number must face the outside of the machine and will serve as identification of the modified unit.

REIMBURSEMENT:

On completion of the repair, fill out the required information on the Factory Recall Card and return it immediately to American Honda, Gardena, Warranty Section. The reimbursement schedule will be as follows:

Flat rate code No. 3033; reimbursement for each unit for labor and other expenses will be computed upon receipt of completed warranty card.

PARTS DISPOSITION:

Drive sprockets which are replaced by dealers are to be returned to American Honda. Tag each part with the correct warranty claim number and your dealer number.

If any question should arise regarding this bulletin or the procedures outlined, contact American Honda, Gardena, Warranty Section.

AMERICAN HONDA MOTOR CO., INC.
Motorcycle Service Department

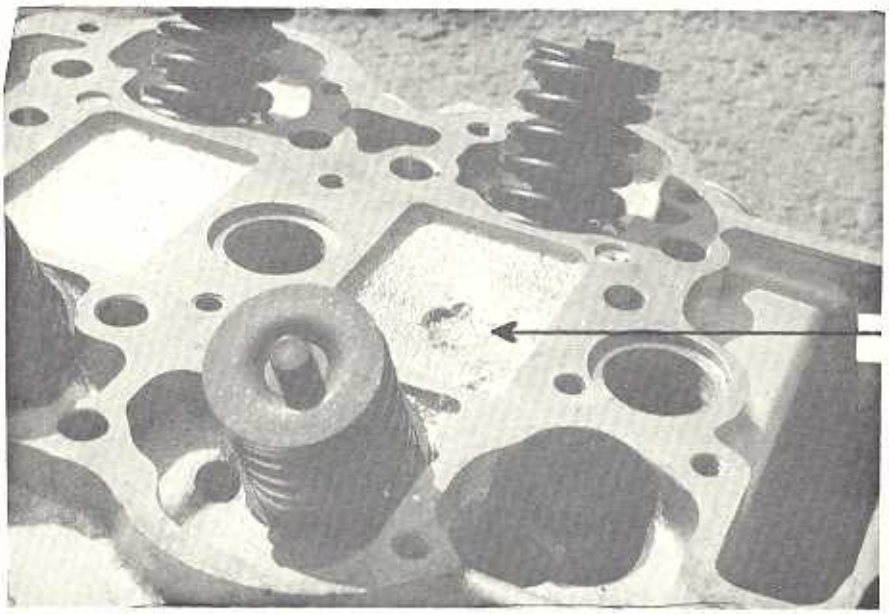
AMERICAN HONDA MOTOR CO., INC.

HONDA SERVICE BULLETIN

CB750 #6
11/3/69

CYLINDER HEAD DAMAGE CAUSED BY TACHOMETER GEAR STOPPER BOLT

The tachometer gear, driven by the gear on the camshaft, is held in place by the tachometer gear stopper bolt. Occasionally a stopper bolt becomes loose. If the stopper bolt falls out, the cam lobe may push it through the upper section of the cylinder head.



To safeguard against possible engine damage, the stopper bolt should be secured whenever the cylinder head cover is removed. Because the position of the bolt in the head cover makes tab-type lock washers ineffectual, a bonding-type fastener sealant should be used. This sealant will form a bond between the threads, securing the bolt.

PARTS INFORMATION:

Part Number	Description	Parts Catalog
12435-300-003	Tachometer Gear Stopper Bolt	Page 2, Ref. 7

AMERICAN HONDA MOTOR CO., INC.
Service Department

9-547

ROUTING:

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COPY 2
☐ GENERAL MANAGER
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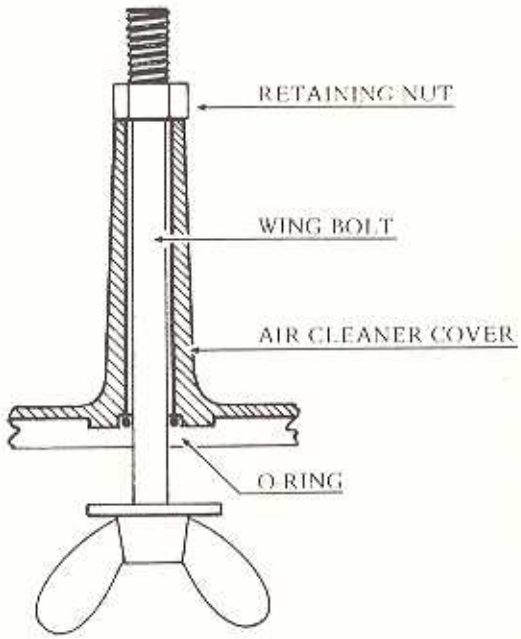
☐ OFFICE FILE
☐ SHOP FILE

750 #7
REV. 10/17/71

HONDA SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

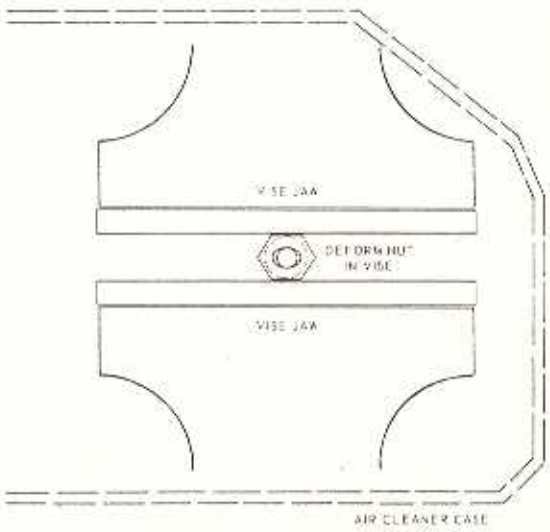
WING BOLT RETAINING NUT SECURITY, EARLY CB-750 AIR CLEANER COVERS



Air cleaner cover wing bolts in early CB-750 motorcycles, frame number CB750-1000001 through 1030390, are kept in place by retaining nuts during air cleaner disassembly. In later models, the wing bolts are kept in place by cotter pins.

Wing bolts using retaining nuts may loosen from vibration and allow the retaining nuts to drop free. If loose nuts should enter the carburetor connecting tubes, it is possible for them to reach the engine and cause damage to pistons, valves, and cylinder head.

To prevent possible engine damage, the retaining nuts must be secured on the wing bolts. With wing bolts installed in the air cleaner cover, and retaining nuts in place below the threaded section of the wing bolts, distort the retaining nuts by pressing them in a vise. When distorted, the nuts will not pass the threaded section of the wing bolts, and their installation will be secure.



AMERICAN HONDA MOTOR CO., INC.
MOTORCYCLE SERVICE DEPARTMENT

9-792

This revision supersedes Service Bulletin 750 #7, dated 11/6/69, which should be removed and destroyed.

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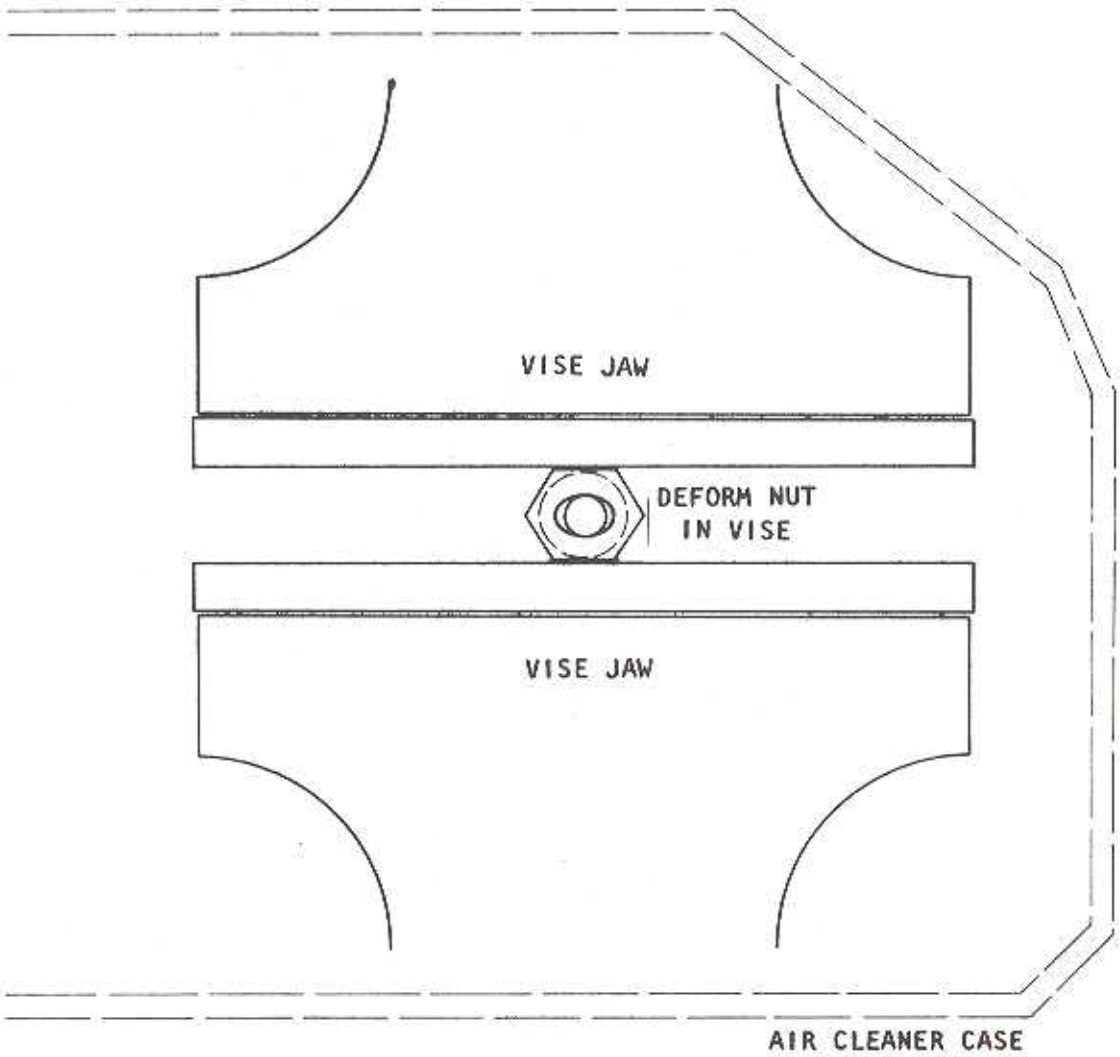
VISE JAW
DEFORM NUT
IN VISE
VISE JAW
AIR CLEANER CASE

AMERICAN HONDA MOTOR CO., INC.

HONDA SERVICE BULLETIN

CB750 #8
11/6/69

IGNITION TIMING WITH BENT ADVANCER SHAFT

A bent or out-of-center advancer shaft may cause difficult or inaccurate timing on the CB-750. If the advancer shaft appears to be bent after installation in the crankshaft, it should be straightened without removing it from the crankshaft.

The advancer shaft hole in the crankshaft is not drilled exactly dead center. Therefore, any advancer shaft, regardless how straight, will appear bent or out-of-center when installed in the crankshaft.

To true the advancer shaft with respect to the crankshaft, remove the advancer mechanism and with the handlebar ignition switch turned off, rotate the crankshaft with the starter motor. Bend the advancer shaft into center until there is no noticeable wobble when the crankshaft is rotating. A total indicated runout (TIR) 0.1 mm or less will permit satisfactory timing.

Installation of the advancer shaft into the crankshaft may be easier if the "O" ring ridges, which are slightly oversize, are ground down about 0.1 mm.

As indicated above, replacement of a bent advancer shaft with a new advancer shaft will not necessarily solve timing problems.

PARTS INFORMATION:

Part Number	Description	Parts Catalog
30231-300-010	Advancer Shaft	Page 14, Ref. 8

AMERICAN HONDA MOTOR CO., INC.
Service Department

9-550

ROUTING:

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☐ MECHANICS
☐ OFFICE FILE
☐ SHOP FILE

750 #9
SUPPLEMENT
REV. 5/7/73

HONDA SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

VACUUM GAUGES:

MODEL DIFFERENCES AND CALIBRATION INSTRUCTIONS

Vacuum gauge sets supplied by American Honda to date have utilized any one of the three types of gauges shown below. The non-adjustable Marsh gauge (Fig. 1) is superseded by, and interchangeable with, a Marsh gauge with a calibration screw (Fig. 2).

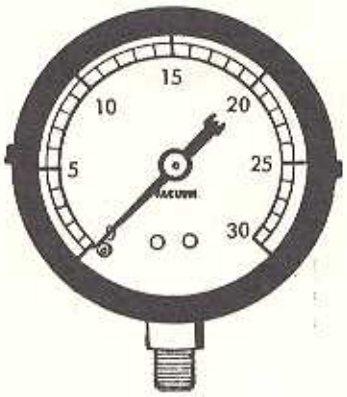


FIG. 1. MARSH GAUGE WITHOUT CALIBRATION SCREW; SUPERSEDED BY 07064-30301.

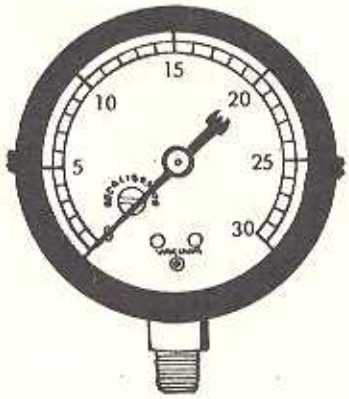


FIG. 2. MARSH GAUGE WITH CALIBRATION SCREW (07064-30301).

FIG. 3. U.S. GAUGE WITH ADJUSTABLE INDICATOR NEEDLE (DISCONTINUED).

U.S. gauges are made to fit hose connectors of greater diameter than are Marsh gauges and therefore are not interchangeable in the fittings originally provided with each vacuum gauge set. As an expedient measure in the temporary replacement of damaged gauges, it is possible to use both brands of gauges within a set by installing the appropriate size hose connectors.

ROUTING:

COPY 1 ☐ GENERAL MANAGER ☐ SALES DEPT ☐ OFFICE FILE

COPY 2 ☐ SERVICE MANAGER ☐ MECHANICS ☐ SHOP FILE

PARTS INFORMATION:

H/C	PART NUMBER	DESCRIPTION
20176	07064-30000	Vacuum Gauge Set, Complete
20658	07064-30301	Gauge, Marsh
23629	07064-40301	Adapter, Hose (for Marsh gauge)
23630	07064-40302	Adapter, Hose (for U.S. gauge)
05911	94101-10000	Washer, 10mm (for Marsh gauge)
10967	94101-14000	Washer, 14mm (for U.S. gauge)
17272	43434-286-000	Grommet (fits both Marsh and U.S.)
11448	07504-3000000	Hose, Attachment, and Valve Kit
11449	07510-3000300	Hose
11450	07510-3000400	Valve, Damper
11451	07510-3000100	Attachment A (long)
11452	07510-3000200	Attachment B (short)

GAUGE ADJUSTMENT:

The Marsh gauge shown in Fig. 1 has no provision for adjustment. If necessary, calibration reference marks may be scratched on the bezel around the face of the gauge.

The Marsh gauge shown in Fig. 2 is adjusted by means of a calibrator screw in the face of the gauge. To recalibrate, loosen the two screws at the sides of the gauge, remove the bezel and lens, and turn the screw.

The U.S. gauge (Fig. 3) may be adjusted by turning the indicator needle on its shaft. To recalibrate, pull the bezel and lens off of the gauge, hold the indicator needle hub with a small screwdriver, and carefully turn the indicator needle to the desired position.

CALIBRATION PROCEDURE:

Before using the vacuum gauge set, the gauges should be checked, and calibrated if necessary.

When assembling the vacuum gauge set, apply a sealant to the threads of the gauge fittings and tighten the hose connectors securely to prevent air leakage. Check for air leakage by connecting each hose to a vacuum source, then closing the damping valve. The gauges should retain their vacuum readings when the hoses are removed from the vacuum source, until the damping valves are opened again.

METHOD 1: ADJUSTABLE VACUUM SOURCE

1. Connect one gauge to an adjustable vacuum source, such as a Sun 400 Distributor Tester (available at any tune-up shop).
2. Adjust the vacuum source to 7 in. Hg (reading the gauge of the vacuum source).

3. If the gauge tested does not read 7 in. Hg in accordance with the gauge of the vacuum source, calibrate the gauge tested to the true reading. Check accuracy at 8, 9, 10, and 11 in. Hg also.
4. Repeat this procedure for the remaining gauges.

METHOD II: CONSTANT VACUUM SOURCE

1. Assemble a manifold as shown in the illustration below to allow simultaneous calibration of the vacuum gauge set.

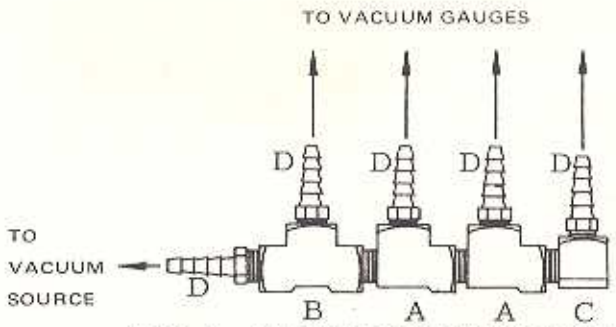


FIG. 4. CALIBRATION MANIFOLD

A. TWO 1/8" FEMALE-FEMALE-MALE PIPE TEES
B. ONE 1/8" FEMALE-FEMALE-FEMALE PIPE TEE
C. ONE 1/8" FEMALE-MAKE PIPE ELBOW
D. FIVE 1/8" PIPE-HOSE FITTINGS

2. Connect the vacuum gauges to the manifold.
3. Connect the assembly to one carburetor of a CB-750, running at a steady idle.
4. Calibrate all gauges to the average reading obtained.
5. Connect the assembly to another carburetor to check the readings.

NOTE

Close the vacuum gauge damping valves before starting the engine. Opening the damping valves only when the engine is running and you are ready to use the gauges. If the engine is started with the valves open, the initial vacuum fluctuation may damage the gauges by causing the indicator needles to oscillate against their stop pegs.

AMERICAN HONDA MOTOR CO., INC.
MOTORCYCLE SERVICE DEPARTMENT

9-636

This supplement forms a part of and amends Service Bulletin CB750 #9, dated 11/9/69, and should be filed immediately behind the amended bulletin.

This revision supersedes Service Bulletin CB750 #9 Supplement dated 11/10/70. The previous supplement should be removed and destroyed.

HONDA

750 #10
12/10/69

SERVICE BULLETIN

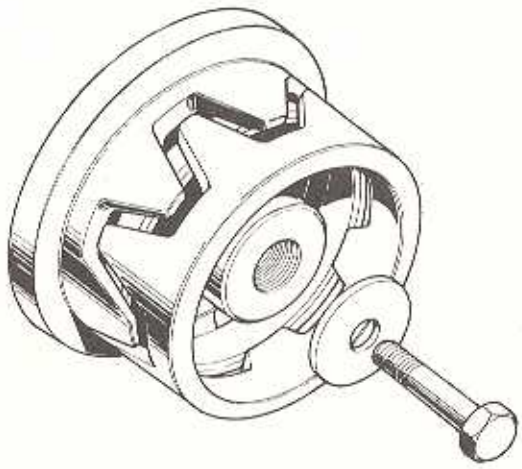
AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

DEAD BATTERIES = LOOSE ALTERNATOR ROTOR SET BOLT

When the starter motor is engaged, the starter clutch gear engages the starter clutch and rotor. The rotor turns the crankshaft to initiate engine starting. If the rotor set bolt does not hold the rotor on the crankshaft securely, or if the mating surfaces of the crankshaft and rotor are not smooth, the rotor may slip on the crankshaft. A slipping rotor will not turn the crankshaft when the starter motor is engaged. If the machine is started by other means, the battery will run down because the alternator will not function. A slipping rotor makes no noise and is difficult to diagnose.

Usually, a quick inspection of the set bolt tightness will eliminate problems caused by a slipping rotor. To tighten the bolt properly, use a strap wrench or similar tool to hold the rotor while tightening the set bolt to 54 lb.-ft.

If the rotor still slips on the crankshaft, remove the rotor and apply a thin layer of valve lapping compound to the taper on the crankshaft. Replace the rotor and again tighten the set bolt to 54 lb.-ft.



AMERICAN HONDA MOTOR CO., INC.
MOTORCYCLE SERVICE DEPARTMENT

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HONDA

750 #11
REV. 11/1/71

SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

BRAKE LEVER FREE PLAY ADJUSTMENT, CB-750

APPLICATION:

Pre-K1 CB-750 motorcycles only (frame number CB750-1000001 through CB750-1044649).

NOTE: CB-750 K1 motorcycles (frame number CB750-1044650 and subsequent) do not have adjustable brake lever free play.

INSPECTION AND ADJUSTMENT:

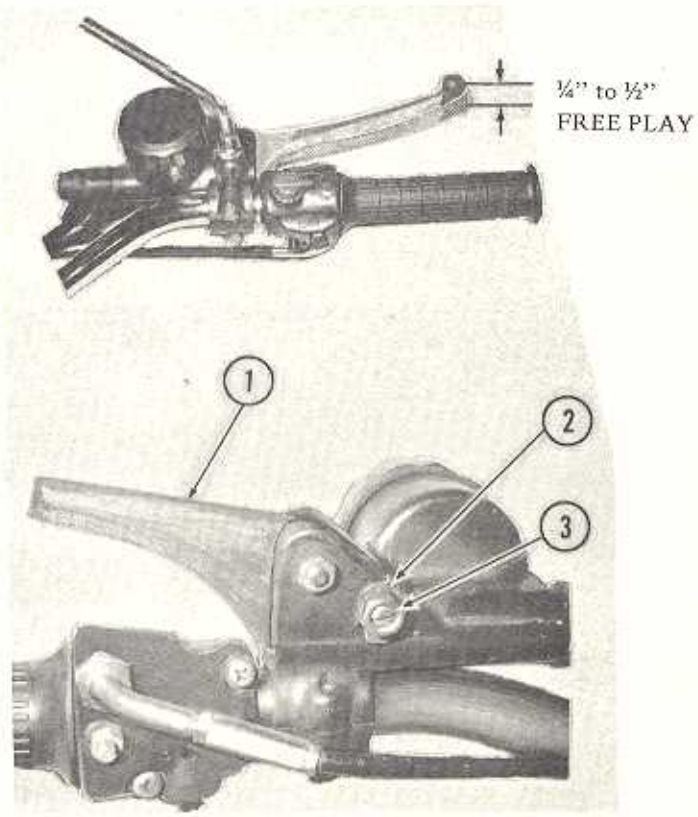
Brake lever free play, measured at the tip of the lever, should be maintained at ¼ to ½ inch.

If brake lever free play exceeds specified limits, adjust as follows:

1. Loosen lock nut.

2. Turn adjusting bolt to provide ¼ to ½ inch free play at tip of lever.

3. Apply Lock-Tite to threads of adjusting bolt, and tighten lock nut to a torque of 13—17 ft. lbs.



① FRONT BRAKE LEVER
② LOCK NUT
③ BRAKE LEVER ADJUSTING NUT

AMERICAN HONDA MOTOR CO., INC.
MOTORCYCLE SERVICE DEPARTMENT

9-795

This revision supersedes Service Bulletin 750 #11, dated 1/12/70, which should be removed and destroyed.

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AMERICAN HONDA MOTOR CO., INC.

HONDA SERVICE BULLETIN

CB750 #13
1/26/70

MODIFICATION TO PREVENT OIL FILTER CASE DAMAGE

A modified oil filter case and oil filter center bolt have been developed to prevent oil filter case damage.

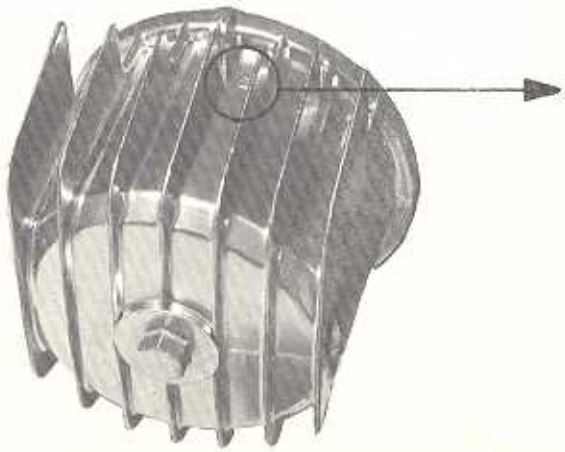
APPLICATION: All CB-750 units within the range:

Frame No. CB750-1001783 to
Frame No. CB750-1009554

The width across the flats of the oil filter center bolt has been changed from 14mm to 12mm to prevent over-tightening of the oil filter case. All original center bolts should be replaced with the modified center bolt at the earliest opportunity (periodic inspection, oil change, etc.). The fixing torque for the center bolt is 22-24 lb-ft.

The modified oil filter case is provided with 8 ribs radiating from the center bolt boss inside the case. It is stronger and requires less tightening torque to form an oil seal than the original cases. All oil filter cases should be checked for hairline cracks around the center bolt boss when installing the new center bolt. If any cracks exist, replace the oil filter case with a modified case.

The new oil filter case is identified by the numeral "2" stamped on the top surface between the center vanes (see photo).



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☐ SERVICE MANAGER
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☐ MECHANICS
☐ OFFICE FILE
☐ SHOP FILE

PARTS INFORMATION:

H/C	PART NUMBER	DESCRIPTION
20395	15411-300-010	Oil Filter Case
20396	15420-300-020	Center Bolt

WARRANTY INFORMATION:

This is a no-cost replacement to your customer. Dealers will be reimbursed as follows:

> Flat Rate Job #3035 for 0.2 hours, plus parts.
> You will need no description of the work other than the flat rate job number.

AMERICAN HONDA MOTOR CO., INC.
Service Department

9-607

HONDA SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

CRANKSHAFT BEARING INSERT SELECTION

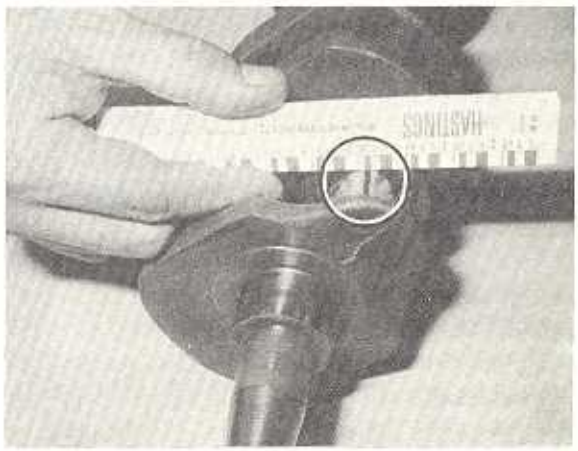
Main bearing and rod bearing inserts are available in four sizes to match crankshaft journal and crankcase bearing support dimensions, and provide the proper oil clearance between journals and inserts. Size codes are marked on the crankshaft, connecting rods, and upper crankcase half to facilitate bearing insert size selection. Bearing inserts are color coded to indicate size.

OIL CLEARANCE MEASUREMENT

Clearance between journals and inserts can be precisely measured using PLASTIGAGE.

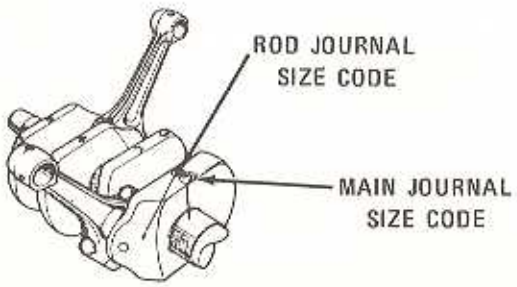
Standard Clearance:
0.0008-0.0018 in.
(0.02-0.046 mm)

Service Limit:
0.0032 in. (0.08 mm)

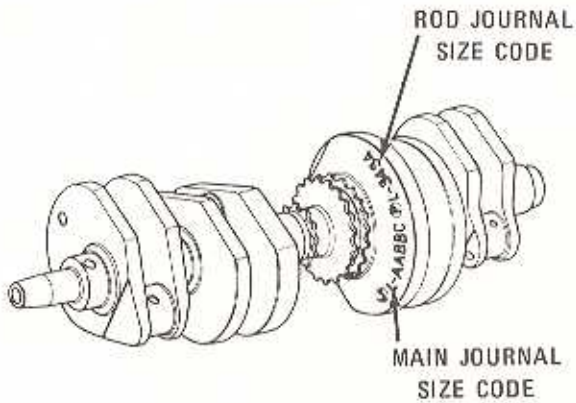


CRANKSHAFT MARKINGS

Crankshafts in early CB-750 engines (engine numbers CB750E-1000001 through CB750E-1015587) have journal size codes marked on the edge of each counterweight. Main journal size codes are given in Japanese symbols. (イ, ロ, ハ, or ニ). Actual journal size should be established by measurement with a micrometer. Rod journal sizes are coded "3", "4", or "5". This is the same coding system used in later engines.



Crankshafts in late CB-750 engines (engine numbers CB750E-1015588 and subsequent) have journal size codes etched on the side of the counterweight adjacent to the crankshaft sprockets.



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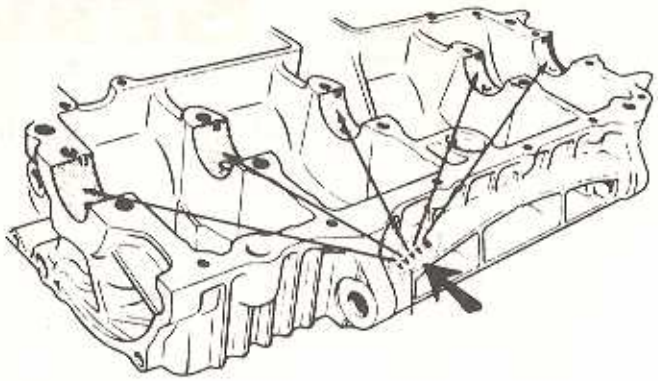
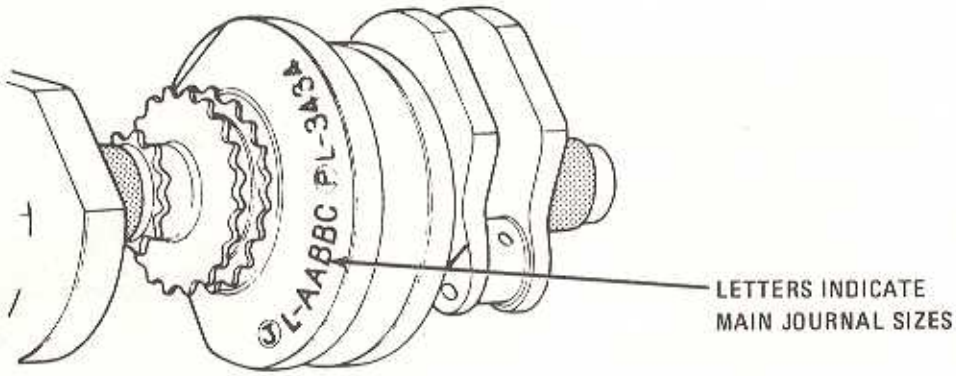
CRANKCASE MAIN BEARING INSERTS

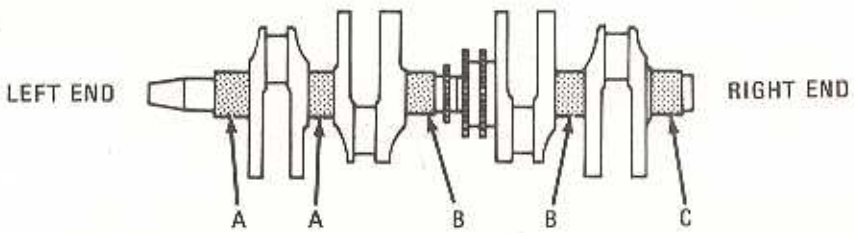
Crankcase Bearing Support Size Code Location

Crankcase bearing support size codes are stamped on the web between the front engine mounting holes of the upper crankcase half.



Crankshaft Main Journal Size Codes





(J) L - A A B B C

Code designation for main journal ("CRANKSHAFT (J) OURNAL").

Indicates that the main journals are designated from the left end of the crankshaft.

Indicates that A is the size code of the left end main journal.

Indicates that A is the size code of the second journal from the left end.

Indicates that B is the size code of the third journal from the left end.

Indicates that B is the size code of the fourth journal from the left end.

Indicates that C is the size code of the right end main journal.

Main Bearing Insert Selection

Use the following table to select the proper color coded insert by noting where the crankcase bearing support size code row intersects the crankshaft main journal size code column.

TABLE 1
Main Bearing Insert Selection by Color Code

CRANKCASE BEARING SUPPORT SIZE CODES	CRANKSHAFT MAIN JOURNAL SIZE CODES A	B	C
C	BROWN	BROWN	BLACK
B	GREEN	GREEN	BROWN
A	YELLOW	YELLOW	GREEN

TABLE 2
Dimensions (Main Bearings)

	CRANKCASE BEARING SUPPORT (ID)			CRANKSHAFT MAIN JOURNAL (OD)			BEARING INSERT THICKNESS			
Code	A	B	C	A	B	C	Black	Brown	Green	Yellow
Dimension (mm)	39.000 to 39.008	39.008 to 39.016	39.016 to 39.024	36.000 to 35.995	35.995 to 35.990	35.990 to 35.985	1.502 to 1.498	1.498 to 1.494	1.494 to 1.490	1.490 to 1.486

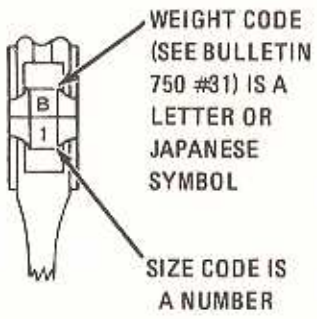
NOTE

Codes are provided to facilitate initial bearing insert selection, but do not rely on color codes alone. When installing replacement bearing inserts, always check clearance with PLASTIGAGE as described in shop manual.

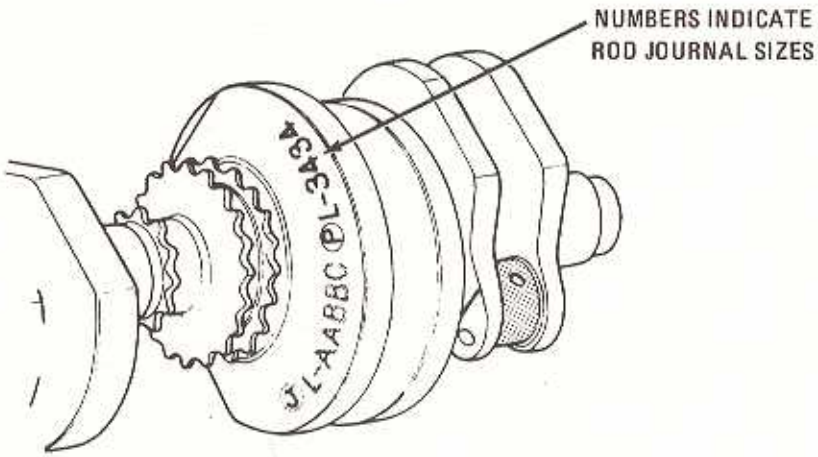
CONNECTING ROD BEARING INSERTS

Connecting Rod Size Code Location

Size and weight codes are etched on the side of the rod big end and are read while holding the rod with the small end down.



Crankshaft Rod Journal Size Codes



Code designation for rod journal ("CRANK Ⓟ IN").

Indicates that rod journals are designated from the left end of the crankshaft.

Indicates rod journal size codes in sequence from the left end of the crankshaft.

Ⓟ L - 3434

Connecting Rod Bearing Insert Selection

Use the following table to select the proper color coded insert by noting where the connecting rod bearing size code row intersects the crankshaft connecting rod journal size code column.

TABLE 3
Connecting Rod Bearing Insert Selection by Color Code

CONNECTING ROD SIZE CODES	CRANKSHAFT CONNECTING ROD JOURNAL SIZE CODES		
	3	4	5
3	BROWN	BROWN	BLACK
2	GREEN	GREEN	BROWN
1	YELLOW	YELLOW	GREEN

TABLE 4
Dimensions (Rod Bearings)

	CONNECTING ROD (ID)			CRANKSHAFT ROD JOURNAL (OD)			BEARING INSERT THICKNESS			
Code	1	2	3	3	4	5	Black	Brown	Green	Yellow
Dimension (mm)	39.000 to 39.008	39.008 to 39.016	39.016 to 39.024	36.000 to 35.995	35.995 to 35.990	35.990 to 35.985	1.502 to 1.498	1.498 to 1.494	1.494 to 1.490	1.490 to 1.486

NOTE

Codes are provided to facilitate initial bearing insert selection, but do not rely on color codes alone. When installing replacement bearing inserts, always check clearance with PLASTIGAGE as described in shop manual.

PARTS INFORMATION

Main Bearing Inserts:

H/C	Part Number	Description	Dealer Net	Order In Mult. Of
19053	13315-300-013	Bearing A (Black), crankshaft (1.498-1.502 mm)	$0.92	10
19054	13316-300-013	Bearing B (Brown), crankshaft (1.494-1.498 mm)	0.92	10
19055	13317-300-013	Bearing C (Green), crankshaft (1.490-1.494 mm)	0.92	10
19056	13318-300-013	Bearing D (Yellow), crankshaft (1.486-1.490 mm)	0.92	10

Rod Bearing Inserts:

H/C	Part Number	Description	Dealer Net	Order In Mult. Of
19049	13215-300-013	Bearing A (Black), connecting rod (1.498-1.502 mm)	0.69	8
19050	13216-300-013	Bearing B (Brown), connecting rod (1.494-1.498 mm)	0.69	8
19051	13217-300-013	Bearing C (Green), connecting rod (1.490-1.494 mm)	0.69	8
19052	13218-300-013	Bearing D (Yellow), connecting rod (1.486-1.490 mm)	0.69	8

AMERICAN HONDA MOTOR CO., INC.
MOTORCYCLE SERVICE DEPARTMENT

This bulletin supersedes and replaces Service Bulletin 750 # 14, dated 4/3/72, which should be removed and destroyed.

HONDA

750 #15
REV. 1/31/75

SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

MODIFIED THROTTLE VALVE AND CABLE KIT

On March 16, 1970, a recall campaign was initiated for the installation of a modified throttle valve and cable kit and modified rear wheel dampers in certain early series of CB-750 motorcycles.

Modified rear wheel dampers installed under the CB-750 recall campaign of 3/16/70 have been superseded by modified rear wheel dampers of later design. The modified rear wheel dampers of later design are installed under the CB-750 recall campaign of 8/9/71 (see Service Bulletin 750 #32)

The CB-750 recall campaign of 3/16/70 remains in effect for installation of modified throttle valve and cable kits in CB-750 motorcycles within frame serial number range CB750-1000001 through CB750-1017342.

A condition may exist in the CB-750 where, under certain combination of conditions, one of the four throttle valves will temporarily remain slightly open when the throttle grip is rotated to the off position. Should this occur, the effect of engine braking would be reduced.

In accordance with the National Traffic and Motor Vehicle Safety Act, a recall campaign was initiated for the installation of corrective parts. This recall campaign will remain in effect until all affected CB-750 motorcycles have been modified.

On March 16, 1970, each owner of an affected CB-750 motorcycle whose warranty was registered with American Honda was sent a certified letter describing the nature of the recall and requesting him to make an appointment for installation of the modified parts. A follow-up letter was sent on December 21, 1970, to owners of CB-750s which, according to our records, remained unmodified. Dealers were notified to modify affected units remaining in their own inventories.

The owner was encouraged to return to his selling dealer for modification. However, all authorized Honda motorcycle dealers are required to install the modified throttle valve and cable kit at the request of any owner of a CB-750 motorcycle within the affected serial number range.

APPLICATION:

CB-750 motorcycles within frame serial number range CB750-1000001 through CB750-1017342.

All CB-750 motorcycles within this frame serial number range must have the modified throttle valve and cable kit installed in accordance with the instructions given in this bulletin. Modification must be performed at no charge to the customer regardless of the age, mileage, or ownership of the motorcycle.

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ROUTING:

COPY 1 ☐ GENERAL MANAGER ☐ SALES DEPT. ☐ OFFICE FILE

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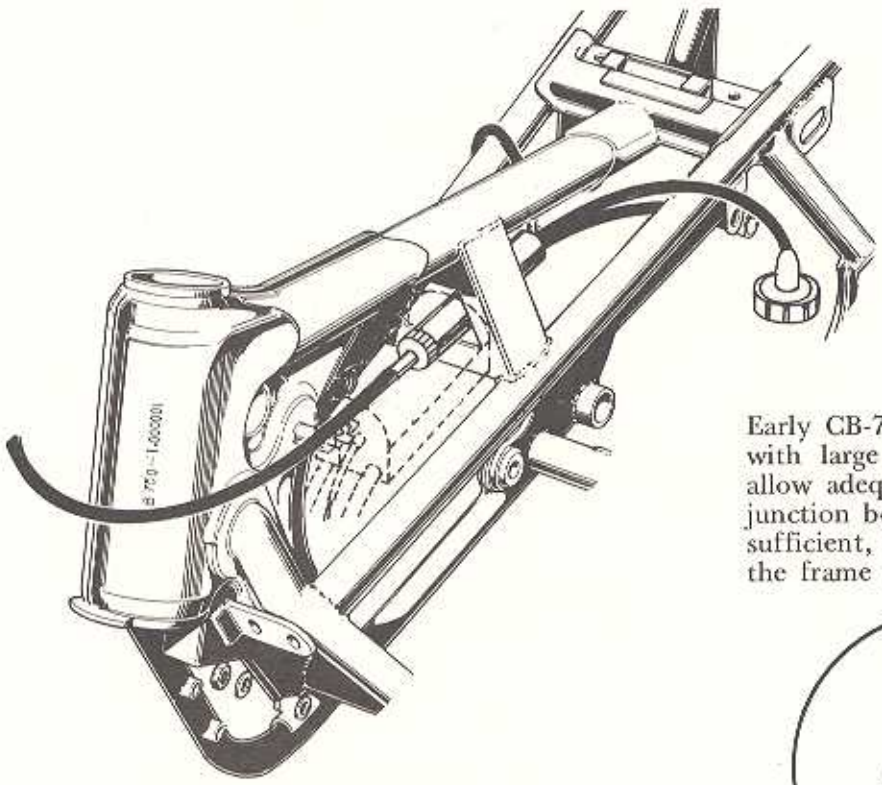
MODIFICATION PROCEDURE:

Refer to the PARTS INFORMATION section of this bulletin for a listing of the modified parts to be installed.

1. Turn fuel valve to off position, remove fuel lines from valve, and remove fuel tank.
2. Remove carburetor caps, tops, and throttle valve assemblies.
3. Open right handlebar grip assembly, and remove throttle cable.
4. Remove jet needles and needle keepers from throttle valves. Save needles and keepers for installation in modified throttle valves.
5. Set aside old throttle cable, throttle valves, throttle valve springs, carburetor caps, and carburetor top assemblies. These parts must be identified and stored in accordance with standard procedure for warranty parts disposition.
6. Loosen coil mounting screws, and move the coils as far forward as possible to allow clearance for the larger junction box of the modified cable.
7. Install new throttle cable. Cable must be routed as illustrated below. Incorrect routing will cause improper throttle operation.



Early CB-750s may be equipped with large coils which will not allow adequate clearance for the junction box. If clearance is insufficient, file a small notch in the frame cross-piece.

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8. Retighten coil mounting screws.

9. Connect throttle cable to throttle grip, and reinstall grip assembly.

10. Install the original jet needles and needle keepers in the modified throttle valves.

11. Install the modified adjuster caps, carburetor caps, top assemblies, springs, and valve assemblies on the cable ends. **Do not use gaskets under the carburetor tops.**

NOTE: Throttle valves must be installed so that cutaway faces rearward and cable slots face inward.

Install right side throttle valves on one long and one short cable end, and install left side throttle valves on the remaining long and short cable ends.

12. Install the modified throttle valves in the carburetors, and screw the caps in place. Long cables go to outer carburetors, and short cables go to inner carburetors.

13. Set the handlebar cable adjuster to take up all cable slack, and twist the grip tightly and fully open several times to pre-stretch the cables.

14. Check valve tappet clearance, and adjust if necessary.
    Intake clearance: 0.002 in. (0.05mm).
    Exhaust clearance: 0.003 in. (0.08mm).

15. Check ignition point gap, and adjust if necessary.
    Ignition point gap: 0.12–0.16 in. (0.3–0.4mm).

16. Check ignition timing.

17. Check spark plugs, and regap if necessary.
    Spark plug gap: 0.024–0.028 in. (0.6–0.7mm)

18. Reinstall fuel tank. Prop up rear end of tank to allow access to carburetor cable adjusters.

19. Connect fuel lines to fuel valve, and turn valve on.

20. Start the engine, and run till operating temperature is reached.

21. Adjust and synchronize carburetors (see Service Bulletin 750 #9).

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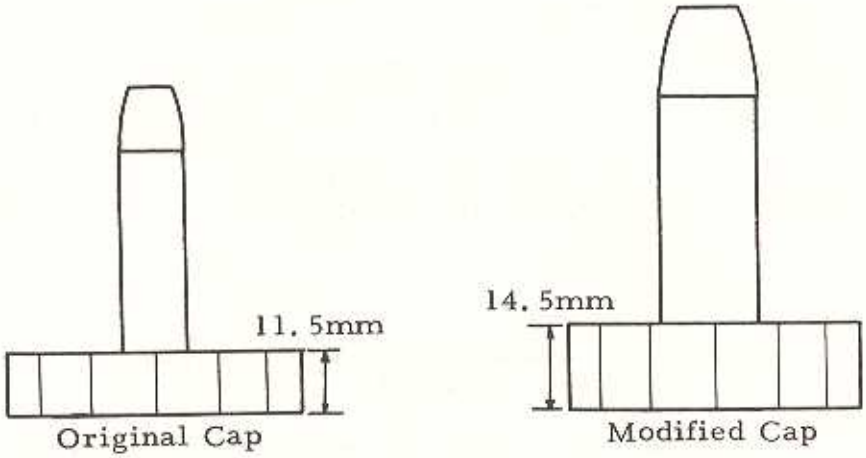
IDENTIFICATION:

Modified throttle valve and cable kit installation can be identified by visual inspection of the carburetor cap. The modified cap is 3mm taller than the original cap.



Whenever CB-750 motorcycles within the affected serial number range are brought into your shop for service, inspect the carburetor caps to determine whether throttle modification is required, or has previously been performed.

PARTS INFORMATION:

The Carburetor Top Assembly contains all necessary parts except the throttle cable. The throttle cable must be ordered under a separate part number.

H/C	PART NUMBER	DESCRIPTION
24066	06161-300-313	Carburetor Top Assembly (contains kit of parts for 4 carburetors)
21261	17910-300-030	Throttle Cable

REIMBURSEMENT:

The modified throttle valve and cable kit is to be installed on all CB-750 motorcycles within the affected serial number range, at no charge to the customer, regardless of the age, mileage, or ownership of the motorcycle.

Submit claims on the standard Warranty Claim Form W.O. 2, using the following flat rate information:

Defect Code 3041: Install modified throttle valve and cable kit;
1.6 hours labor.

AMERICAN HONDA MOTOR CO., INC.
MOTORCYCLE SERVICE DEPARTMENT

This revision supersedes Service Bulletin 750 #15, dated 10/5/71, which should be removed and destroyed.

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HONDA SERVICE BULLETIN

CB-750 #15
Addendum
4/17/70

REPLACEMENT OF THROTTLE VALVE AND CABLE KIT

To clarify the application of Service Bulletin CB750 #15 and the claim processing procedures required by the bulletin, the following information is added to the bulletin:

1. Every owner -- first owner, second owner, or tenth owner -- of a CB-750 within the affected Frame Number range is entitled to the modifications. All CB-750 units within this range must have the new parts installed.

2. If a CB-750 owner did not receive the Dealer Reimbursement cards (e.g., second owner, change of address), or for any other reason does not have the cards in his possession, a standard yellow warranty claim form must be submitted for each case in which no dealer reimbursement cards are presented. Cases in which the cards are presented require no warranty claims.

3. All CB-750 units should be inspected for installation of these parts when entering the shop for any servicing, to ensure that each machine has received the new parts (see the IDENTIFICATION Section of Service Bulletin CB750 #15). If the parts have not been installed, install them and either submit the Dealer Reimbursement cards or, if the cards are not available, submit a yellow warranty claim form for reimbursement.

This addendum amends and forms a part of Service Bulletin CB750 #15, dated 3/16/70, and must be filed immediately behind the amended bulletin.

AMERICAN HONDA MOTOR CO., INC.
Service Department

AMERICAN HONDA MOTOR CO., INC.

HONDA SERVICE BULLETIN

CB750 #16
5/20/70

CAMSHAFT HOLDERS AND CAPS

The camshaft holder and holder caps are now available in matched sets only (see Parts Bulletin #750-10). The new camshaft holder has a stamped code on both sides, usually consisting of a letter and a number. An identical code mark is stamped on one side of the camshaft holder cap.

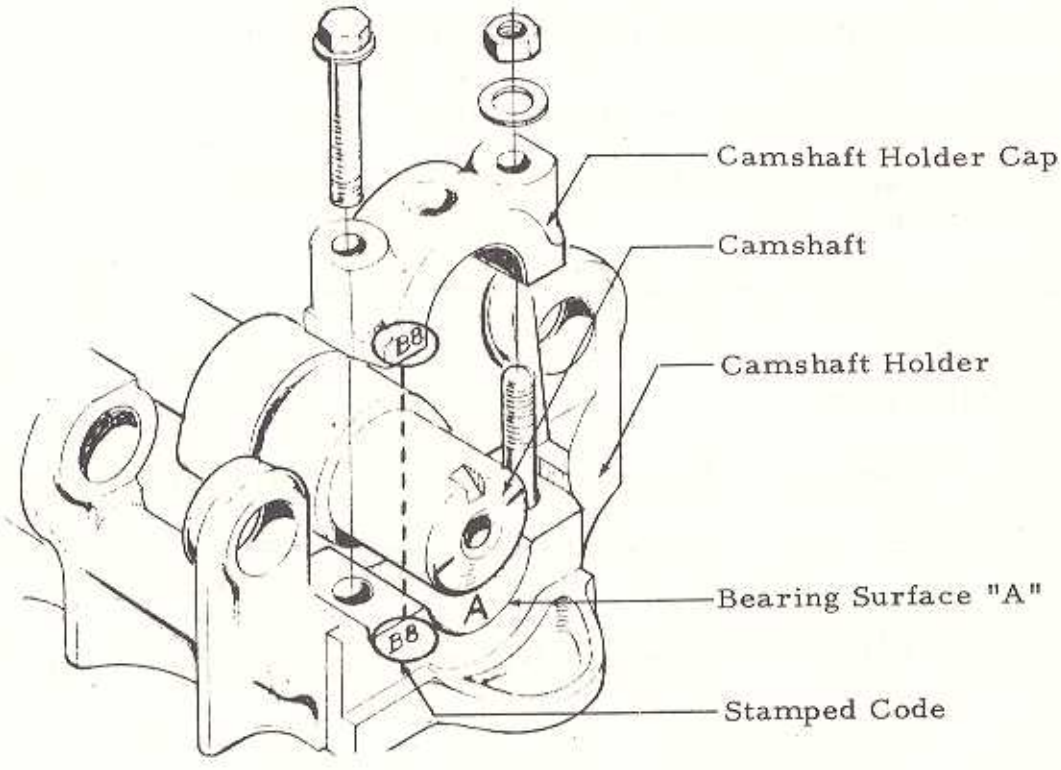

Fig. 1. Camshaft holder and cap showing code stamps.

The camshaft holder caps should be mounted on the camshaft holder so that the code stamp on the holder is adjacent to the matching stamp on the holder cap (see Fig. 1, above).

(over)

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☐ SERVICE MANAGER
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☐ MECHANICS
☐ OFFICE FILE
☐ SHOP FILE

INSTALLATION PROCEDURE:

To install a new set of camshaft holders and caps:

1. Install the camshaft holders in place on the cylinder head and apply oil to the bearing surfaces (Area A in Fig. 1).

2. Install the camshaft and cam sprocket through the chain, and lay it in place on the holders. Do not fasten the cam sprocket to the camshaft until it has been timed.

3. Install the four camshaft holder caps on the camshaft holders, matching and aligning the stamped code marks.

4. Tighten the holder caps to 6.5-9.4 lbs (0.9-1.3 kg-m).

5. Turn the camshaft several times to make certain it is free.

6. Time the camshaft, and fasten the cam chain and cam sprocket to the camshaft.

7. Install the rocker arms and rocker arm shafts.

PARTS INFORMATION:

H/C	Part Number	Description	Application
20474	12010-300-020	Camshaft Holder Set	CB750E-1000001 to CB750E-1010337
21293	12010-300-030	Camshaft Holder Set	CB750E-1010338 to ~

AMERICAN HONDA MOTOR CO., INC.
Motorcycle Service Department

HONDA

750 #18
REV. 6/13/75

SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

DRIVE CHAIN AND MASTER LINK SELECTION

Drive chain with a riveted (staked) master link, or endless drive chain (without master link), must be used on all CB-750 and CB-750F motorcycles. These chains are stronger and more durable than chains with clip-type master links.

When drive chain or master link replacement is required, refer to the chart on page 2. These chains are manufactured specifically for the Honda CB-750 and CB-750F. Other makes of chain are not recommended.

Riveted (staked) master links require the use of a special tool (see Service Bulletin SL #85) to remove and install. Endless drive chain must be replaced by removing the rear fork from the frame. Endless drive chain should not be cut to install a master link, as this would decrease chain strength.

Whenever used drive chain is reinstalled, reinstall so the chain will have the same direction of travel as before. Reversing the direction of travel creates a wear pattern that tends to decrease chain strength.

Pre-K1 CB-750 motorcycles should be equipped with a 17/45 tooth sprocket combination which requires a 98 link drive chain (97 pitches of chain plus master link). CB-750 K1 and subsequent are equipped with an 18/48 tooth sprocket combination which requires a 100 link drive chain (99 pitches of chain plus master link). If your stock of 98 link drive chain becomes depleted, you may utilize 100 link drive chain after removing a link to shorten the chain.

If removing a link from the chain, grind roller pins flush with the side plate before using a drive chain tool to press out the pins. This procedure will reduce the pressure required to remove the pins and will help prevent damage to the tool.

CB-750F motorcycles are equipped with a 17/48 tooth sprocket combination which requires a 102 link drive chain. This model is equipped with RK 50 SS endless drive chain. American Honda does not presently supply a master link for this drive chain, as none is used with endless chain. RK 50 SS replacement drive chain may become available in the future in lengths which are not endless, and master links will then be provided for installation.

CAUTION: Master links from other drive chains will not fit properly on RK 50 SS chain and must not be used.

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IDENTIFICATION AND SELECTION:

Master links for Daido 50 HD, Daido 50 HD S, and Whitney-Honda drive chains are not interchangeable. Be certain to select the master link which correctly matches the drive chain or damage will result. No master link is used with RK 50 SS endless drive chain. Master links from other chains will not fit properly on RK 50 SS drive chain and must not be used.

DAIDO 50 HD DRIVE CHAIN

SUPERSEDED BY DAIDO 50 HD S

DAIDO MASTER LINK FOR RIVETED INSTALLATION OF DAIDO 50 HD CHAIN.

PART NUMBER
40531-300-750

WHITNEY-HONDA DRIVE CHAIN

SUPERSEDED BY DAIDO 50 HD S

DAIDO MASTER LINK FOR RIVETED INSTALLATION OF WHITNEY-HONDA CHAIN.

PART NUMBER
40531-300-315

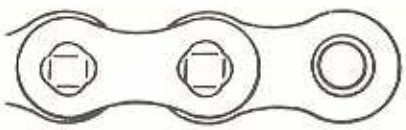
DAIDO 50 HD S DRIVE CHAIN, INCLUDES MASTER LINK FOR RIVETED INSTALLATION.

PART NUMBER
40530-323-315 (98 LINK)
40530-341-305 (100 LINK)

DAIDO MASTER LINK FOR RIVETED INSTALLATION OF DAIDO 50 HD S CHAIN.

PART NUMBER
40531-341-305

RK 50 SS ENDLESS DRIVE CHAIN



PART NUMBER
40530-392-006 (102 LINK)

NO MASTER LINK IS USED WITH ENDLESS DRIVE CHAIN.

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PARTS INFORMATION:

H/C	PART NUMBER	DESCRIPTION
23651	40531-300-750	Daido Master Link for DID 50 HD drive chain.
24080	40531-300-315	Daido Master Link for Whitney-Honda drive chain.
30100	40531-341-305	Daido Master Link for DID 50 HD S drive chain.
30157	40530-323-315	Daido 50 HD S Drive Chain, 98 link, includes master link for riveted installation.
30204	40530-341-305	Daido 50 HD S Drive Chain, 100 link, includes master link for riveted installation.
41502	40530-392-006	RK 50 Drive Chain, 102 link, endless.

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This revision supersedes Service Bulletin 750 #18, dated 4/27/73, which should be removed and destroyed.

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HONDA SERVICE BULLETIN

CB750 #19
7/2/70

ADJUSTMENT OF CAM CHAIN TENSIONER

A loose cam chain can produce a loud clattering noise, similar to that made by loose tappets. It may also affect valve timing, resulting in performance loss.

The CB-750 shop manual does not specify a recommended crankshaft position for adjusting the cam chain tensioner. For effective operation, the tensioner must be adjusted when the crankshaft is rotated to 15° ATDC of cylinders #1 and 4, immediately after cylinder #1 has fired (see Fig. 1).

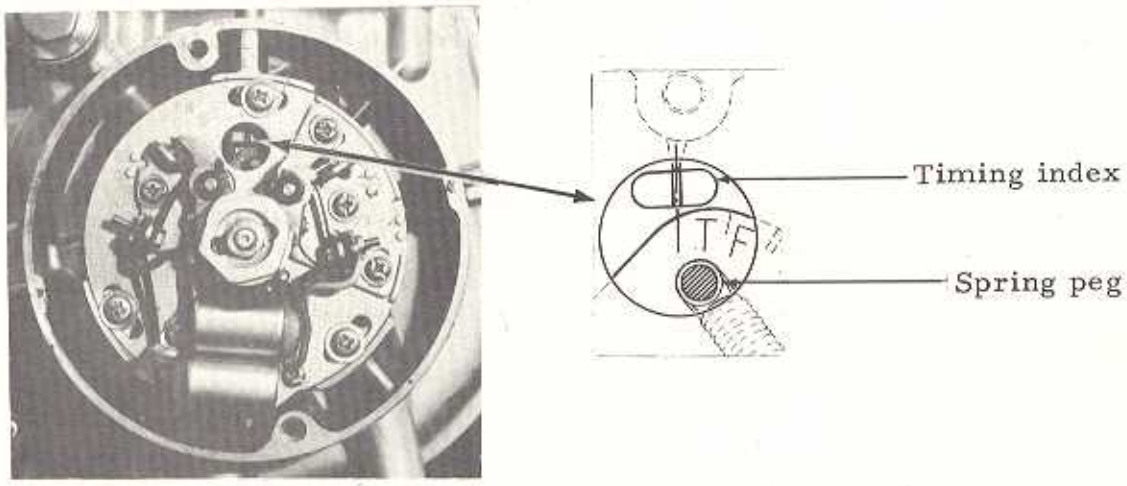

Fig. 1. Point cam position at 15° ATDC.

SERVICE PROCEDURE:

1. Remove the tappet covers from the #1 cylinder.

2. Remove the point cover, and use a 23mm box wrench to rotate the crankshaft to the "T" position for cylinders #1 and 4 (1.4).

3. Check both valves of #1 cylinder. If both valves are free, proceed to next step; if either or both of the valves are tight, rotate the crankshaft 360°, and then proceed with the next step.

(over)

ROUTING:

COPY 1
COPY 2

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4. Rotate the crankshaft clockwise until the spring peg on the advancer assembly at the 1.4 position is just to the right of a line from the timing index (see Fig. 1). This position is 15° ATDC 1.4.*

5. Loosen the cam chain tensioner lock nut, and back out the setting screw until the tensioner arm is released and moves in to take up the slack.

   Note: The tensioner is automatic. Do not use additional pressure to move the tensioner arm.

6. Retighten the setting screw and lock nut, re-install point cover and tappet covers.

9-617

AMERICAN HONDA MOTOR CO., INC.
Motorcycle Service Department

*At this point, the slack in the cam chain will be on the tensioner side, thus assuring effective tensioner operation.

HONDA

750 #21
Rev. 9/3/71

SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

DRIVE CHAIN MAINTENANCE

The service life of the drive chain is dependent upon proper lubrication and adjustment. Proper maintenance will help to extend service life and ensure smooth power transmission to the rear wheel. Poor maintenance can cause premature wear or damage to the drive chain and sprockets.

The drive chain must be checked, and serviced as necessary, after the first 500 miles of operation, and at least every 500 miles thereafter. CB-750 motorcycles operated at sustained high speeds, or under conditions of frequent rapid acceleration, require drive chain service more often.

INSPECTION

Place the motorcycle on its center stand, with transmission in neutral.

Turn the wheel slowly, and inspect the drive chain and sprockets for any of the following conditions:

DRIVE CHAIN

- Damaged Rollers
- Loose Pins
- Dry or Rusted Links
- Kinked or Binding Links
- Excessive Wear
- Improper Adjustment

SPROCKETS

- Excessively Worn Teeth
- Broken or Damaged Teeth

Drive chain with damaged rollers or loose pins must be replaced. Chain which appears dry, or shows signs of rust, requires supplemental lubrication. Kinked or binding links should be thoroughly lubricated and worked free. If links cannot be freed, the chain must be replaced.

ROUTING:

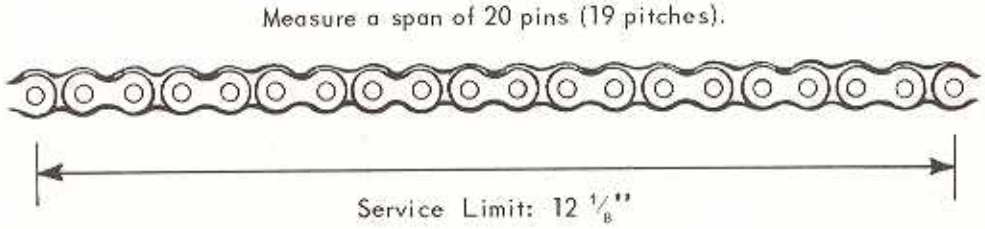
COPY 1
COPY 2

☐ GENERAL MANAGER ☐ SALES DEPT ☐ OFFICE FILE
☐ SERVICE MANAGER ☐ MECHANICS ☐ SHOP FILE

INSPECTION (continued)

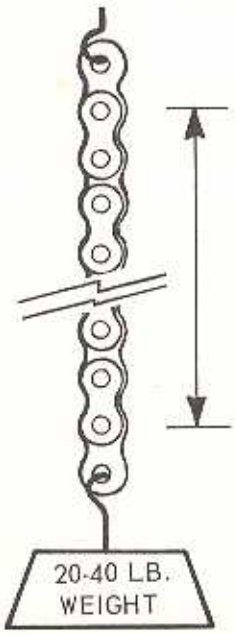
MEASURING DRIVE CHAIN WEAR WITH CHAIN INSTALLED ON MOTORCYCLE:

Measure a section of drive chain to determine whether the chain is worn beyond its service limit. Put the transmission in gear, then turn rear wheel forward until the lower section of the chain is pulled taut. With the chain held taut, and any stiff joints straightened, measure the distance between a span of 20 pins, from pin center to pin center. In a new CB-750 drive chain, this distance will measure 11 7/8" (each pitch = 5/8 "). If the distance exceeds 12 1/8 ", the chain is worn out and must be replaced. After the chain is measured, shift the transmission into neutral again before proceeding with inspection and service.



MEASURING DRIVE CHAIN WEAR WITH CHAIN REMOVED FROM MOTORCYCLE:

Straighten any stiff joints. Then measure chain length while chain is hung with a 20 to 40 lb. weight attached to the lower end. This procedure will ensure that the chain is fully extended when measured.



CB-750 DRIVE CHAIN
(F #1000001 thru 1044649)

97 links (96 pins)
with master link removed.

Service limit 60 9/16"
measured from first pin
to last pin.

CB-750 K1 DRIVE CHAIN
(F #1044650 and subsequent)

99 links (98 pins)
with master link removed.

Service limit 61 13/16"
measured from first pin
to last pin.

AMERICAN HONDA MOTOR CO., INC.

HONDA SERVICE BULLETIN

CB750 #22
8/28/70

AFTER SALES SERVICE:
MODIFIED CHAIN COVER AND CHAIN OILER PARTS

To discourage CB-750 owners from turning off the chain oiler, the chain cover has been modified to prevent surplus chain oil from being thrown onto parts of the machine. The modified chain cover is 55mm longer than the original cover, and tapers to a tip to allow any surplus oil to be carried to the rear, away from the wheel and sprocket. The new chain cover is available at no charge to every owner of a CB-750 within the Frame Number range given below, regardless of normal warranty restrictions on mileage, date of purchase, or ownership.

In addition, American Honda is also making available a modified chain oiler reserve element and a 1-mm-thick seal washer to provide better control of the oil flow through the final shaft.

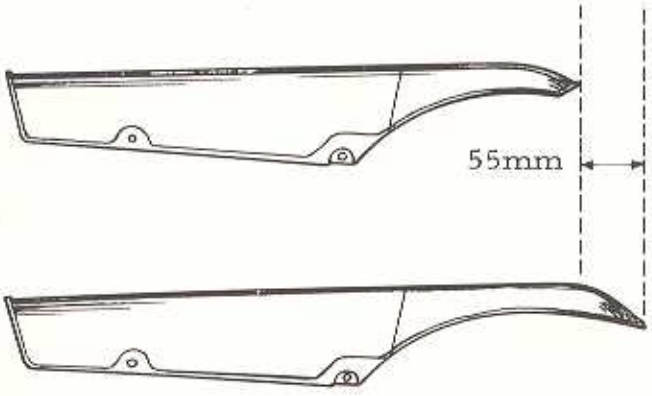


Fig. 1. Modified Chain Cover

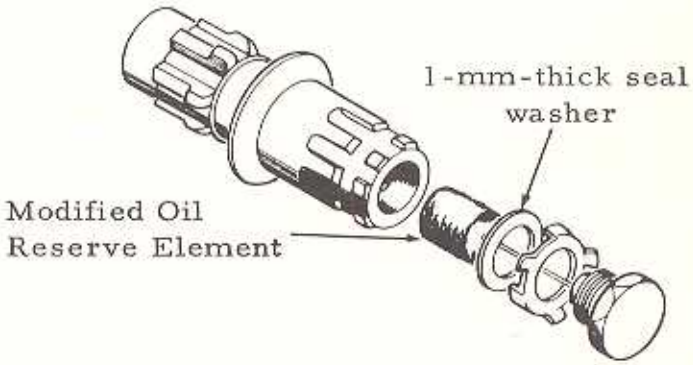


Fig. 2. Chain Oiler and New Parts

APPLICATION:

The Modified Chain Cover may be installed free of charge on any CB-750 manufactured prior to Frame Number CB750-1021880.

The Modified Oil Reserve Element and 1-mm-thick Seal Washer may be installed free of charge on any CB-750 manufactured prior to Engine Number CB750-1010915.

(over)

ROUTING:

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COPY 2 ☐ SERVICE MANAGER ☐ MECHANICS ☐ SHOP FILE

INSTALLATION PROCEDURES:

A. Chain Cover:

To replace the original chain cover with the modified chain cover:

1. Remove the left muffler mounting bolt/footrest.
2. Remove the two chain cover mounting bolts.
3. Remove the original chain cover and replace with modified chain cover and support (for assembly details, see Parts Bulletin #750-35).
4. Reinstall muffler mounting bolt/footrest.

B. Chain Oiler Parts:

The chain oiler parts may be installed as necessary when adjusting the CB-750 automatic chain oiler. To adjust the chain oiler:

1. Remove the rear crankcase cover.
2. Remove chain oiler, lock washer, and standard 1.5-mm-thick seal washer.
3. To:

   Reduce Oil Flow, replace standard seal washer with 1mm-thick seal washer.

   Increase Oil Flow, add 1-mm-thick seal washer to assembly; use both seal washers.

4. Install oiler, seal washer(s), and lock washer.
5. Operate motorcycle to check oiling characteristics.

WARRANTY INFORMATION:

The parts needed to accomplish the modifications specified in this bulletin will be shipped to the dealer and billed to his account upon receipt of his order. To avoid any parts delays, an estimated number of required parts should be ordered in advance. Credit will be issued upon receipt by American Honda, Warranty Section of a properly completed standard warranty claim form.

Flat Rate Code No. 3037:
0.3 hrs. labor for installation of modified chain cover and support.

Flat Rate Code No. 3038:
0.3 hrs. labor for installation of chain oiler parts and adjustment of oiler.

PARTS INFORMATION:

H/C	PART NUMBER	DESCRIPTION
19363	23524-300-310	Modified Oil Felt
19304	90443-500-000	Seal Washer, 1-mm-thick
21929	40510-300-050B	Modified Chain Cover
22287	40512-300-000	Chain Case Support

9-624

AMERICAN HONDA MOTOR CO., INC.
Motorcycle Service Department

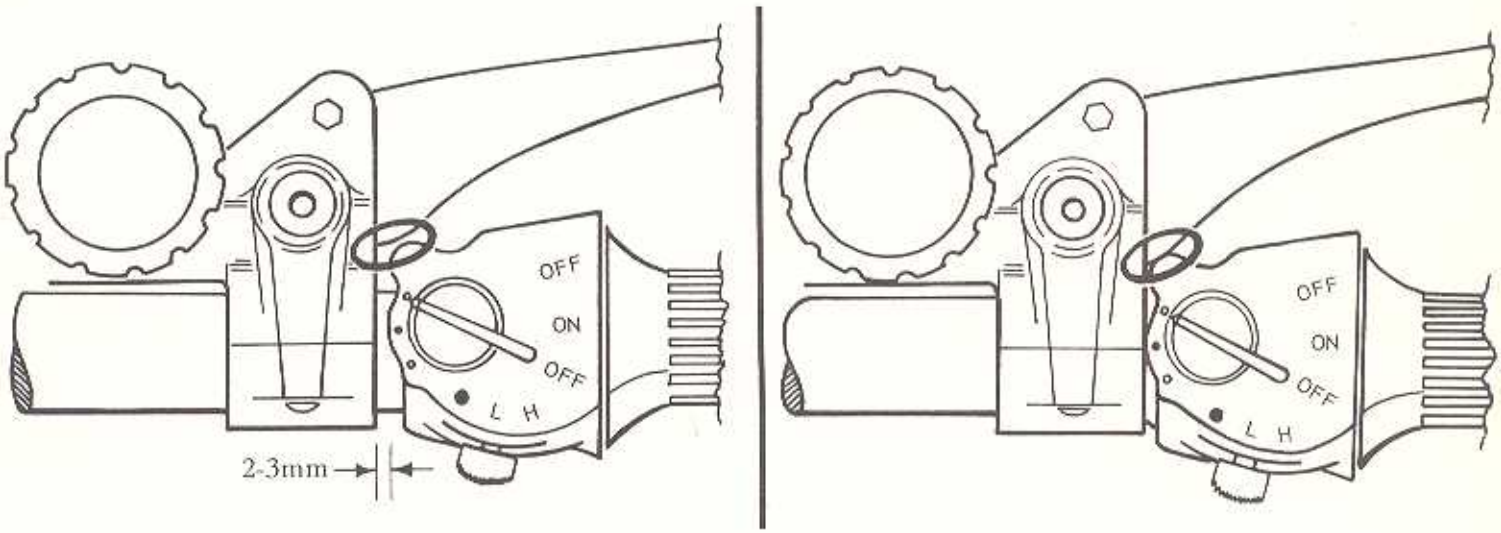
750 #23
9/17/71

HONDA SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

BRAKE PAD WEAR

If the master cylinder is turned or relocated for any reason, make certain that there is at least 2-3mm clearance between the lighting switch assembly and the master cylinder holder (see Illustration). If the brake lever contacts the switch assembly, the front brake will not fully release and rapid brake wear will result.



CORRECT INCORRECT

MASTER CYLINDER-LIGHTING
SWITCH ASSEMBLY DETAIL

AMERICAN HONDA MOTOR CO., INC.
Motorcycle Service Department

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☐ SERVICE MANAGER ☐ MECHANICS ☐ SHOP FILE

HONDA

750 #25
Rev. 9/21/71

SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

CARBURETOR ADJUSTMENT, CB-750K1

Commencing with engine serial number CB750E-1044813, throttle valve operation is changed from an independent cable system to a rod and lever system. This design change improves ease of throttle operation and simplifies the carburetor adjustment procedure.

Throttle valves in the four carburetors of the CB-750K1 are linked to an operating bar which has a single throttle stop and return spring. Two control cables connect the throttle grip to a crank arm on the operating bar. One cable controls throttle valve opening, while the other cable ensures positive closure. The throttle rod on each carburetor is provided with an adjuster for synchronization.

ADJUSTMENT PROCEDURE:

1. Engine Warm-Up

   Run the engine until warm. The carburetors must be adjusted with the engine at operating temperature and the choke fully opened.

2. Vacuum Gauge Installation

   Stop the engine, raise the fuel tank, and install the vacuum gauge set (Fig. 1).

   a. Open the seat and release the fuel tank from its mounting cushion. Raise the rear of the fuel tank as far as fuel line length will permit, and prop the tank in this position. If the carburetor linkage is not fully accessible, install temporary fuel lines of greater length to allow the tank to be raised to a more convenient length.

   b. Attach a bungee cord to the vacuum gauge mounting plate through the holes provided.

   c. Stretch the cord around the mirrors, suspending the mounting plate.

   d. Remove the vacuum hose attachment plugs from the carburetors and install the attachments in these holes (long attachments to the inside carburetors, short attachments to the outside carburetors – Fig. 2).

   e. Connect the hoses of the vacuum gauge set to the attachments.

3. Idle Mixture Adjustment

   Turn the four idle air screws (Fig. 2) in until they seat, then back them out one full turn from the seat.

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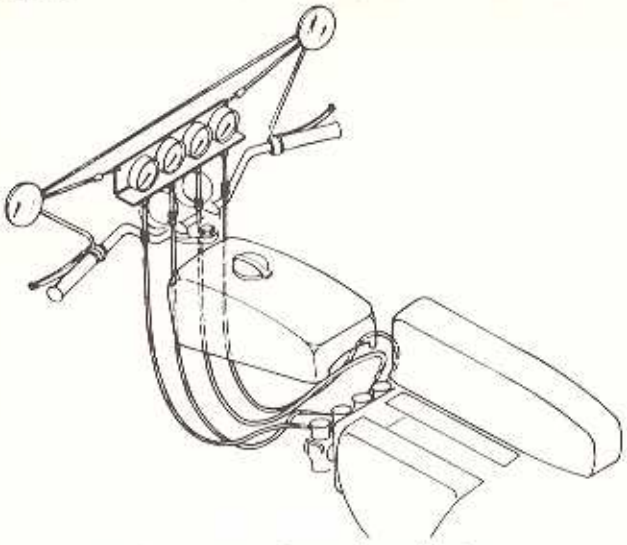

Fig. 1. Vacuum Gauge Installation

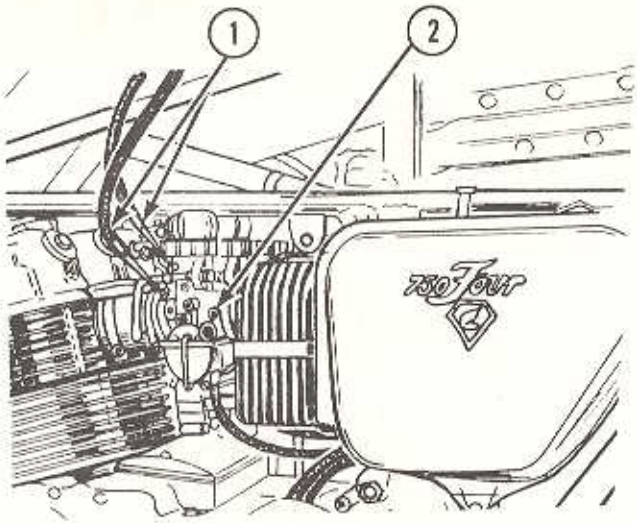

Fig. 2
1 vacuum hose attachments
2 air screw

4. Idle Speed Adjustment

With the vacuum gauge damping valves closed, start the engine. Turn the throttle stop screw (Fig. 3) until the engine idles between 1000-1100 RPM.

- Turn the throttle stop screw clockwise to increase idle speed.
- Turn the throttle stop screw counterclockwise to decrease idle speed.

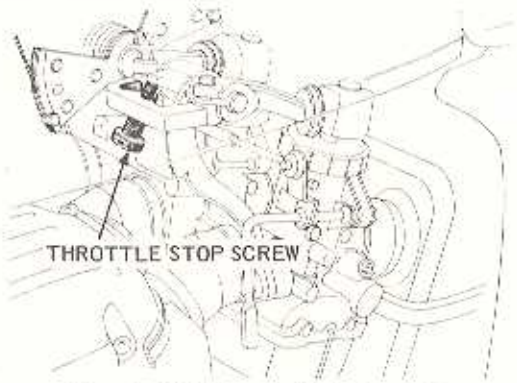

Fig. 3. Idle Speed Adjustment

5. Synchronization Adjustment

Open the vacuum gauge damping valves. Adjust the damping valves until stable vacuum readings are obtained. The needles should flutter slightly, but should not swing through an arc greater than one graduation.

To synchronize the carburetors, adjust the height of the carburetor throttle rods (Fig. 4) so that all four cylinders will show equal vacuum readings. Make sure that all throttle rods extend at least one thread above the lock nuts (Fig. 5).

The procedure for synchronizing the carburetors is as follows:

a. Pull back the rubber dust cover to expose the throttle rod linkage (Fig. 4) on the carburetor to be adjusted.

b. Loosen the lock nut 2 and raise or lower the throttle rod 1 by turning the adjuster nut 3.

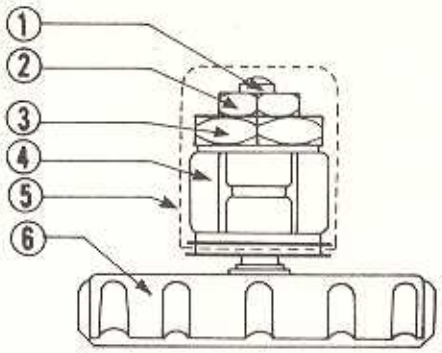

Fig. 4. Throttle Rod Linkage

1 throttle rod
2 lock nut
3 throttle rod adjuster nut
4 lever arm
5 dust cover
6 carburetor cap

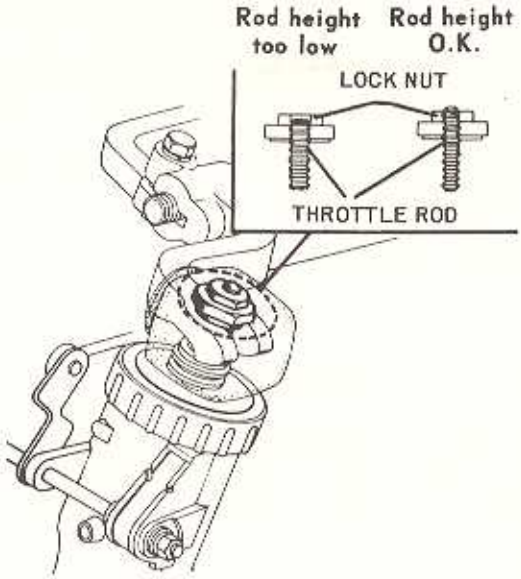

Fig. 5. Throttle Rod Lock Nut

- Turn the adjuster nut clockwise to raise the throttle rod and decrease the vacuum reading for that cylinder.

- Turn the adjuster nut counterclockwise to lower the throttle rod and increase the vacuum reading for that cylinder.

c. When the correct vacuum reading is obtained, tighten the lock nut and reinstall the dust cover.

CAUTION:

Tightening the Lock Nut -

Hold the throttle rod adjuster nut with a 17mm wrench, and tighten the lock nut against the adjuster. If the lock nut is tightened without holding the adjuster, the applied torque will be transferred through the throttle rod and may twist or break the rod.

Tightening torque for the lock nut is 10.3-17.3 lb.in. (.86-1.44 lb.ft.). If the lock nut is overtightened or if throttle rod protrusion (Fig. 5) is insufficient, the threads of the throttle rod may strip.

Installing the Dust Cover -

When installing the dust cover, make certain that its bottom rim is fully seated in the groove which encircles the base of the throttle rod adjuster. If the dust cover is not properly installed, it will be less effective in excluding dirt from the carburetor linkage. Further, mispositioning of the dust cover may cause it to interfere with the operation of the linkage.

d. Repeat this procedure on remaining carburetors that require adjustment.

e. If idle speed has changed after performing the synchronization adjustment, turn the throttle stop screw to bring the idle speed between 1000-1100 RPM.

(over)

f. Rev the engine a few times and recheck the vacuum readings for any possible changes in synchronization. Readjust if necessary.

g. Stop the engine and remove the vacuum gauge set. Reinstall the plug screws in the carburetors.

6. Throttle Closure Overtravel Adjustment

An eccentric stop pin (Fig. 6) on the throttle cable mounting bracket limits cable crank overtravel when the throttle grip is forced to the fully closed position.

With the throttle grip at rest, adjust the eccentric stop pin to provide a clearance of 2-3mm between the stop pin and cable crank.

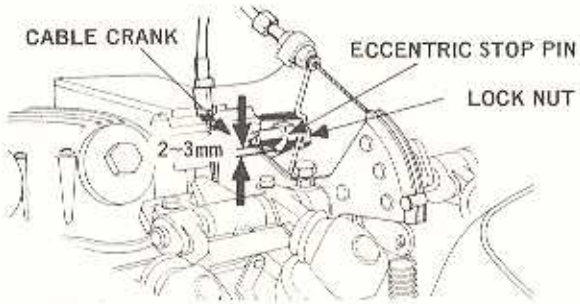

Fig. 6. Throttle Closure Overtravel Stop

7. Throttle Opening Stop Adjustment

The stop screw on the carburetor mounting plate (Fig. 7) limits cable crank opening travel to prevent excessive pressure on the throttle valves.

To gain access to the stop screw, it is necessary to remove the air cleaner assembly.

To adjust the stop, hold the throttle grip fully open, back out the stop screw, and turn it in until it just contacts the cable crank, then turn the stop screw in an additional ¾-1 turn.

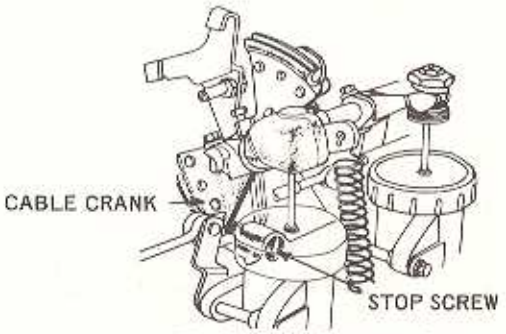

Fig. 7. Throttle Opening Stop

8. Throttle Cable Adjustment

Adjust the throttle opening cable to provide 3-4mm of free play as measured over the circumference of the throttle grip.

Adjust the throttle closing cable so that it will remain slightly slack during throttle opening, but will pull the cable crank against the eccentric stop pin when the throttle grip is forced to the fully-closed position.

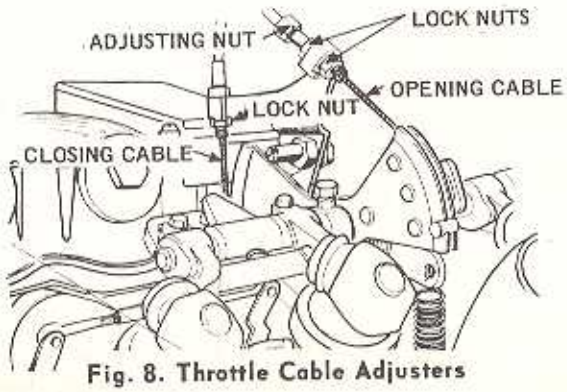

Fig. 8. Throttle Cable Adjusters

THROTTLE ROD AND LINKAGE LUBRICATION:

To ensure smooth operation, the throttle rods and linkage should be lubricated at intervals of 3,000 miles or six months. It is usually convenient to perform lubrication in conjunction with the carburetor adjustment procedure.

There are two alternate lubrication procedures. Procedure A should be performed as routine maintenance. Procedure B is recommended in instances of excessive throttle rod friction (e.g. long neglect of lubrication, dirt accumulation, etc.) where procedure A does not restore smooth, free operation.

PROCEDURE A:

1. Disconnect throttle return spring, and rotate throttle grip to raise lever arms and throttle rods.

2. Pull dust covers back to expose throttle rod adjusters.

3. Unscrew carburetor caps, raise carburetor tops, and release adjusters from lever arms.

4. Apply a thin coating of light weight silicone grease to throttle rods above and below the neoprene seals in the carburetor tops.

5. Work grease into the neoprene seals by moving the carburetor tops up and down on the throttle rods.

6. Apply a thin coating of light weight silicone grease to lever arm forks and corresponding surfaces of throttle rod adjusters.

7. Place adjusters in lever arms and reinstall carburetor tops and caps.

8. Reinstall dust covers, making certain that the bottom rim of each dust cover is fully seated in the groove which encircles the base of the throttle rod adjusters.

9. Apply a few drops of motor oil to the journals of the lever arm operating bar.

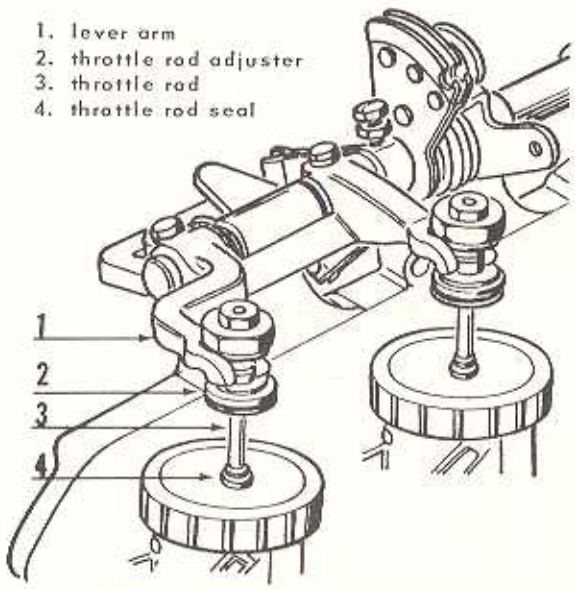

Fig. 9. Throttle Linkage Components

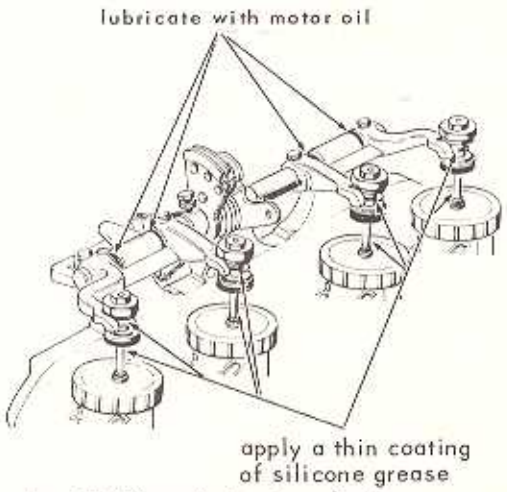

Fig. 10. Throttle Linkage Lubrication

10. Reinstall the throttle return spring, and check linkage action by operating the throttle grip.

11. Start the engine and allow to warm up.

12. Loosen the throttle grip adjusting screw. With no adjusting screw tension, open and release the throttle grip several times, checking free return to idle. The engine should return to idle as soon as the throttle grip is released. If free return to idle seems slow, the throttle rod seals must be removed and cleaned as described in Procedure B.

PROCEDURE B:

1. Remove carburetor assembly from motorcycle (refer to CB-750 Shop Manual Supplement).

2. Disconnect throttle return spring and back off throttle full-open-stop screw.

3. Pull dust covers back to expose throttle rod adjusters.

4. Remove adjusters from each throttle rod.

5. Remove carburetor caps.

6. Lift carburetor tops, rotate 180°, slide tops to ends of throttle rods (keeping throttle valves at bottom of carburetors), tilt tops toward lever arms and remove.

7. Remove throttle valve assemblies from carburetors.

8. Carefully remove neoprene seals from carburetor tops.

9. Clean seals and carburetor tops with solvent, then dry.

10. Coat throttle rod guide in carburetor tops with light weight silicone grease.

11. Fill neoprene seals with light silicone grease.

12. Carefully reinstall neoprene seals in carburetor tops. Be certain that each seal is properly seated.

13. Apply a thin coating of light weight silicone grease to throttle rods and insert rods into carburetor tops. Slide tops up and down to distribute lubricant.

14. Check free movement of throttle rods. Hold carburetor top and allow weight of throttle valve assembly to pull rod through seal. Rods should slide freely by weight of carburetor valve assemblies alone. If any rod does not slide freely, repeat cleaning and lubrication procedure.

15. Apply a thin coating of light weight silicone grease to lever arm forks and corresponding surfaces of the throttle rod adjusters.

16. Apply a few drops of motor oil to the journals of the lever arm operating bar.

17. Reassemble carburetors, reconnect throttle return spring, and install carburetor assembly on motorcycle.

18. Check linkage action by operating the throttle grip.

19. Start engine and allow to warm up.

20. Adjust and synchronize carburetors (refer to pages 1 through 4 of this bulletin).

AMERICAN HONDA MOTOR CO., INC.
Motorcycle Service Department

9-770

This revision supersedes Service Bulletin 750 #25, dated 12/21/70, which should be removed and destroyed.

AMERICAN HONDA MOTOR CO., INC.

HONDA SERVICE BULLETIN

CB750 #26
12 / 23 / 70

FRONT BRAKE DISC MOUNTING BOLTS

The front wheel hub of the CB-750 K1 (frame number CB750-1044650 on) has been reduced in width by 4mm. The speedometer drive plate, speedometer drive plate cover, and front brake disc mounting bolts have also been dimensionally changed to fit the narrower wheel hub. When replacing the front wheel hub or its associated parts, be sure that all components match the front wheel hub used.

It is especially important to select and install the correct front brake disc mounting bolts. The two types of bolts are visually similar, but if they are inadvertently interchanged, the front brake disc will not be securely mounted.

The shorter (8x102mm) front brake disc mounting bolts (P/N 90122-300-020) must be used with the narrow hub (P/N 44601-300-040).

WARNING: If used with the wide hub, the 8x102mm bolts will be too short to fully engage the retaining nuts.

The longer (8x106mm) front brake disc mounting bolts (P/N 90122-300-010) must be used with the wide hub (P/N 44601-300-030).

WARNING: If used with the narrow hub, the unthreaded length of the 8x106mm bolts will be too great to permit the front brake disc to be tightened securely, and the brake disc will remain loose even though the mounting bolts are tightened to the extent of their threaded length.

AMERICAN HONDA MOTOR CO., INC.
Motorcycle Service Department

9-639

NOTE: See illustration on other side.

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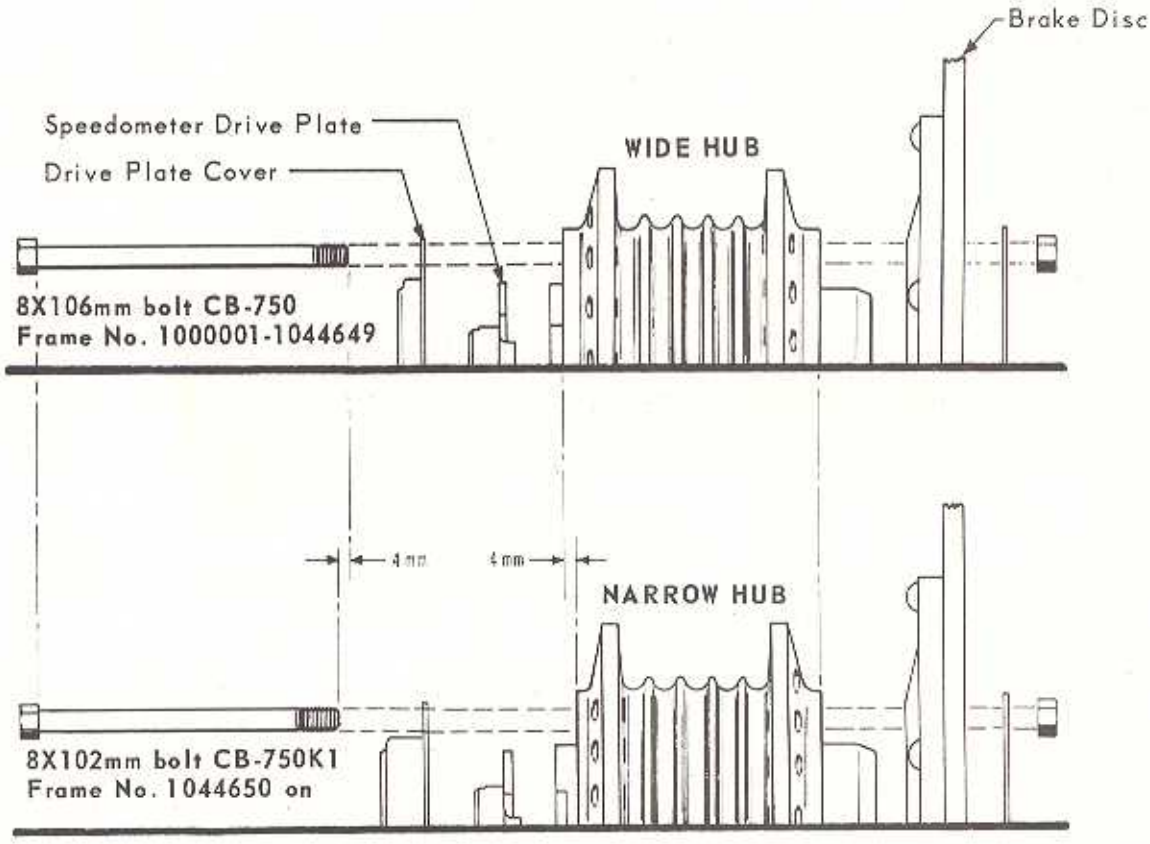
Brake Disc
Speedometer Drive Plate
Drive Plate Cover
WIDE HUB
8X106mm bolt CB-750
Frame No. 1000001-1044649
4mm
4mm
NARROW HUB
8X102mm bolt CB-750K1
Frame No. 1044650 on

AMERICAN HONDA MOTOR CO., INC.

HONDA SERVICE BULLETIN

750 #28
2/9/71

DRIVE CHAIN LINK REMOVAL AND INSTALLATION TOOL FOR CB-750 K1

The CB-750 K1 is equipped with a continuous riveted drive chain which is never removed from the motorcycle unless it requires replacement due to wear, or has become damaged. The chain can be removed only by breaking one of the links. Installation of this drive chain requires a special master link which is staked to form a permanent assembly.

A special tool is available from American Honda for removing and staking CB-750 K1 drive chain links.

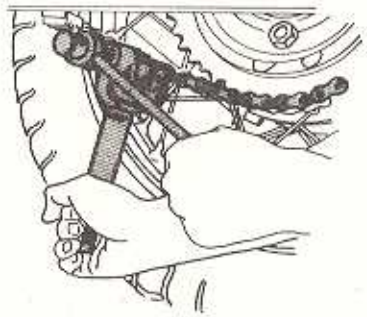

Fig. 1

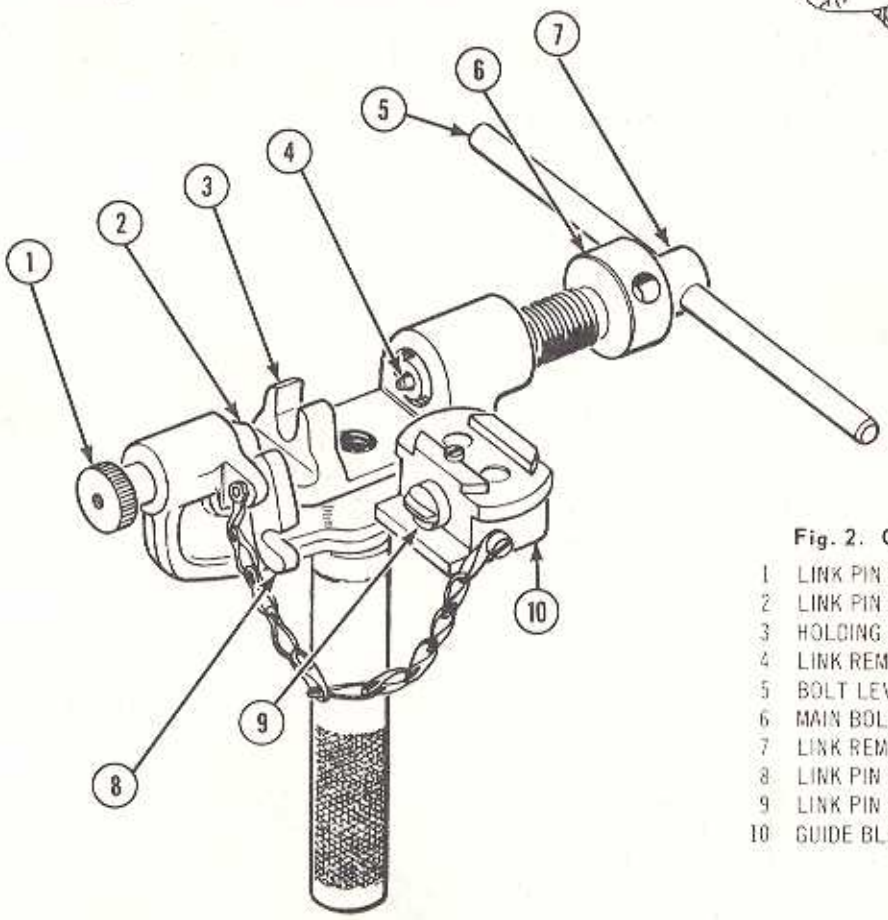

Fig. 2. Chain Joint Tool

1 LINK PIN SEAT KNOB
2 LINK PIN SEAT
3 HOLDING LUGS
4 LINK REMOVAL PIN
5 BOLT LEVER
6 MAIN BOLT
7 LINK REMOVAL BOLT
8 LINK PIN SEAT BACKING PLATE
9 LINK PIN STAKING DIE
10 GUIDE BLOCK

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INSTRUCTIONS FOR USE

I. LINK REMOVAL

1.a. Swing the link pin seat backing plate away from the link pin seat. This allows the pin seat to retract, providing clearance for the link removal operation. The link pin seat is not used in the link removal operation.

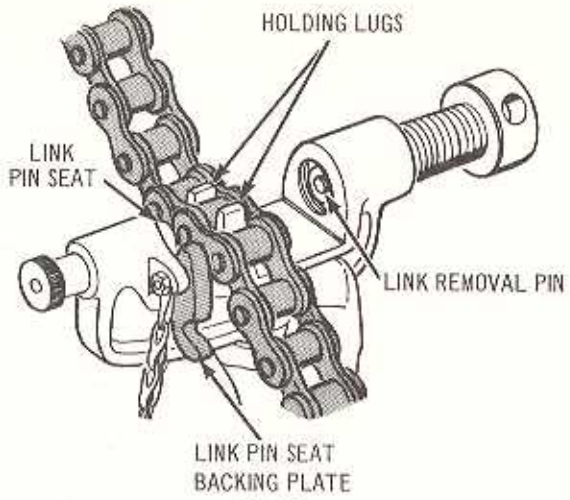


Fig. 3

b. Place one of the rollers of the chain link to be removed into the holding lugs of the tool. When removing the drive chain from the motorcycle, it is usually best to break the chain at its master link. The master link is identifiable by the depression in the centers of its link pins.


Fig. 4. Master Link

2.a. Unscrew the link removal bolt until the link removal pin is at least 2mm (.08 in.) behind the nose of the main bolt.

b. Screw the main bolt in until its nose seats firmly against the side plate of the link to be removed.

c. Screw the link removal bolt in until the pin of the link to be removed is disengaged from its side plate.

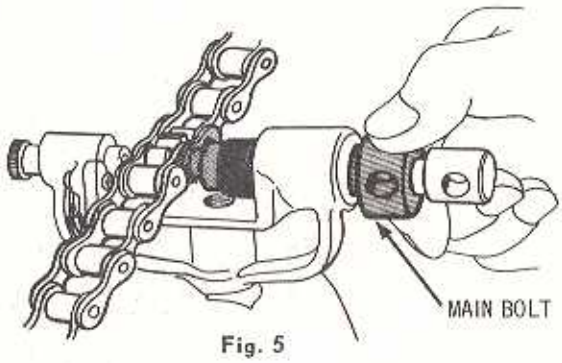


Fig. 5

3. Place the other roller of the link to be removed into the holding lugs of the tool. Repeat step 2. When both link pins have been disengaged from the side plate, remove the link from the drive chain.

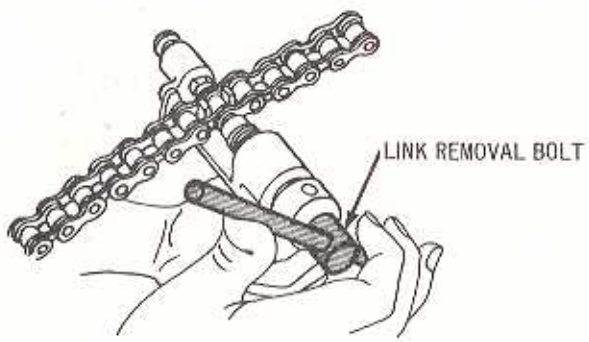


Fig. 6

II. LINK INSTALLATION

1. Pass the drive chain over the sprockets on the motorcycle, and insert the master link through the ends of the drive chain. The link should be inserted from the right side of the drive chain (side nearer the wheel), so the free ends of the link pins will face outward for accessibility in the staking operation.

   CAUTION: When assembling continuous riveted drive chains, use only the special master links that are made for this installation (see PARTS INFORMATION section of this bulletin). Do not attempt to stake any other type of link.

   Always install a new master link when assembling continuous riveted drive chains. Do not attempt to restake any previously used master links.

2. Place one of the master link rollers into the holding lugs of the tool. The free ends of the master link pins must face toward the main bolt of the tool.

3. Push the link pin seat knob in until the link pin seat contacts the master link. Swing the link pin seat backing plate in behind the pin seat, locking it in position.

4. Place the master link side plate in the guide block as shown in the illustration. The side of the plate stamped DID JAPAN must face toward the surface of the guide block. When installed, the stamped side of the master link side plate will be on the outer surface of the drive chain.

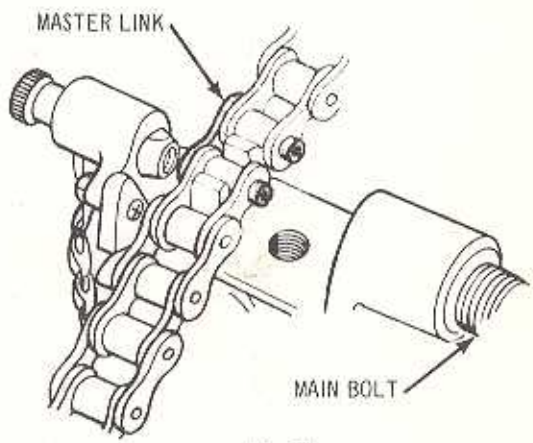


Fig. 7

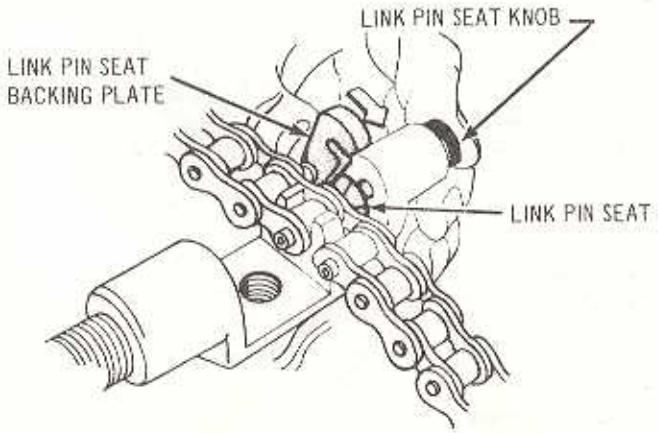
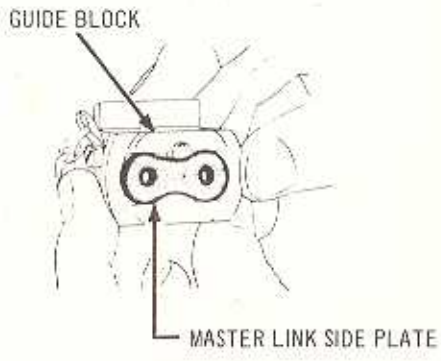


Fig. 8



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II. LINK INSTALLATION (continued)

5.a. Unscrew the link removal bolt until the link removal pin is behind the nose of the main bolt. The link removal bolt is not used in the link installation operations.

CAUTION: The link removal pin may become damaged if it is allowed to protrude beyond the nose of the main bolt during the course of the master link installation. Be certain to retract the link removal bolt before proceeding, and take care that the link removal bolt is not screwed in at any time during master link installation.

b. Place the guide block in the tool, with the master link side plate against the pins of the master link.

c. Check the position of the chain to be certain that the pins of the master link are aligned with the corresponding holes in the master link side plate. Screw the main bolt in until the pins of the master link pass through the side plate and seat against the recess in the guide block.

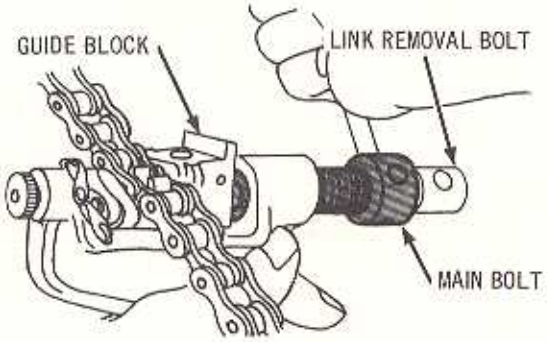


Fig. 10

6.a. Reposition the guide block so that the staking die faces the master link pin and the protruding shoulder of the guide block is below the side plates of the drive chain.

b. Screw the main bolt in until the staking die contacts the master link pin. Check the position of the chain to be certain that the staking die is centered across the master link pin.

c. Screw the main bolt in an additional 3/4 turn to stake the master link pin.

CAUTION: Less than 3/4 turn will not stake the master link securely. More than 3/4 turn may crack the master link pin.

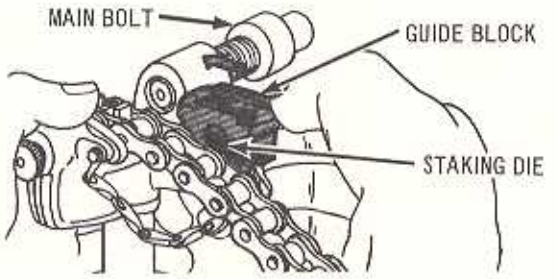


Fig. 11

7. Place the other master link roller into the holding lugs of the tool. Repeat step 6.

8. Adjust drive chain tension to provide ¾ inch slack at a point midway between the sprockets. Refer to Service Bulletin 750 #21 for further information regarding drive chain adjustment and maintenance. Check both master link pins to see that they are properly staked before operating the motorcycle.

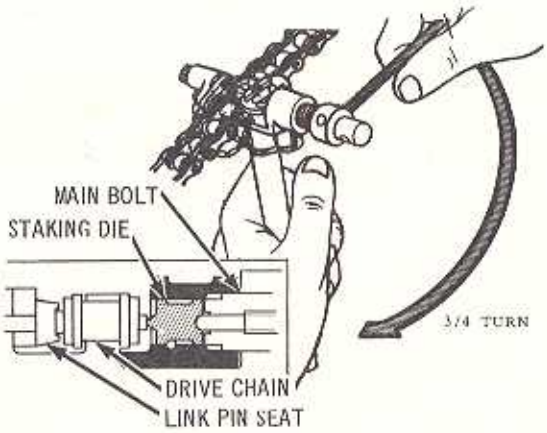


Fig. 12

PARTS INFORMATION

Daido 50HD drive chain is furnished as original equipment with the Honda CB-750 K1. Whitney 625 drive chain is furnished as replacement equipment. The special Daido master link used with Whitney 625 drive chain is not interchangeable with, and must not be used with, Daido 50HD drive chain.

H/C	PART NUMBER	DESCRIPTION	DEALER NET
23587	07062-30050	Chain Joint Tool (includes spare link removal pin and spare staking die)	$13.28
23588	07062-30053	Wedge (staking die)	1.76
24672	07062-30056	Pin, link removal	.47
23650	40530-300-503	Chain, drive, 100 link, Daido 50HD (includes Daido master link for staking)	16.22
23651	40531-300-750	Joint, drive chain, Daido (Daido master link for staking Daido 50HD chain)	.54
24026	40530-300-315	Chain, drive, 100 link, Whitney 625 (includes Daido master link for staking)	16.18
24080	40531-300-315	Joint, drive chain, Daido (special Daido master link for staking Whitney 625 chain)	.54

AMERICAN HONDA MOTOR CO., INC.
Motorcycle Service Department

AMERICAN HONDA MOTOR CO., INC.

HONDA SERVICE BULLETIN

750 #29
4/1/71

CRANKCASE AND FINAL DRIVE BEARING REPLACEMENT

Commencing with engine number CB750E - 1044806, all CB-750 motorcycles are manufactured with engine crankcase assembly P/N 11010-300-110. This crankcase assembly uses a redesigned final drive bearing P/N 96100-63050 which has a greater service life expectancy.

Superseded crankcase assemblies and final drive bearings will no longer be supplied. In CB-750 engines prior to engine number CB750E-1044806, if either the crankcase assembly or final drive bearing becomes damaged or unserviceable, install the replacement crankcase set. Replacement crankcase sets include crankcase assembly P/N 11010-300-110, final drive bearing P/N 96100-63050, and all parts necessary for conversion.

The Warranty Section of the Motorcycle Service Department has provided special reimbursement allowances to offset the cost of additional parts replacement in instances where warranty provisions do not apply. (See WARRANTY INFORMATION section of this bulletin.)

Crankcase and Final Drive Bearing Replacement Chart

Engine Number	Original Crankcase Assy.	Original Final Drive Bearing	Replacement Crankcase Set	
CB750E-1000001 thru -1000219	(sand cast) 11010-300-070	(early) 91003-259-000	11010-300-415	Replacement crankcase sets include crankcase assy. P/N 11010-300-110, final drive bearing P/N 96100-63050, and all parts necessary for conversion.
CB750E-1000220 thru -1007414	(sand cast) 11010-300-080	(early) 91003-259-000	11010-300-415	
CB750E-1007415 thru -1034807	(die cast) 11010-300-090	(early) 91003-259-000	11010-300-405	
CB750E-1034808 thru -1044805	(die cast) 11010-300-090	(improved) 91003-300-305 Supersedes & replaces 91003-259-000	11010-300-405	
CB750E-1044806 and subsequent	(die cast) 11010-300-110	(redesigned) 96100-63050 Not interchangeable with earlier bearings	Not required	

(over)

ROUTING:

COPY 1
COPY 2

☐ GENERAL MANAGER
☐ SERVICE MANAGER
☐ SALES DEPT.
☐ MECHANICS
☐ OFFICE FILE
☐ SHOP FILE

PARTS INFORMATION:

H/C	Part Number	Description	Dealer Net
23662	11010-300-110	Crankcase assembly	$114.99
23897	11010-300-405	Crankcase Set (Engine Nos. CB750E-1007415 thru -1044805)	119.77

The following parts are included with crankcase set 11010-300-405:

23662	11010-300-110	Crankcase Assembly	114.99
23899	11353-300-030	Protector, Case	2.70
23664	13491-300-000	Set Ring 66.5mm	.52
05338	96100-63050	Ball Bearing 6305	1.48
23898	92000-06056	Bolt, Hex, 6X56 (order in lots of 10)	.05

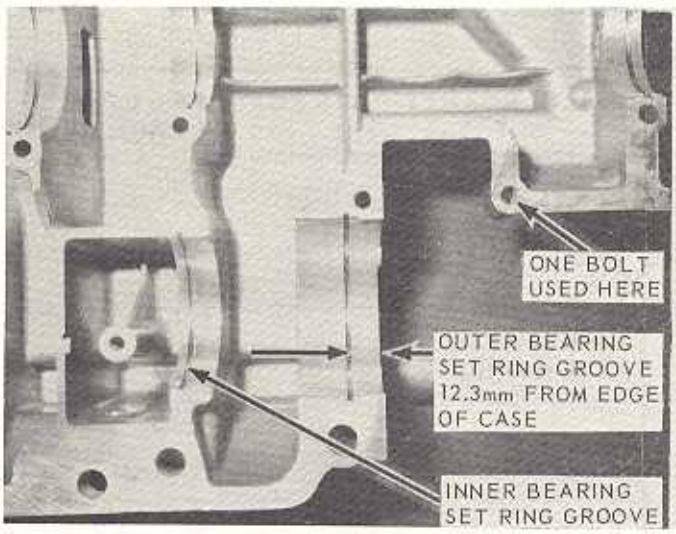
23896	11010-300-415	Crankcase Set (Engine Nos. CB750E-1000001 thru -1007414)	136.04

The following parts are included with crankcase set 11010-300-415:

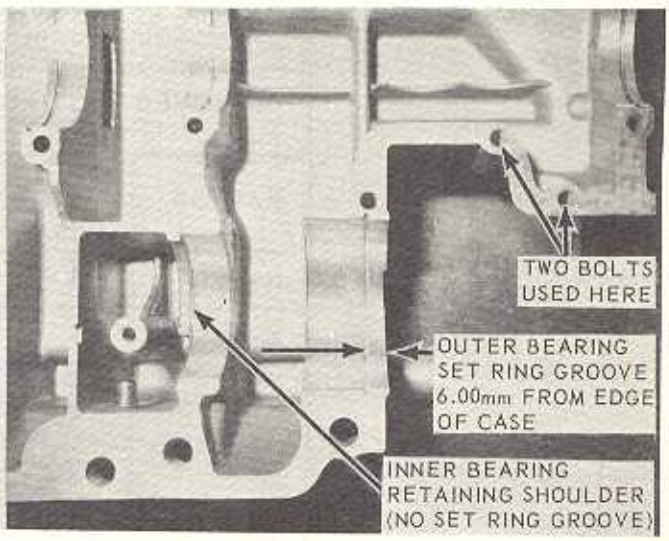
23662	11010-300-110	Crankcase Assembly	114.99
23899	11353-300-030	Protector, Case	2.70
05338	96100-63050	Ball Bearing 6305	1.48
23664	13491-300-000	Set Ring 66.5mm	.52
20659	11210-300-050	Oil Pan	6.65
22899	11398-300-303	Gasket, Oil Pan	.45
05427	92000-06020	Bolt, Hex, 6X20 (order in lots of 10)	.06
20663	23501-300-030	Gear, Final Drive	7.30
19380	15331-300-000	Cap, Oil Path	.73
12808	91315-044-000	O-Ring 19.4X2.8	.08
20819	11342-300-050	Cover, Clutch	7.19
22911	11396-300-303	Gasket, Clutch Cover	.32
05754	93500-06028	Screw, Pan, 6X28 (order in lots of 10)	.05

NOTE: After initial installation of either crankcase set, further crankcase assembly replacement only requires ordering the modified crankcase, part number 11010-300-110.

CRANKCASE IDENTIFICATION:



VIEW OF UPPER CASE
crankcase assembly P/N
11010-300-070/080/090



VIEW OF UPPER CASE
crankcase assembly P/N
11010-300-110

WARRANTY INFORMATION:

Non-interchangeability of old and new crankcases and final drive bearings may require repairs to include the installation of parts not actually involved in the damage (e.g. Final drive bearing failure requires crankcase replacement).

In repairs performed by authorized Honda dealers, the customer should not be charged for installation of additional parts made necessary by non-interchangeability. However, where normal warranty coverage does not apply, the customer should, of course, bear the cost of repairing the actual damage, exclusive of additional parts made necessary by non-interchangeability.

The following dealer reimbursement schedule is designed so that American Honda Motor Co., Inc. may assume repair costs occasioned by non-interchangeability of parts, in addition to the cost of normal warranty repairs.

In situations where repairs are not covered by the normal warranty, labor credit is allowed for replacement of special additional parts only. For example, when a customer is charged for non-warrantable final drive bearing replacement, he must pay to remove, disassemble, and replace the engine. Dealer reimbursement labor credit would, in this instance, be limited to replacement of the crankcase set once the engine is dismantled, exclusive of all labor charges that regularly apply to non-warrantable final drive bearing replacement.

If you have any questions regarding the correct interpretation of the following reimbursement schedule, please contact the Warranty Section of the Motorcycle Service Department at American Honda Motor Co., Inc.

(over)

WARRANTY INFORMATION (continued):

	CUSTOMER PAYS FOR:		AHM WARRANTY PAYS FOR:		FLAT RATE LABOR CODE
	PARTS	LABOR* HRS.	PARTS	LABOR HRS.	
(A)	None	None	All	8.9	412
(B)	Bearing Only	5.0	Crankcase Set Less Bearing	3.9	411
(C)	Crankcase Only	8.9	Crankcase Set Less Crankcase	None	410
(D)	All	All	None	None	Not Applicable

*Figures do not include any additional repairs required. (e.g. transmission damage)

(A) CRANKCASE DAMAGE AND/OR FINAL DRIVE BEARING FAILURE--MOTORCYCLE COVERED BY WARRANTY -- Engine Number Prior to CB750E-1044806. -- Repairs performed by an authorized Honda dealer.

Install replacement crankcase set (P/N 11010-300-405 or 11010-300-415) at no charge to the customer for parts or labor.

Submit warranty claim using Flat Rate Labor Code 412. Credit of 8.9 hours will be given for installation of crankcase set and final drive bearing.

(B) FINAL DRIVE BEARING FAILURE -- MOTORCYCLE BEYOND TIME & MILEAGE LIMITS -- Engine Number Prior to CB750E-1044806 -- Repairs performed by an authorized Honda Dealer.

Install replacement crankcase set (P/N 11010-300-405 or 11010-300-415). Customer pays retail parts and labor for bearing replacement and repair of any associated damage.

Crankcase assembly and conversion components must be installed at no additional cost to the customer for parts or labor.

Submit claim for reimbursement, using Flat Rate Labor Code 411. Credit of 3.9 hours will be given for installation of the crankcase assembly and conversion components.

Ⓒ CRANKCASE DAMAGE -- MOTORCYCLE BEYOND TIME & MILEAGE LIMITS -- Engine Number Prior to CB750E-1044806 -- Repairs performed by an authorized Honda Dealer.

Install replacement crankcase set (P/N 11010-300-405 or 11010-300-415). Customer pays retail parts and labor for crankcase replacement and repair of any associated damage.

Final drive bearing and crankcase conversion components must be installed at no additional cost to the customer for parts or labor.

Submit claim for parts reimbursement, using Flat Rate Labor Code 410. No reimbursement for labor is applicable, since the customer pays all labor.

Ⓓ BOTH CRANKCASE AND FINAL DRIVE BEARING DAMAGED -- MOTORCYCLE BEYOND TIME & MILEAGE LIMITS -- Engine Number Prior to CB750E-1044806 --- Repairs performed by an authorized Honda dealer.

Install replacement crankcase set (P/N 11010-300-405 or 11010-300-415). Customer pays for entire repair.

No reimbursement is applicable where both crankcase and final drive bearing are damaged and motorcycle is not covered by warranty.

9-708

AMERICAN HONDA MOTOR CO., INC.
Motorcycle Service Department

This bulletin supersedes Service Letter 750 #24, dated 8/4/70, which should be removed and destroyed.

750 #30
5/21/71

HONDA SERVICE BULLETIN

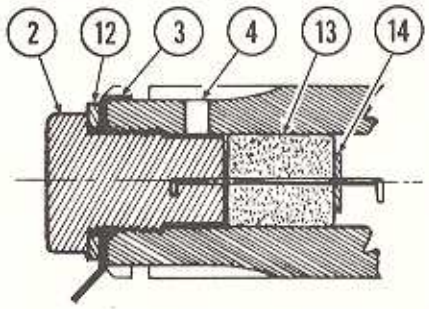
AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

DRIVE CHAIN OILER ADJUSTMENT AND REPLACEMENT

1. DESCRIPTION

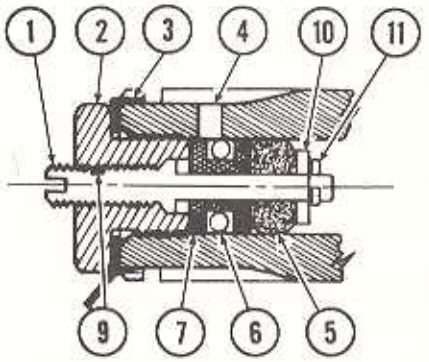
Original Drive Chain Oiler for Early Engines through #CB750E-1026143:

CB-750 engines through number CB750E-1026143 are factory equipped with a drive chain oiler that is adjustable only by replacing shim washers under the final drive shaft plug.



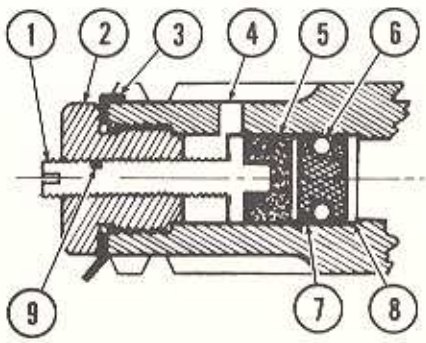
Replacement Drive Chain Oiler for Early Engines through #CB750E-1026143:

A special replacement drive chain oiler, with adjusting screw, is available for installation on CB-750 engines through number CB750E-1026143.



Drive Chain Oiler for Engines #CB750E-1026144 and subsequent:

CB750 engines, #CB750-1026144 and subsequent, are factory equipped with a drive chain oiler which has an adjusting screw. This drive chain oiler uses large diameter components which cannot be installed in earlier engines.



NOMENCLATURE:

1. Adjusting screw
2. Final drive shaft plug
3. Tab lock washer
4. Oil passage
5. Orifice rubber
6. "O" ring
7. Oil reserve element
8. Stopper plate
9. Nylon insert
10. Washer
11. Cotter pin
12. Shim washer
13. Oil felt
14. Felt setting washer

(over)

ROUTING:

COPY 1 ☐ GENERAL MANAGER ☐ SALES DEPT ☐ OFFICE FILE
COPY 2 ☐ SERVICE MANAGER ☐ MECHANICS ☐ SHOP FILE

II. ADJUSTMENT

A. Drive Chain Oiler without Adjusting Screw (original oiler on engines through #CB750E-1026143)

1. Remove left crankcase cover.
2. Open lock washer tab and remove final drive plug.
3. Replace shim washer under final drive plug. Install a thicker washer to increase oil flow, or a thinner washer to decrease oil flow.
4. Reinstall final drive plug. Tighten to 25 ft. lb. torque.
5. Wipe drive chain clean with a rag. Operate the motorcycle at 50-70 m.p.h. for approximately one minute. Inspect drive chain to determine oiler output. Readjust if necessary.
6. When desired oil flow is obtained, fold lock washer tab against plug head, and reinstall left rear crankcase cover.

B. Drive Chain Oiler with Adjusting Screw (special replacement oiler for engines through #CB750E-1026143; original oiler on engines #CB750E-1026144 and subsequent)

1. Remove left rear crankcase cover.
2. Turn adjusting screw counterclockwise to increase oil flow, or clockwise to decrease oil flow.
3. Wipe drive chain clean with a rag. Operate the motorcycle at 50-70 m.p.h. for approximately one minute. Inspect drive chain to determine oiler output. Readjust if necessary.
4. When desired oil flow is obtained, reinstall left rear crankcase cover.

NOTE: When a new replacement oiler has been installed, start with adjusting screw in full counterclockwise position (maximum oil flow), test ride to check oil flow, and turn adjusting screw clockwise by small increments until desired oil flow is obtained.

III. SUPPLEMENTAL LUBRICATION

The drive chain must be kept properly lubricated at all times, or rapid wear will occur. Sustained high speed operation, or reduced oiler output, may result in inadequate lubrication.

If drive chain rollers or side plates appear dry or show evidence of rust, apply a good quality chain lubricant according to the manufacturer's instructions.

IV. INSTALLATION OF SPECIAL REPLACEMENT DRIVE CHAIN OILER, WITH ADJUSTING SCREW, IN EARLY ENGINES THROUGH NUMBER CB750E-1026143

1. Remove left rear crankcase cover.

2. Remove and discard original drive chain oiler assembly, consisting of:

   - Final drive shaft plug
   - Tab lock washer
   - Shim washer
   - Oil felt
   - Felt setting washer

3. Assemble replacement drive chain oiler. Refer to illustration for parts replacement. Lubricate threads of adjusting screw before inserting the screw in the final drive shaft plug.

   NOTE: This adjusting screw has left hand threads.

4. Relieve pressure on orifice rubber by turning adjusting screw counterclockwise, lubricate oiler assembly, install a new tab lock washer, and install oiler assembly in final drive shaft. Tighten to 25 ft. lb. torque, and fold lock washer tab against plug head.

5. Adjust oil flow (see instructions, page 2), and reinstall rear crankcase cover.

(over)

V. PARTS INFORMATION

Original Drive Chain Oiler without Adjusting Screw, for Engines through CB750E-1026143 (cannot be used in engines #CB750E-1026144 and subsequent):

H/C	Part Number	Description	Dealer Net
19362	23523-300-300	Plug, final drive shaft	$0.68
19363	23524-300-300	Element, oil reserve felt	.08
19308	90433-300-000	Washer, tab-type lock 12 mm	.09
20110	90404-300-810	Washer, shim	.08
19377	90405-300-000	Washer, felt setting	.08

Replacement Drive Chain Oiler with Adjusting Screw, for Engines through #CB750E-1026143 (cannot be used in engines #CB750E-1026144 and subsequent):

H/C	Part Number	Description	Dealer Net
24546	23052-300-305	Drive chain oiler complete	$1.97
24547	23314-300-305	Rubber, orifice	.22
24548	23523-300-305	Plug, final drive shaft	.88
24549	23524-300-305	Element, oil reserve	1.01
24550	23526-300-305	Screw, adjusting	.43
24551	90438-300-305	Washer, plain 3 mm	.05
24552	91313-300-305	O-ring, 6.3 x 2.5 mm	.08
24553	94201-10060	Pin, cut, 1.0 x 6 mm	.03
19308	90433-300-000	Washer, tab-type lock 12 mm	.09

Drive Chain Oiler with Adjusting Screw, for Engines #CB750E-1026144 and subsequent (cannot be used in engines through #CB750E-1026143):

H/C	Part Number	Description	Dealer Net
21229	23314-319-300	Rubber, orifice	$0.65
23601	23523-300-310	Plug, final drive shaft	.87
23627	23524-300-310	Element, oil reserve	.20
23602	23526-300-300	Screw, adjusting	.53
23605	91313-300-003	O-ring, 6.5 x 3 mm	.08
23604	90433-300-010	Washer, tab-type lock 14 mm	.08
24074	23525-300-000	Plate, stopper	.08

AMERICAN HONDA MOTOR CO., INC.
Motorcycle Service Department

This bulletin replaces Service Bulletins 750 #5, dated 9/30/69, and 750 #17, dated 5/28/70, both of which should be removed and destroyed.

HONDA

SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

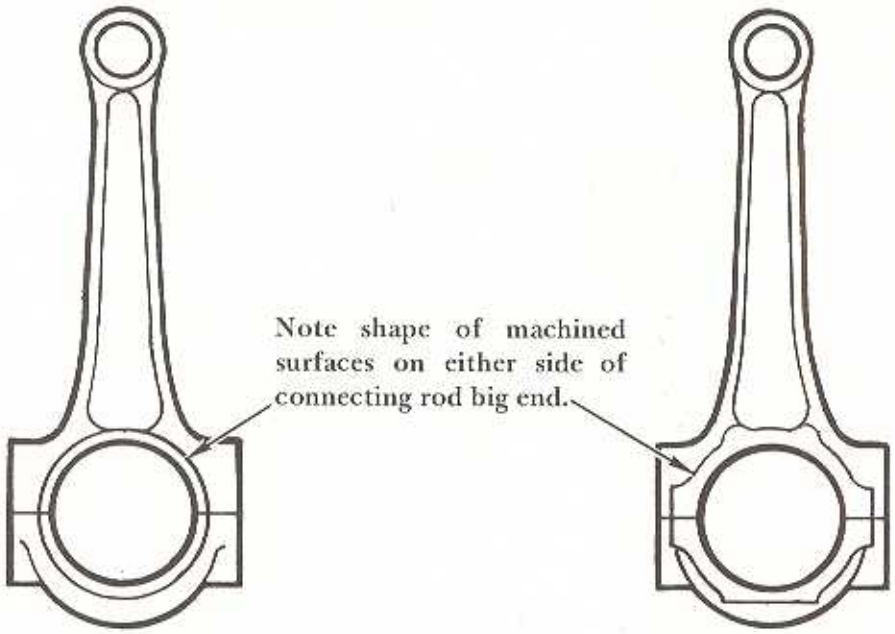
CONNECTING ROD WEIGHT SELECTION AND SIZE

In order to prevent excessive engine vibration, the weight of replacement connecting rods must closely match original rod weight. Differences in rod weight must never exceed 10 grams within any one engine and does not exceed 5 grams for original rods installed during manufacture. Refer to CHART III on page 3 of this bulletin to select correct replacement rod weight.

Connecting rod big end size determines bearing insert selection, which is covered in Service Bulletin 750 #14.

CONNECTING ROD IDENTIFICATION:

Starting with engine serial number 1017739, CB-750 connecting rods were redesigned to facilitate the manufacturing process. Connecting rods of the early design have been discontinued, and only the redesigned connecting rods are supplied as replacement parts for all CB-750 engines.



EARLY
CONNECTING ROD
Engine #CB750E-1000001
through CB750E-1017738

REDESIGNED
CONNECTING ROD
Engine #CB750E-1017739
and subsequent

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ROUTING:

COPY 1 ☐ GENERAL MANAGER ☐ SALES DEPT. ☐ OFFICE FILE

COPY 2 ☐ SERVICE MANAGER ☐ MECHANICS ☐ SHOP MANUAL

CONNECTING ROD WEIGHT AND SIZE CODES:

Connecting rod weight codes and big end size codes are etched on the side of the rod big end and are read while holding the rod with the big end up.

Early-type connecting rods in engine #1000001 through 1017738 are all within 342.5 to 345.0 grams, **regardless of the weight code symbol etched on the rod.**

Redesigned connecting rods in engine #1017739 through 1078073 are coded with Japanese symbols which indicate weight groups listed in CHART I.

Redesigned connecting rods in engine #1078074 and subsequent are coded with capital letters which indicate weight groups listed in CHART II.

Available replacement connecting rods are listed in CHART III.

All CB-750 connecting rods, regardless of model series, are coded with numerals "1, 2, or 3" which indicate big end inside diameters listed in CHART IV.

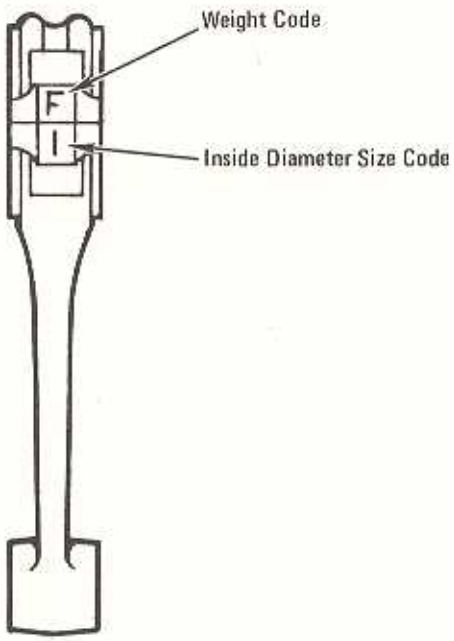

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CHART I
CONNECTING ROD WEIGHT
Engine #1017793 through 1078073

Weight Code	Gram Weight (includes nuts & bolts) (excludes bearing inserts)
チ	342.5 to 345.0 grams
リ	345.0 to 347.5 grams
ヌ	347.5 to 350.0 grams
ル	350.0 to 352.5 grams
オ	352.5 to 355.0 grams
ワ	355.0 to 357.5 grams
カ	357.5 to 360.0 grams
ヨ	360.0 to 362.5 grams
タ	362.5 to 365.0 grams
レ	365.0 to 367.5 grams

CHART II
CONNECTING ROD WEIGHT
Engine #1078074 and subsequent

Weight Code	Gram Weight (includes nuts & bolts) (excludes bearing inserts)
A	342.5 to 345.0 grams
B	342.5 to 347.5 grams
C	347.5 to 350.0 grams
D	347.5 to 352.5 grams
E	352.5 to 355.0 grams
F	352.5 to 357.5 grams
G	357.5 to 360.0 grams
H	357.5 to 362.5 grams
J	362.5 to 365.0 grams
K	362.5 to 367.5 grams

CHART III
AVAILABLE REPLACEMENT CONNECTING RODS

Weight Code	Gram Weight (includes nuts & bolts) (excludes bearing inserts)	H/C	Part Number	Replacement Interchangeability
D	347.5 to 352.5 grams	25866	13204-300-000	D replaces チ, リ, ヌ, ル, A, B, C, D
F	352.5 to 357.5 grams	25868	13206-300-000	F replaces オ, ワ, E, F
H	357.5 to 362.5 grams	25864	13208-300-000	H replaces カ, ヨ, タ, レ G, H, J, K

CHART IV
Big End Inside Diameter Size Codes
for All CB-750 Connecting Rods

Code	Inside Diameter
1	39.0 - 39.008 mm
2	39.008 - 39.016 mm
3	39.016 - 39.024 mm

AMERICAN HONDA MOTOR CO., INC.
MOTORCYCLE SERVICE DEPARTMENT

This bulletin supersedes Service Bulletin 750 #31, dated 7/5/71, which should be removed and destroyed.

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affected Owners 490, 491, 685, 751

750 #32
8/9/71

HONDA

AMERICAN HONDA MOTOR CO., INC.
P.O. BOX 50 – 100 W. ALONDRA BLVD., GARDENA, CALIF. 90247
CABLE ADDRESS – AMEHON, GARDENA, CALIF. (213) 321 – 8680

August 13, 1971

Dear Honda Owner:

This notification is sent persuant to provisions of the National Traffic and Motor Vehicle Safety Act.

Our records indicate that you are the owner of a Honda CB-750 motorcycle within frame serial number range CB750-1000001 through CB750-1044649 (pre-K1 model series).

Field reports have indicated some cases of drive chain breakage on certain CB-750 motorcycles within this model series due to high shock loads imposed on the chain during severe operating conditions. If drive chain breakage occurs, the motorcycle will experience a sudden loss of power which could be hazardous, especially in high speed expressway traffic. It is also possible for a broken drive chain to be driven against the engine crankcase with sufficient force to damage the crankcase and necessitate its replacement.

Improper or inadequate maintenance, and improper drive chain adjustment, cause rapid chain wear, decrease the ability of the chain to sustain these high loads, and increase the possibility of chain breakage. If your present drive chain shows signs of damage or is worn beyond the service limit described in the enclosed drive chain maintenance instructions, it should be replaced before the motorcycle is operated further.

American Honda Motor Co., Inc. has initiated a recall campaign to modify the drive system of your CB-750 in order to reduce drive chain shock loading and to extend drive chain service life. The following parts are available through authorized Honda motorcycle dealers and will be installed on your CB-750 at no charge:

Modified Rear Wheel Dampers - for CB-750 motorcycles with <u>frame</u> numbers CB750-1000001 through CB750-1044649.

Modified Clutch Springs ------ for CB-750 motorcycles with <u>engine</u> numbers CB750E-1000001 through CB750E-1042805.

17 Tooth Drive Sprocket------ for CB-750 motorcycles with <u>engine</u> numbers CB750E-1000001 through CB750E-1044805.

Drive chain modification or replacement will be made free of charge under the following circumstances:

(1) Any excessively worn chain will be replaced, regardless of make.

(2) A riveted master link will be installed if the chain is a Daido 50HD, Daido 50HD S, or Whitney-Honda (except those designated Whitney 625), unless the chain is already so equipped.

(3) Any other make (including the Whitney 625) will be replaced regardless of wear.

In the event that drive chain replacement is required, only one such replacement will be provided under this recall campaign without charge. Drive chain is a consumable component, and the cost of any subsequent drive chain replacement must be borne by the owner.

In the further interest of extending drive chain service life, we enclose drive chain maintenance instructions. These instructions supersede the information contained in the CB-750 Owner's Manual, pages 57 through 60. Please read the new instructions carefully; they must be followed in order to obtain satisfactory service from your drive chain.

Please contact your selling dealer without delay to make a service appointment. The modifications can be easily accomplished within a few hours of actual working time. If you are unable to return to your selling dealer, you may have this service performed by any authorized Honda motorcycle dealer within the United States, Puerto Rico, or the Virgin Islands. There will be no charge to you for modifications performed under this recall campaign.

Bring the enclosed card to your Honda dealer when you bring your motorcycle in for modification. This card serves to identify your motorcycle in our records and will aid us in conducting the recall campaign.

If you no longer own the motorcycle described on the enclosed card, fill in the name and address of the present owner, or applicable disposition of the motorcycle, and return the card to American Honda Motor Co., Inc. This will enable us to contact subsequent owners regarding the recall campaign. The card is self-addressed and requires no postage.

We appreciate your cooperation.

Sincerely,

AMERICAN HONDA MOTOR CO., INC.
Motorcycle Service Department

750 #32
8/9/71

HONDA

SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

CB-750 RECALL FOR DRIVE SYSTEM MODIFICATION

In accordance with the National Traffic and Motor Vehicle Safety Act, a factory recall campaign has been initiated to install modified drive components in CB-750 motorcycles within frame serial number range CB750-1000001 through CB750-1044649 (pre-K1 model series).

Field reports have indicated some cases of drive chain breakage on certain CB-750 motorcycles within this model series due to high shock loads imposed on the chain during severe operating conditions. If drive chain breakage occurs, the motorcycle will experience a sudden loss of power which could be hazardous, especially in high speed expressway traffic. It is also possible for a broken chain to be driven against the engine crankcase with sufficient force to damage the crankcase and necessitate its replacement.

Improper or inadequate maintenance, and improper drive chain adjustment, cause rapid chain wear, decrease the ability of the chain to sustain these loads and increase the possibility of chain breakage. Drive chain which shows signs of damage or is worn beyond the service limit described in this bulletin should be replaced before the motorcycle is operated further.

OWNER NOTIFICATION:

Each owner of an affected CB-750 motorcycle whose warranty is registered with American Honda will be sent a certified letter informing him of the recall campaign and requesting him to contact his Honda motorcycle dealer to make a service appointment to have the modified parts installed.

In the further interest of extending drive chain service life, drive chain maintenance instructions will be enclosed in each recall letter. These instructions supersede the information contained in the CB-750 Owner's Manual, pages 57 through 60. A copy of the new drive chain maintenance instructions is enclosed for your reference.

The owner is encouraged to return to his selling dealer. However, all authorized Honda motorcycle dealers are required to perform parts installation under this recall campaign at the request of any owner of a CB-750 motorcycle within the affected serial number range.

Owners notified by certified letter from American Honda will receive a Dealer Reimbursement Card which they are instructed to bring to the Honda dealer where modification is to be performed. This card will be used by the repairing dealer to claim warranty reimbursement from American Honda (see section of this bulletin entitled "WARRANTY REIMBURSEMENT").

ROUTING:

COPY 1 ☐ GENERAL MANAGER ☐ SALES DEPT ☐ OFFICE FILE

COPY 2 ☐ SERVICE MANAGER ☐ MECHANICS ☐ SHOP FILE

If the owner has lost his card, or has never received a card (not registered for warranty, second owner, etc.) the repairing dealer will submit the standard Warranty Claim Form W.O.2 in place of the Dealer Reimbursement Card.

All CB-750 motorcycles within the affected serial number range must have the modified parts installed, regardless of ownership, age, mileage, or original selling dealer. If any customer of your dealership owns a CB-750 motorcycle within the affected serial number range, and has not received notification of this recall campaign, it is your duty to bring this matter to his attention and request that he have the modified parts installed.

APPLICATION OF PARTS:

PARTS TO BE INSTALLED	APPLICABLE SERIAL NUMBER RANGE
* Modified Rear Wheel Dampers P/N 41242-300-020 (left) P/N 41241-300-040 (right)	Frame numbers CB750-1000001 through CB750-1044649
"0" Ring, 68 X 2.6mm P/N 91258-300-013	Rear hub "0" ring must be replaced when modified rear wheel dampers are installed.
Modified Clutch Springs P/N 22401-268-000	Engine numbers CB750E-1000001 through CB750E-1042805
17 Tooth Drive Sprocket P/N 23801-300-315	Engine numbers CB750E-1000001 through CB750E-1003527
17 Tooth Drive Sprocket P/N 23801-300-010	Engine numbers CB750E-1003528 through CB750E-1044805
** Master link for Riveted Drive Chain Installation P/N 40531-300-750 for Daido 50 HD chain P/N 40531-300-751 for Daido 50 HD S chain P/N 40531-300 315 for Whitney-Honda chain	Frame numbers CB750-1000001 through CB750-1044649 Drive chain modification or replacement will be made free of charge under the conditions stated on page 3.

Installation of 17 tooth drive sprocket requires replacement of final shaft plug lock washer:

Lock Washer, 12mm P/N 90433-300-000	Engine numbers CB750E-1000001 through CB750E-1026143
Lock Washer, 14mm P/N 90433-300-010	Engine numbers CB750E-1026144 and subsequent

Installation of modified clutch springs requires replacement of clutch cover gasket:

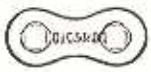
Clutch Cover Gasket P/N 11396-300-040	Engine numbers CB750E-1000001 through CB750E-1007414
Clutch Cover Gasket P/N 11396-300-303	Engine numbers CB750E-1007415 and subsequent

APPLICATION OF PARTS (continued)

*Modified rear wheel dampers to be installed under the present recall campaign are of improved design which supersedes the rear wheel dampers installed in the previous recall campaign of 3/16/70 (Service Bulletin 750 #15). Rear wheel dampers installed during the previous recall campaign must be again replaced.

**Riveted master link or replacement drive chain will be installed at no charge, subject to the following conditions.

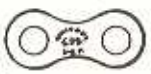
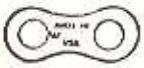
CHAIN WHICH MAY BE REINSTALLED AFTER INSPECTION:

If motorcycle is equipped with Daido 50 HD  ,
Daido 50 HD S  , or Whitney-Honda motorcycle drive chain  ,
remove drive chain and inspect (see MODIFICATION PROCEDURE, Step 7). If chain is in good condition, reinstall with the appropriate new master link for riveted installation.

CHAIN MUST BE REPLACED IF DAMAGED OR WORN:

If inspection indicates that the chain is damaged or worn beyond service limits, replace the chain with either Daido 50 HD S (P/N 40530-300-503) or Whitney-Honda motorcycle drive chain (P/N 40530-300-315). These drive chains are manufactured specifically for the Honda CB-750 and are furnished with a master link for riveted installation. Other makes of drive chain are not recommended for use on the CB-750. New types of drive chain are continually being developed and tested. If American Honda should adopt other types of drive chain in the future, all dealers will be notified.

CHAIN WHICH MUST BE REPLACED REGARDLESS OF WEAR:

If motorcycle is equipped with any make of drive chain <u>other than</u> Daido 50 HD, Daido HD S, or Whitney-Honda, or if motorcycle is equipped with the old style Whitney drive chain (side plates marked "625" ), replace the chain regardless of condition. Install Daido 50 HD S  (P/N 40530-300-503) or Whitney- Honda motorcycle drive chain 
(P/N 40530-300-315). Use master link for riveted installation.

NOTE: In the event that drive chain replacement is required, only one such replacement per affected motorcycle will be provided without charge under this recall campaign. Drive chain is a consumable component, and the cost of any subsequent drive chain replacement must be borne by the owner.

DRIVE CHAIN AND MASTER LINK SELECTION

Master links for Daido 50 HD, Daido 50 HD S, and Whitney-Honda motorcycle drive chains are not interchangeable. Be certain to select the master link which correctly matches the drive chain, or damage will result.

DAIDO 50 HD DRIVE CHAIN, SUPPLIED WITH CLIP TYPE MASTER LINK.

SUPERSEDED BY DAIDO 50 HD S AND WHITNEY-HONDA DRIVE CHAIN

DAIDO MASTER LINK FOR RIVETED INSTALLATION OF DAIDO 50 HD CHAIN.

PART NUMBER
40531-300-750

DAIDO 50 HD S DRIVE CHAIN, INCLUDES MASTER LINK FOR RIVETED INSTALLATION.

PART NUMBER
40530-300-503

DAIDO MASTER LINK FOR RIVETED INSTALLATION OF DAIDO 50 HD S CHAIN.

PART NUMBER
40531-300-751

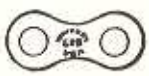
WHITNEY-HONDA DRIVE CHAIN, INCLUDES MASTER LINK FOR RIVETED INSTALLATION.

PART NUMBER
40530-300-315

DAIDO MASTER LINK FOR RIVETED INSTALLATION OF WHITNEY-HONDA CHAIN.

PART NUMBER
40531-300-315

NOTE: Whitney drive chain is manufactured to various specifications depending upon the intended application. Certain Whitney industrial chains are not recommended for use on the Honda CB-750.

An early type of Whitney-Honda motorcycle drive chain was marked  on the side plates. The latest Whitney-Honda motorcycle drive chain, P/N40530-300-315, no longer bears the "625" mark. Side plates are marked  , and roller pin ends appear smooth and circular rather than swaged at four points.

To avoid identification errors in Whitney chain selection, use only the Whitney-Honda motorcycle drive chain supplied by American Honda Motor Co., Inc.

MODIFICATION PROCEDURE

Rear Hub Damper, Sprocket, and Drive Chain Installation:

1. Remove drive chain.

2. Remove rear wheel from motorcycle.

3. Remove rear wheel flange.

4. Remove old hub dampers, and install new hub dampers (P/N 41242-300-020 and 41242-300-040).

   Note the position of the four dampers marked "R" and the four dampers marked "L" in the rear wheel hub.

   Install new left and right dampers in same position as old dampers. Be sure the tips of the dampers are secured in the holes of the wheel hub.

   Remove used rear hub "O" ring and install a new one (P/N 91258-300-013).

5. Reinstall rear wheel on motorcycle.

6. Remove the left rear crankcase cover for access to the drive sprocket. Remove the final drive shaft plug and lock washer, then remove the 16 tooth drive sprocket. Install 17 tooth drive sprocket. Reinstall final drive shaft plug, using a new lock washer.

7. Check drive chain.

   Replace any drive chain <u>not</u> marked  ,  or  regardless of the condition of the used chain. This authorization to replace extends even to makes of used drive chain not supplied by American Honda.

   Replace any of the three types of drive chain indicated above only if any of the following conditions exist (if chain is excessively dirty, clean with solvent before checking):

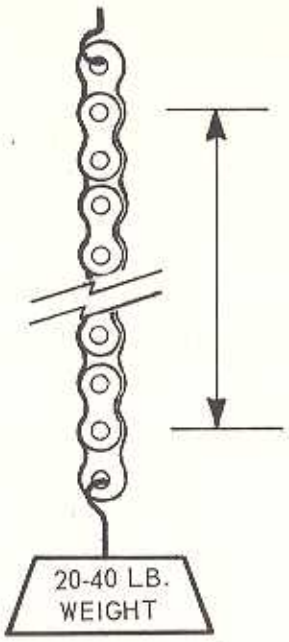
   - Damaged rollers.
   - Loose pins.
   - Binding links which cannot be freed.
   - Overall length of chain exceeds service limits.

   Straighten any stiff joints. Then measure chain length while chain is hung with a 20 to 40 lb. weight attached to the lower end. This procedure will ensure that the chain is fully extended when measured.

DRIVE CHAIN USED WITH CB-750, FRAME NUMBERS CB750-1000001 THROUGH CB750-1044649:

97 LINKS (96 PINS) WITH MASTER LINK REMOVED.

SERVICE LIMIT 60 9/16", MEASURED FROM FIRST PIN TO LAST PIN.



MODIFICATION PROCEDURE (continued)

8. Install drive chain.

   Used drive chain taken from the motorcycle may be lubricated and reinstalled only if it is one of the three types described in Step 7 and is in good condition.

   If replacing the drive chain, install either Daido 50 HD S (P/N 40530-300-503) or Whitney-Honda motorcycle drive chain (P/N 40530-300-315). These chains are manufactured in 100 link lengths (99 pitches of chain plus master link) for use on CB-750 K1 motorcycles equipped with the 18/48 tooth sprocket combination. When installing these chains on pre-K1 models fitted with the 17/45 tooth sprocket combination, remove a link to shorten the chain.

   NOTE: When removing link from chain, grind off roller pin heads flush with side plate before using tool to press out pins. This procedure will reduce pressure required to press out roller pins and will help to prevent damage to the tool.

9. Install riveted master link (refer to Service Bulletin SL #85 and supplement). Clip type master links are not recommended for use on the Honda CB-750.

10. Adjust drive chain slack (refer to enclosed drive chain maintenance instructions).

11. Reinstall left rear crankcase cover.

Clutch Spring Replacement:

1. Remove clutch cover and clutch lifter plate.
2. Remove old clutch springs, and install new clutch springs (P/N 22401-268-000).
3. Reassemble and adjust.

IDENTIFICATION

After all applicable parts have been installed, the modified CB-750 must be identified by making three center punch marks ahead of the engine serial number, as illustrated.

PARTS INFORMATION

The following parts are used to perform the modifications described in this bulletin:

H/C	Part Number	Description	Dealer Net
23653	41242-300-020	Rear Wheel Damper, left (4 reqd.)	$ 0.67 ea.
23652	41241-300-040	Rear Wheel Damper, right (4 reqd.)	0.67 ea.
19134	91258-300-013	"O" Ring, 68 X 2.6mm	0.19
26460	23801-300-315	17 Tooth Drive Sprocket (E# 1000001 thru 1003527)	3.57
25655	23801-300-010	17 Tooth Drive Sprocket (E# 1003528 thru 1044805)	3.57
19308	90433-300-000	Lock Washer, final drive shaft plug, 12mm (E# 1000001 thru 1026143)	0.09 in stock
23604	90433-300-010	Lock Washer, final drive shaft plug, 14mm (E# 1026144 and subseq.)	0.08
24026	40530-300-315	Drive Chain, Whitney-Honda, includes master link for riveting	12.72 in stock
24080	40531-300-315	Master Link for riveting Whitney-Honda drive chain	0.54
23650	40530-300-503	Drive Chain, Daido 50 HD S, includes master link for riveting	12.92
25091	40531-300-751	Master Link for riveting Daido 50 HD S drive chain	0.54
23651	40531-300-750	Master Link for riveting Daido 50 HD drive chain	0.54

PARTS INFORMATION (continued)

10049	22401-268-000	Clutch Springs (4 reqd.)	0.15 ea.
18954	11396-300-040	Clutch Cover Gasket (E# 1000001 thru 1007414)	0.32
22911	11396-300-303	Clutch Cover Gasket (E# 1007415 and subsequent)	0.32

American Honda Parts Department has instituted the following procedure to expedite prompt distribution of the parts required for this recall campaign:

1. A quantity of the parts listed above will be automatically sent to most dealers. Quantities sent will be determined by number of CB-750 units sold.

2. Dealers will be billed for parts automatically sent but will be given the opportunity to return any excess parts not used during this recall campaign.

3. A special form will be distributed to dealers in the near future to facilitate ordering additional quantities of parts or returning excess parts.

WARRANTY INFORMATION

Modifications described in this bulletin are to be performed at no charge to the customer, regardless of the age, mileage, or ownership of the motorcycle.

Upon completion of the applicable modifications, fill in the required information on the Dealer Reimbursement Card for the motorcycle involved. If the card is lost or not received, fill out a standard Warranty Claim Form W.O.2. Submit Dealer Reimbursement Cards, or Warranty Claim Forms, to Motorcycle Warranty Section, American Honda Motor Co., Inc.

WARRANTY INFORMATION (continued)

THE REIMBURSEMENT SCHEDULE IS AS FOLLOWS:

Flat Rate Code 308: Replace Rear Wheel Dampers.
(F# 1000001 through 1044649)
.4 hours labor. $5.55 parts, plus 20% handling.

Flat Rate Code 309: Replace Clutch Springs.
(E# 1000001 through 1042805)
.5 hours labor. $0.92 parts, plus 20% handling.

Flat Rate Code 310: Replace Drive Sprocket.
(E# 1000001 through 1044805)
.5 hours labor. $3.66 parts, plus 20% handling.

Flat Rate Code 311: Replace Master Link.
(F# 1000001 through 1044649)
or .2 hours labor. $0.54 parts, plus 20% handling.
Flat Rate Code 312: Replace Drive Chain.
(F# 1000001 through 1044649)
.3 hours labor. $12.92 parts, plus 20% handling.

HONDA

750 #32
SUPPLEMENT #2
9/7/72

SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

98 LINK REPLACEMENT DRIVE CHAIN

When replacement drive chain is needed for pre-K1 CB-750 motorcycles, it is no longer necessary to order 100 link chain and shorten to 98 links.

Daido 50 HD S drive chain, with master link for riveted installation, is available from our Parts Department in a 98 link length.

H/C	PART NUMBER	DESCRIPTION	DEALER NET
25479	40530-323-305	Chain Drive, 98 Link, Daido 50 HD S, includes master link for riveting	$12.92

AMERICAN HONDA MOTOR CO., INC.
MOTORCYCLE SERVICE DEPARTMENT

ROUTING:

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HONDA SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

CB-750 RECALL FOR DRIVE SYSTEM MODIFICATION

REPRINT REFER TO SERVICE BULLETIN 750 # 32 DATED 8-9-71

REPRINT

APPLICATION OF PARTS:

PARTS TO BE INSTALLED	APPLICABLE SERIAL NUMBER RANGE
* Modified Rear Wheel Dampers P/N 41242-300-020 (left) P/N 41241-300-040 (right).	Frame numbers CB750-1000001 through CB750-1044649
"0" Ring, 68 X 2.6mm P/N 91258-300-013	Rear hub "0" ring must be replaced when modified rear wheel dampers are installed.
Modified Clutch Springs P/N 22401-268-000	Engine numbers CB750E-1000001 through CB750E-1042805
17 Tooth Drive Sprocket P/N 23801-300-315	Engine numbers CB750E-1000001 through CB750E-1003527
17 Tooth Drive Sprocket P/N 23801-300-010	Engine numbers CB750E-1003528 through CB750E-1044805
** Master link for Riveted Drive Chain Installation P/N 40531-300-750 for Daido 50 HD chain P/N 40531-300-751 for Daido 50 HD S chain P/N 40531-300 315 for Whitney-Honda chain	Frame numbers CB750-1000001 through CB750-1044649 Drive chain modification or replacement will be made free of charge under the conditions stated on page 3.

Installation of 17 tooth drive sprocket requires replacement of final shaft plug lock washer:

Lock Washer, 12mm P/N 90433-300-000	Engine numbers CB750E-1000001 through CB750E-1026143
Lock Washer, 14mm P/N 90433-300-010	Engine numbers CB750E-1026144 and subsequent

Installation of modified clutch springs requires replacement of clutch cover gasket:

Clutch Cover Gasket P/N 11396-300-040	Engine numbers CB750E-1000001 through CB750E-1007414
Clutch Cover Gasket P/N 11396-300-303	Engine numbers CB750E-1007415 and subsequent

*Modified rear wheel dampers to be installed under the present recall campaign are of improved design which supersedes the rear wheel dampers installed in the previous recall campaign of 3/16/70 (Service Bulletin 750 #15). Rear wheel dampers installed during the previous recall campaign must be again replaced. *(Refer to Service Bulletin 750 #32.)*

**Riveted master link or replacement drive chain will be installed at no charge, subject to the following conditions. *(Refer to Service Bulletin 750 #32.)*

AMERICAN HONDA MOTOR CO., INC.

P. O. BOX 50 • 100 W. ALONDRA BLVD.
GARDENA, CALIFORNIA 90247
AREA CODE 213 PHONE 321-8680

CONTROL NUMBER 750

DEALER _____ DEALER NO. _____

CITY _____ STATE _____ SHIP VIA _____

IMPORTANT: ITEMS NOT SHIPPED ON THIS ORDER WILL BE AUTOMATICALLY BACK ORDERED AND SHIPPED WHEN AVAILABLE.

CB-750 DRIVE SYSTEM RECALL PARTS ORDER

* PLEASE REFER TO SERVICE BULLETIN 750 #32, DATED AUGUST 9, 1971, FOR DETAILS. See reverse side for copy of Application Chart.

INSTRUCTIONS TO ORDER PARTS:

1. Fill in dealer name, dealer number, city and state.
2. Determine parts needed, then write quantities and signature on order form.
3. Mail to American Honda, Gardena, Attention: Parts Division.

ITEM	QUANTITY	HONDA CODE	PART NUMBER	DESCRIPTION	NO. REQ.
1		23653	41242-300-020	Damper, Left	4
2		23652	41241-300-040	Damper, Right	4
3		10049	22401-268-000	Spring, Clutch	4
4		25655 *	23801-300-010	Sprocket, Drive (17 Tooth)	1
5		26460	23801-300-315	Sprocket, Drive (17 Tooth)	1
6		19308 *	90433-300-000	Washer, Lock (12mm)	1
7		23604	90433-300-010	Washer, Lock (14mm)	1
8		24026	40530-300-315	Chain, Drive, 100 Link (Whitney)	1
9		24080	40531-300-315	Link, Master, Riveted (Whitney)	1
10		23650	40530-300-503	Chain, Drive, 100 Link (Daido 50 HDS)	1
11		25091	40531-300-751	Link, Master, Riveted (Daido 50 HDS)	1
12		23651	40531-300-750	Link, Master, Riveted (Daido 50 HD)	1
13		18954	11396-300-040	Gasket, Clutch Cover	1
14		22911	11396-300-303	Gasket, Clutch Cover	1
15		19134	91258-300-013	"O" Ring, Hub (68 x 2.6mm)	1

AUTHORIZED SIGNATURE _____

ALL ORDERS SUBJECT TO APPROVAL UPON RECEIPT AT AMERICAN HONDA MOTOR CO. INC., GARDENA, CALIF.

WARRANTY
AMERICAN HONDA MOTOR CO., INC.

WEST 1

750 #33
REV. 11/3/72

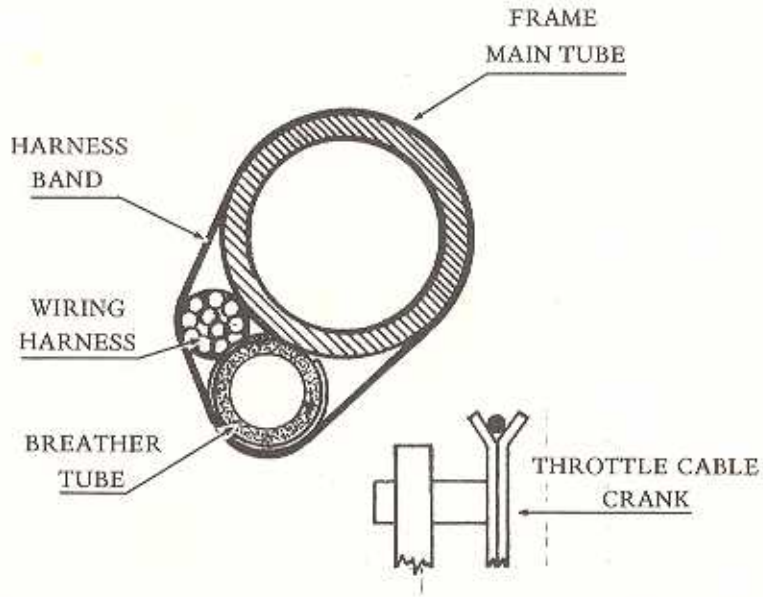
HONDA SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

WIRING HARNESS AND BREATHER TUBE ROUTING, CB-750 K1 & K2

The wiring harness and engine breather tube must be routed to avoid contact with the throttle cable crank above the carburetors.

As delivered from the factory, a harness band holds the wiring harness and breather tube away from the throttle cable crank. If the wiring harness and breather tube are moved during service or repairs, be sure to reinstall them as illustrated below.



VIEW LOOKING TOWARDS THE REAR

9-796

AMERICAN HONDA MOTOR CO., INC.
MOTORCYCLE SERVICE DEPARTMENT

This bulletin supersedes Service Bulletin 750 #33, dated 11/1/71, which should be removed and destroyed.

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750#34
5/4/72

HONDA SERVICE BULLETIN

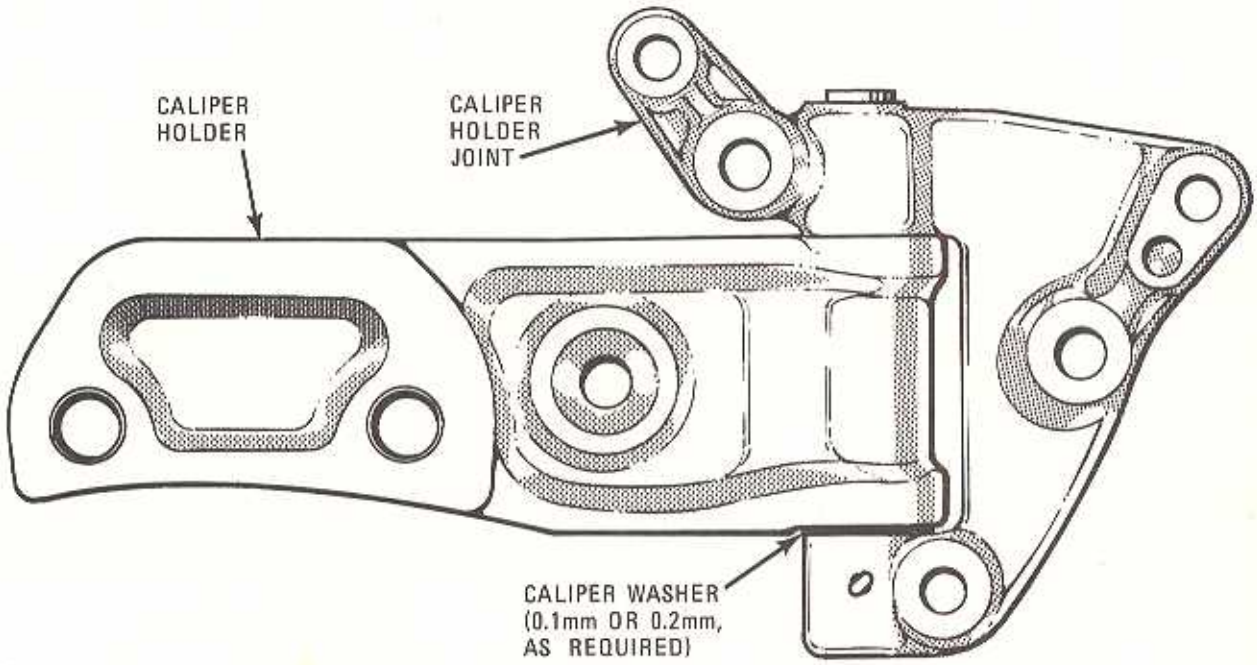
AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

DISC BRAKE CALIPER NOISE

CB-750 and CB-750K1

Application of the front wheel disc brake may be accompanied by a distinct "click" or "clunk" type sound that is hard to locate. It has been determined that this noise is caused by excessive clearance between the caliper holder and the caliper holder joint, which permits vertical movement of the caliper holder. This noise does not indicate any condition which would affect braking performance, but the noise may be disturbing to the rider.

Shim washers are available in thicknesses of 0.1mm and 0.2mm for installation between the caliper holder and caliper holder joint, as required.



PARTS INFORMATION:

H/C	Part Number	Description	Dealer Net	Order In Mult. Of
29783	45131-300-305	Caliper washer A (0.1mm)	$0.10	10
29784	45132-300-305	Caliper washer B (0.2mm)	0.10	10

AMERICAN HONDA MOTOR CO., INC.
MOTORCYCLE SERVICE DEPARTMENT

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750 #35
11/17/72

HONDA SERVICE BULLETIN

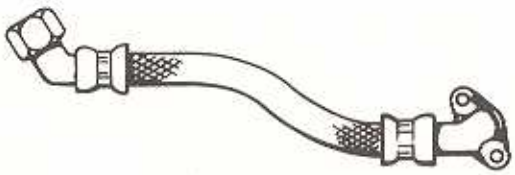
AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

NEW MOLDED CONTOUR OIL HOSE

Oil Hose A, which carries engine oil from oil tank to engine, is now manufactured with a molded contour. The redesigned oil hose has been incorporated in manufacture starting with CB-750 K3, frame number 2200014.

ORIGINAL OIL HOSE A

P/N 15510-300-007



MOLDED CONTOUR OIL HOSE A

P/N 15510-300-017

When servicing CB-750 motorcycles equipped with the original type Oil Hose A, inspect the condition of the oil hose. If the oil hose appears at all damaged, deformed, or kinked, replace it with the molded contour Oil Hose A.

A damaged, deformed, or kinked hose can restrict the flow of engine oil. If a CB-750 motorcycle shows evidence of low oil pressure or insufficient lubrication, oil hose condition should be considered as one of the possible causes.

AMERICAN HONDA MOTOR CO., INC.
MOTORCYCLE SERVICE DEPARTMENT

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750 #36
4/6/73

HONDA SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

REAR BRAKE WEAR INDICATOR, CB-750K3

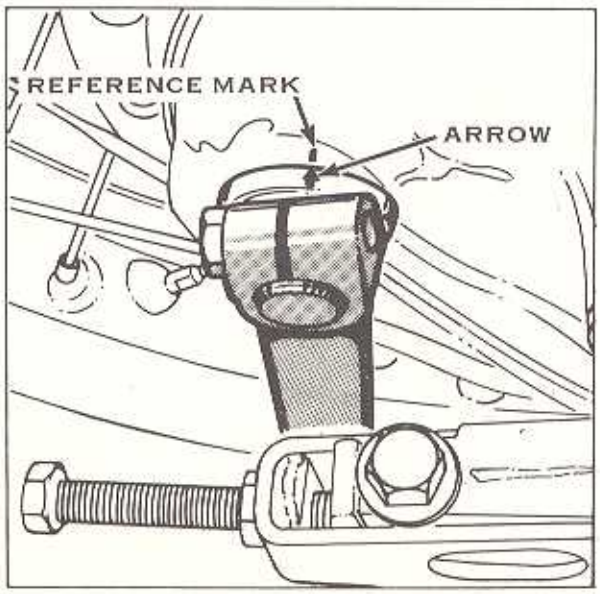
An indicator plate is installed adjacent to the rear brake actuating arm on the CB-750K3. The brake indicator plate and the brake actuating arm splines are indexed to the brake cam shaft and can only be installed in one position.

When the rear brake is applied, a red arrow on the indicator plate moves towards a red reference mark on the rear brake panel. The distance between the arrow and the reference mark, on full application of the rear brake, indicates brake lining thickness.

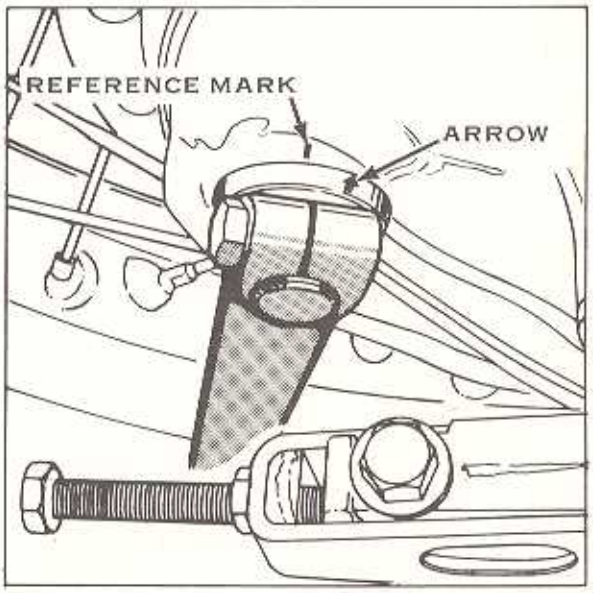
If the arrow aligns with the reference mark on the brake panel on full application of the rear brake, examine the brake shoes for lining thickness and evenness of wear. Replace the brake shoes if lining thickness is 0.08 in. (2.0mm) or less.

It is most important that this information about the brake lining wear indicator is passed on to your customers, when they purchase a CB-750K3.

Future issues of the Owner's Manual will include the above information.



REPLACE BRAKE SHOES



SUFFICIENT BRAKE LINING REMAINING

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AMERICAN HONDA MOTOR CO., INC.
MOTORCYCLE SERVICE DEPARTMENT

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☐ SERVICE MANAGER ☐ MECHANICS ☐ SHOP FILE

750 #37
11/19/73

HONDA

SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

WHEEL SPROCKET DIAMETER AND CHAIN PITCH COMPATIBILITY

IF CHECKING SPROCKET CONFORMITY TO MANUFACTURER'S SPECIFICATION, MEASURE BOTTOM DIAMETER. DO NOT CHECK BY WRAPPING CHAIN AROUND SPROCKET.

Many Honda dealers have received a bulletin published by a drive chain distributor which stated that Honda CB-750 wheel sprockets were "improperly manufactured." Their chain has different characteristics from conventional drive chain and apparently does not give satisfactory service when used with Honda CB-750 wheel sprockets.

The following is a quotation from the drive chain distributor's bulletin:

> "The quickest way to check a sprocket for such condition is to try and wrap a new chain 360° around the sprocket. If each 'roller' fits well into the root of each tooth, easily and without force, all the way around and offers no resistance when withdrawn then the sprocket is not undercut. However, if after about 1/3 of the way around the chain begins to climb up the teeth to the point where the rollers no longer properly seat, and/or seat poorly and drag when pulled off, then the sprocket is undercut and must be replaced."

The test recommended by the drive chain distributor is meaningless for conventional motorcycle roller chain, as most motorcycles operate with approximately 200° of drive chain/wheel sprocket contact, not 360°. Also, most motorcycle drive chains stretch during the initial mileage, which affects the extent to which the chain will wrap around the sprocket without climbing the teeth.

Honda wheel sprockets are manufactured to ASA-I standards with the exception of bottom diameter, which is approximately 0.6mm greater than ASA-I standard. Because Honda sprockets are of greater bottom diameter than ASA-I standard, new drive chain should not wrap around the Honda sprocket without climbing the teeth.

Extensive testing has determined that drive chain noise is reduced when the sprocket has greater bottom diameter than ASA-I standard.

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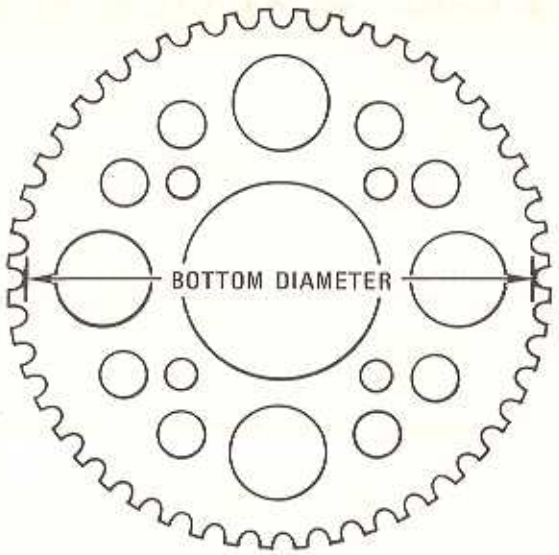

BOTTOM DIAMETER is measured at the bottom of the radius between teeth on diametrically opposite sides of the sprocket.

A sprocket with greater bottom diameter than ASA-I standard also extends the service life of most motorcycle drive chains. If the sprocket were of ASA-I standard bottom diameter, chain pitch would closely conform to sprocket size when new, but the chain would soon stretch, resulting in a less satisfactory fit. Because Honda sprockets have greater bottom diameter than ASA-I standard, chain fit improves as initial stretching occurs, and the chain pitch will closely conform to sprocket size for a longer time.

The greater bottom diameter of Honda sprockets is compatible with the stretch characteristics of most, but not all, independently manufactured replacement drive chains.

The correct bottom diameter for a new Honda CB-750 48 tooth wheel sprocket is 233.28 - 233.31mm (9.184 - 9.185 in.).

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MOTORCYCLE SERVICE DEPARTMENT

FILE ONE COPY OF THIS BULLETIN IN THE CB-750 SHOP MANUAL.

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750 #38
11/26/73

HONDA SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

MUFFLER WARRANTY EXTENSION

CB-750 MOTORCYCLES WITH FRAME SERIAL NUMBERS LOWER THAN 2317591 ARE WARRANTED AGAINST MUFFLER RUST-OUT FOR 12 MONTHS FROM THE DATE OF PURCHASE.

CB-750 motorcycles with frame serial numbers 2317591 and subsequent are equipped with mufflers which have been improved to provide longer service life than mufflers on earlier units in the CB-750 model series.

In the interest of customer good will, American Honda has initiated a *Muffler Warranty Extension* which will, until further notice, amend the *Distributor's Warranty for Honda Motorcycles* for the benefit of CB-750 owners whose machines were not originally equipped with the improved mufflers.

APPLICABILITY:

The *Muffler Warranty Extension* shall apply to CB-750 motorcycles with frame serial numbers lower than 2317591, hereinafter referred to as "eligible" motorcycles.

MUFFLER WARRANTY EXTENSION:

Until further notice, eligible motorcycles are warranted against rusting through of the muffler shell for a period of *12 months* from the date the motorcycle was originally purchased, *regardless of mileage or ownership.*

Replacement of rusted through mufflers under this warranty extension will be made without charge for parts and labor.

All terms of the *Distributor's Warranty for Honda Motorcycles* shall apply with the exception of those terms which are amended by the *Muffler Warranty Extension.* All terms of the *Distributor's Warranty for Honda Motorcycle and Power Products Parts* shall apply without exception.

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PROOF OF ORIGINAL PURCHASE DATE:

Original owners of eligible motorcycles are entitled to warranty service upon presentation of the Owner's Warranty Registration card which shows the purchase date.

Subsequent owners do not usually possess the Owner's Warranty Registration card but will receive benefit of the *Muffler Warranty Extension* upon presentation of any document proving that the eligible motorcycle was purchased new by the original owner not more than 12 months prior to muffler rust-out. Warranty coverage shall not be extended to subsequent owners for anything other than muffler rust-out.

DEALER REIMBURSEMENT:

Reimbursement for muffler replacement will be made through normal warranty claims procedures.

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MOTORCYCLE SERVICE DEPARTMENT

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750 #39
2/1/74

HONDA SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

MODIFIED HEAD GASKET REMOVAL

Modified head gaskets were incorporated in production beginning with frame number CB750K4 2304511.

The modified head gasket has been coated with a latex rubber sealant to help prevent oil leaks. This sealant makes the head gasket difficult to remove during disassembly. After separating the cylinder head and cylinder block there may be some gasket material or sealant residue stuck to the head or cylinders. This gasket material and residue is most easily removed with lacquer thinner.

Take care not to damage the cylinder head surface or the cylinder block surface during this operation.

OLD PART NUMBER	DESCRIPTION
12251-300-040	Gasket, cylinder head

NEW PART NUMBER	DESCRIPTION
12251-300-050	Gasket, cylinder head

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HONDA

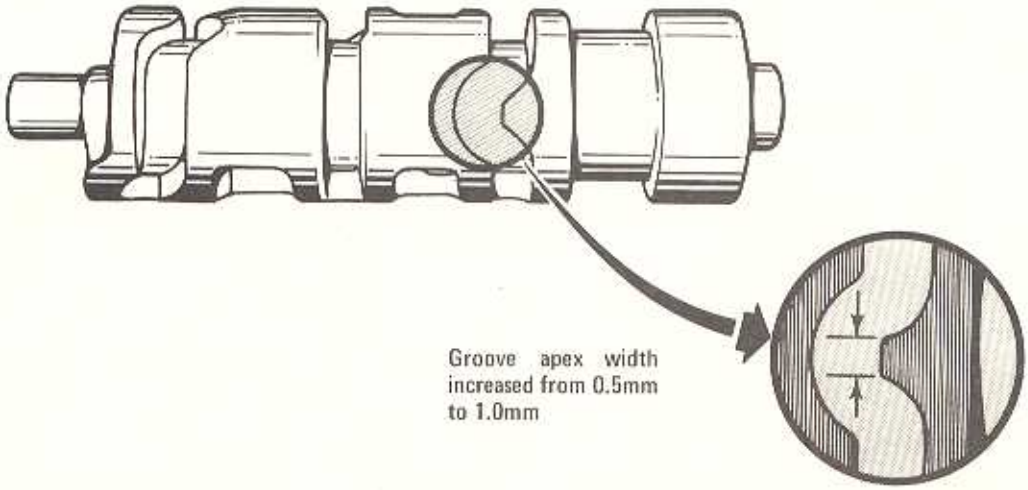
750 #40
4/1/74

SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

MODIFIED SHIFT DRUM

Groove dimensions in the modified shift drum have been altered. The flat apex of each gear change position on the cam groove has been increased from 0.5mm to 1.0mm, as illustrated below.



The modified shift drum has been incorporated in the manufacture of CB-750 transmissions, beginning with engine serial number CB750E-2304501. If any CB-750 with an engine number prior to CB750E-2304501 shows insufficient gear engagement, replace the original shift drum with the modified type.

When repairing any transmission which has exhibited erratic operation be sure to check all other related parts (shift forks and gears) for possible wear or damage.

OLD PART NUMBER	DESCRIPTION
24301-300-030	Drum, gear shift

NEW PART NUMBER	DESCRIPTION
24301-300-040	Drum, gear shift

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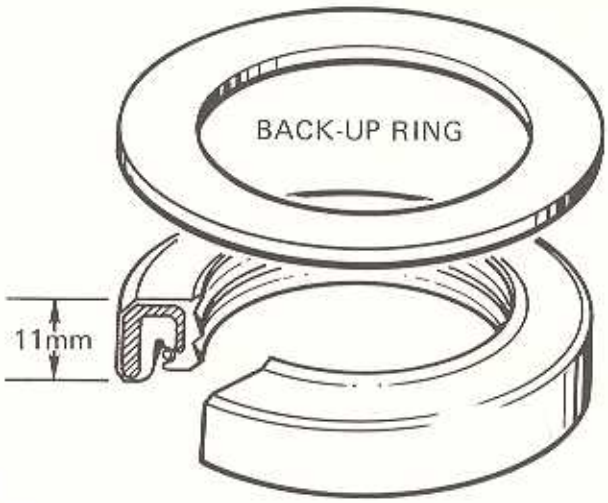
750 #41
4/5/74

HONDA SERVICE BULLETIN

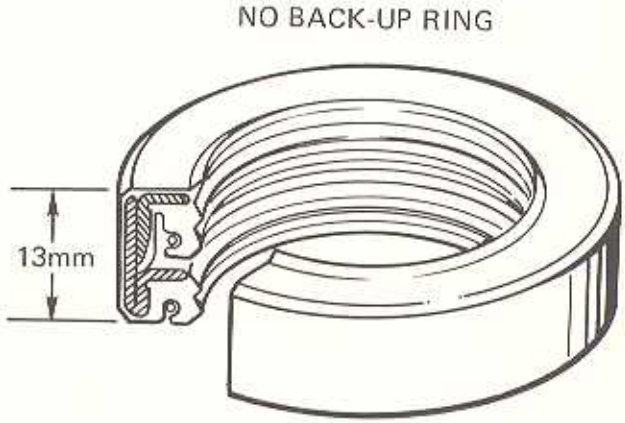
AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

FRONT FORK OIL SEAL CHANGE; CB-750 K1, CB-750 K2

When replacing front fork oil seals in CB-750 K1 and CB-750 K2 motorcycles, install oil seal P/N 91255-341-305. The new oil seal has a double lip.



H/C 24085
P/N 91255-300-025
OLD OIL SEAL



H/C 37797
P/N 91255-341-305
NEW OIL SEAL

When installing the new oil seal, discard the back-up ring which was used with the old oil seal. The back-up ring must be omitted to provide additional clearance for the new seal.

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HONDA

SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

CYLINDER HEAD GASKET OIL SEALING

SPECIAL SEALS ARE USED AT THE CYLINDER HEAD STUDS TO IMPROVE OIL SEALING.

CB-750 motorcycles with engine serial numbers 2352923 and subsequent use sealed cylinder stud knock pins. The sealed knock pins fit only engines with counterbored cylinder stud holes and cannot be used with the cylinders in engines prior to serial number 2352923.

Cylinder stud "O" rings are available to improve oil sealing in CB-750 motorcycles having engine serial numbers 1000001 through 2352922. *These "O" rings cannot be used with cylinders in engines having serial numbers 2352923 and subsequent.*

PART DESCRIPTION	ENGINE #1000001 - 2352922		ENGINE #2352923 AND SUBSEQUENT	
	H/C	PART NUMBER	H/C	PART NUMBER
12mm Knock Pin (8 reqd.)	———	not applicable	39074	12116-300-000
Knock Pin Seal (8 reqd.)	———	not applicable	39073	12115-300-000
Modified Cylinder Head Gasket Kit (includes gasket and 8 "O" rings)	40149	12020-300-305	———	not applicable
"O" Ring Set for cylinder head gasket (8 "O" rings)	41801	12115-300-305	———	not applicable
Cylinder Head Gasket only	39076	12251-300-070	39076	12251-300-070
Cylinder Block	37594	12100-300-040	39072	12100-300-050

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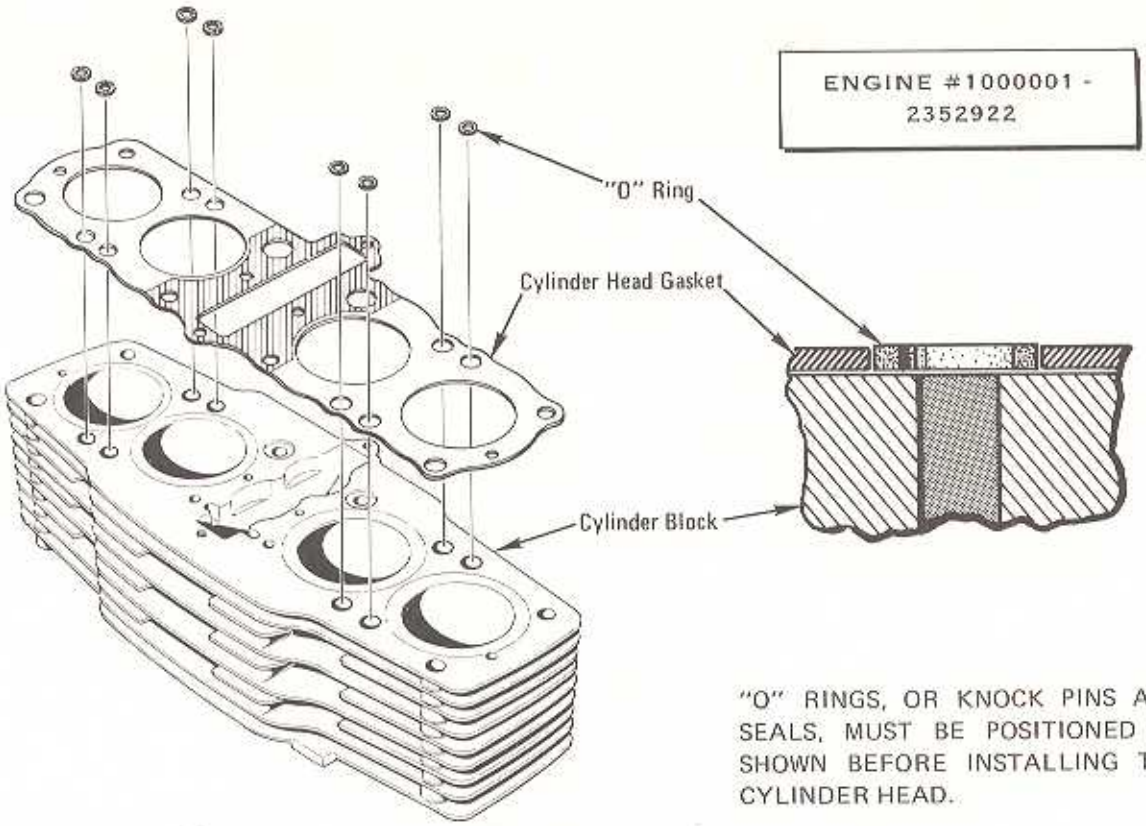
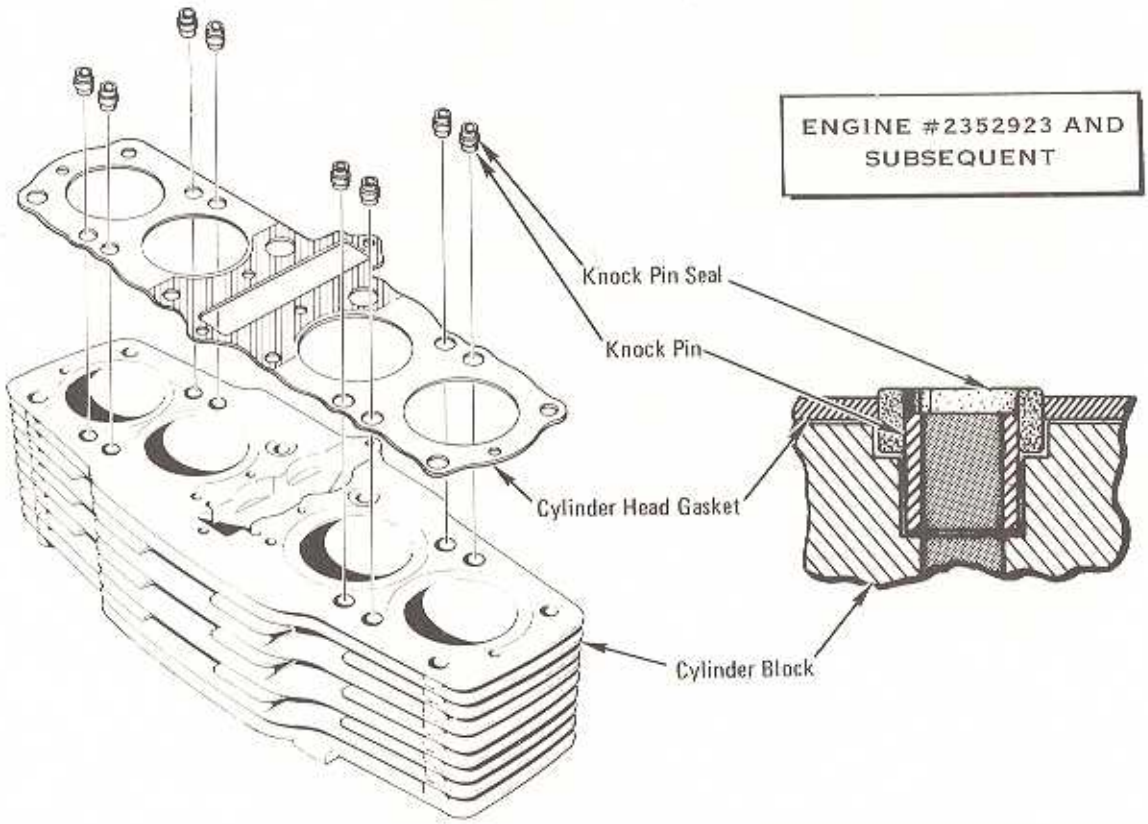


"O" RINGS, OR KNOCK PINS AND SEALS, MUST BE POSITIONED AS SHOWN BEFORE INSTALLING THE CYLINDER HEAD.



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This revision supersedes Service Bulletin 750 #42, dated 11/11/74, which should be removed and destroyed.

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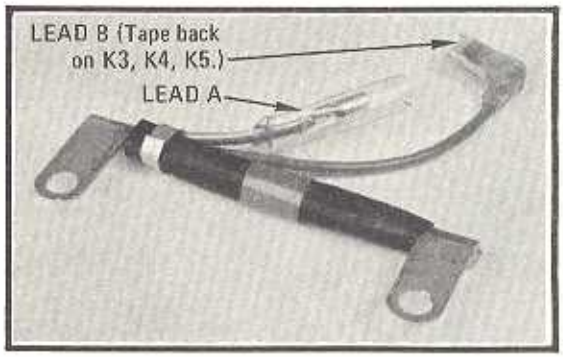
750 #43
1/10/75

HONDA SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

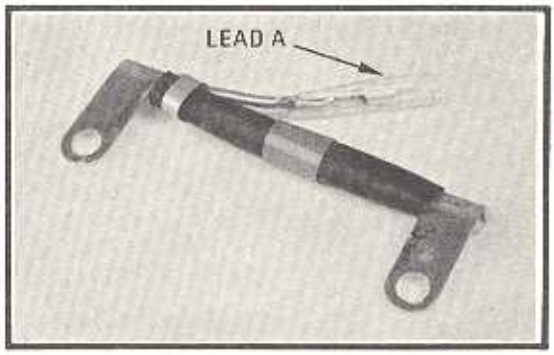
BATTERY CABLE EXTRA LEAD



OLD BATTERY CABLE
P/N 32401-300-010

Factory Installation:
All CB-750, K1, K2, K3, K4.
K5 frame #2500001 through 2503719.

Correct Applicability:
CB-750, K1, K2.



NEW BATTERY CABLE
P/N 32401-341-000

Factory Installation:
K5 frame #2503720 and later.

Correct Applicability:
K3, K4, K5.

Battery cable lead B is not used on K3, K4, and K5 models due to a design change in the electrical system. Therefore, lead B has been deleted from the new battery cable (P/N 32401-341-000).

K3, K4, and many K5 units were manufactured with the old battery cable (P/N 32401-300-010) having lead B. In these models, lead B must be taped back, so it will not be used by mistake for incorrect electrical connections.

During routine service or repair of K3, K4, and applicable K5 motorcycles, fold lead B to shorten its length as much as possible, and cover with electrical tape.

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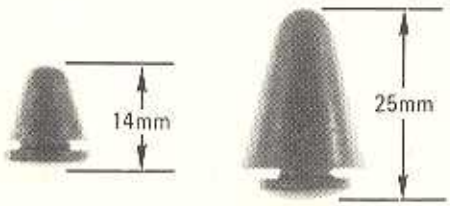
HONDA SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

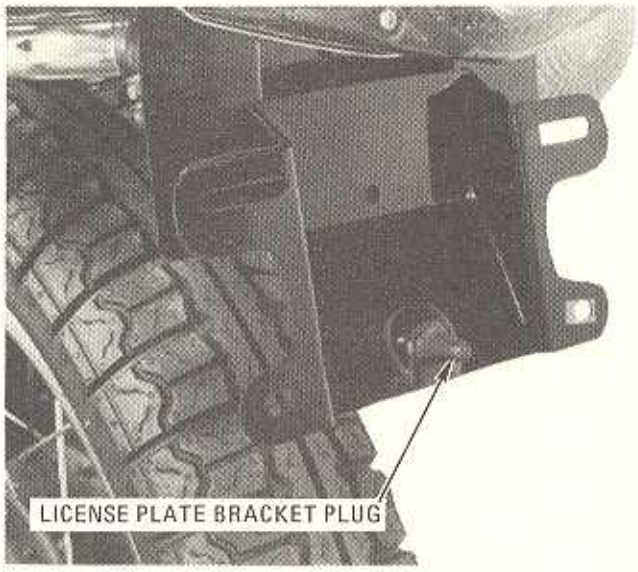
CB-750F LICENSE PLATE BRACKET PLUG

Certain CB-750F units were shipped with an extra license plate bracket plug in the parts package carton. The smaller plug should be installed in the CB-750F. The larger plug fits the CB-550F and cannot be used in the CB-750F.



Plug for CB-750F
P/N 90899-283-000

Plug for CB-550F
P/N 90899-323-610



The following CB-750F units were shipped with the extra license plate bracket plug.

CRATE NUMBER	FRAME NUMBER
000003 - 000177	1000144 - 1001399
000353 - 000394	1000268 - 1001405
026453 - 026777	1000094 - 1000761

When performing set-up of these units, be certain to install the correct license plate bracket plug. Discard the other plug.

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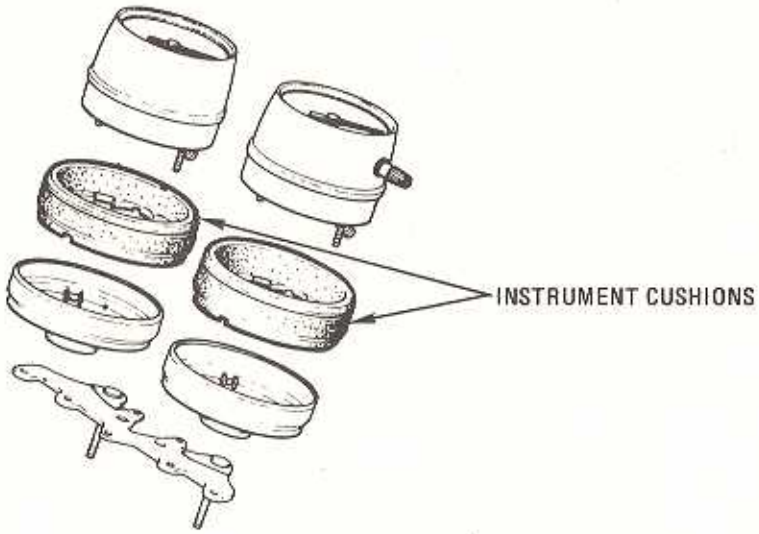
750 #45
3/24/76

HONDA SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

SOFT MOUNTING CUSHIONS IMPROVE INSTRUMENT ACCURACY



Instrument inaccuracy or needle fluctuation is frequently caused by vibration transmitted through the instrument mounting and does not necessarily involve any defect in the instrument itself.

Softer material is now used in instrument mounting cushions. Soft cushion material causes less vibration to be transmitted to the instruments.

The new, soft instrument cushions are supplied as original equipment on the following CB-750 models:

CB-750A	All
CB-750F	Frame #1013301 and subsequent
CB-750K-76	All

Soft instrument cushions are available as replacement parts for use on earlier CB-750 models having this type of instrument assembly.

Applicability to early models which are not factory equipped with soft instrument cushions is as follows:

CB-750F	Frame #1000001 through 1013300
CB-750K3, K4, and K5	

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When you encounter an inaccurate or fluctuating speedometer or tachometer on an applicable CB-750 model not equipped with soft instrument cushions, you may be able to correct the problem by simply installing new cushions.

Do not attempt to correct instrument inaccuracy or needle fluctuation by replacing the instrument, unless the problem persists after soft instrument cushions have been installed.

PARTS INFORMATION:

The part number for the new, soft instrument cushion remains the same as the part number for the previous instrument cushion. Dealers ordering this part number will now receive the new, soft instrument cushion.

H/C	PART NUMBER	DESCRIPTION
31272	37235-323-700	Cushion, speedometer

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