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The opening pages of

1969 Honda CB750 Restoration Guide

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Honda CB750 SOHC

Restoration Guide — 1969

CB750K0 · Single-Year Guide

Key specifications at a glance

Item	This year	Source
Model designation	CB750K0 — launch year	
Engine	736 cc air-cooled SOHC inline four	M, spec rows 22–25
Bore × stroke	61 × 63 mm	M, row 24
Power / torque	67 BHP @ 8,000 rpm / 44.12 lb-ft @ 7,000 rpm	M, rows 29–30
Brakes	Front disc / rear drum (internal expanding shoe)	M, rows 15–16
Exhaust	Four-into-four	M, architecture
Ignition	Battery + coil, points (no distributor)	M, row 55
Frame / engine from	CB750-1000001 / CB750E-1000001	M foreword

Scope: Covers the 1969 model year only: CB750K0 (frame CB750-1000001 and up). The CB750A Hondamatic and post-1978 DOHC models are not covered.

What this is: a restoration companion to the Honda CB750 Shop Manual 1969–1978 — not a replacement for it. The factory manual carries the full wiring diagram and complete service procedures; this guide gives the correct sequence, model-year change points, verified specifications, and finishes and markings the manual does not document.

How to use this guide: identify your bike (page 2), read the running-change register for this year, then work through teardown, specifications, and reassembly. Every number is cited to its source.

About this guide

Covers the 1969 model year only: CB750K0 (frame CB750-1000001 and up).

IronHead publishes one guide per model year because adjacent CB750 years do not fully interchange: tanks, seats, brakes, electrics, and even engine internals changed year to year. Working from the wrong year's data is the most common cause of wrong parts and wasted money.

Conventions used in this guide: **M** = the Honda CB750 Shop Manual 1969–1978 (factory service manual), cited by spec-table row or manual page. Any figure that could not be verified in factory literature is marked **[UNVERIFIED — not in factory literature]** and must not be used as an ordering specification.

Caution: The Honda shop manual's publication/revision number is recorded in the source ledger where confirmed; where a revision is unspecified the manual is cited by its exact title and the PDF/spec-table locator.

Model identification

Confirm the bike matches this guide before ordering parts.

Item	This year	Source
Frame number	CB750-1000001 and up	Honda Shop Manual foreword; PDF p.2 — agrees with VintageCB750, cb750.com, Carpy's Cafe Racers
Engine number	CB750E-1000001 and up	Honda Shop Manual foreword; PDF p.2 — agrees with VintageCB750, cb750.com, Carpy's Cafe Racers
Sand-cast engines	First 7,414 engines (approx. CB750E-1000001–1007414)	Hagerty marque analysis: gravity-cast rough-finish cases on the first 7,414

VIN decoding

- Frame numbers are stamped on the steering head; engine numbers on the crankcase.
- On US bikes the frame and engine numbers of the same bike do not exactly match — they are separate sequences.
- K models: frame prefix **CB750-**. F Super Sport: frame prefix **CB750F-**; engine prefix **CB750FE-**.
- A bike wearing parts from another year is a parts bike or a modified bike — restore to the year the frame identifies, not the year the parts suggest.

Year-change register — what changed for this year

Every entry below is a change FROM the previous model year, with the restoration consequence stated plainly. If a part is not listed here, assume it carries over — and verify against the specification tables.

Running change	Restoration impact	Source
Launch year — the original CB750 Four (released June 6, 1969)	Baseline year: every part on a 1969 bike is the first-issue design. Confirm against the register before ordering.	VintageCB750 'All CB750's' (release date 6/6/1969)
First 7,414 engines: gravity (sand-cast) crankcases with rough finish	Sand-cast cases are weaker and often replaced; a numbers-matching sand-cast engine is the most valuable configuration. Do not polish cases to a die-cast look.	Hagerty: '1969–78 Honda CB750 Fours'

Running change	Restoration impact	Source
Sand-cast-only details: straight-cut fender edges; nuts on back of mirrors; wrinkles in tank below filler cap; 10 bolts on clutch cover (not 11)	Concours-correct details unique to early 1969. Check all four before judging originality.	Hagerty: '1969–78 Honda CB750 Fours'
Die-cast engines from approx. engine 1007415	Later 1969 production uses smooth die-cast cases — parts interchange with 1970 K0.	Hagerty (first 7,414 sand-cast)

Engine specifications (fully cited)

Specification	Value	Year band	Source
Type	Air-cooled 4-stroke OHC, 4-cylinder in line	K0	M, rows 22–23
Bore × stroke	61 × 63 mm (2.401 × 2.480 in)	K0–K8, F/F1/F2/F3	M, row 24
Displacement	736 cc (44.93 cu in)	K0 (unchanged K0–K8 per register)	M, row 25
Compression ratio	9.0 : 1	K0	M, row 26
Carburetor	Four, piston valve, 28 mm venturi (Keihin)	K0	M, row 27
Valve train	Chain-driven OHC, rocker arms, screw-and-locknut tappets	K0	M, row 28
Max power	67 BHP @ 8,000 rpm	K0 (no change recorded K1–K6)	M, row 29
Max torque	44.12 lb-ft @ 7,000 rpm (6.1 kg-m)	K0 (no change recorded K1–K6)	M, row 30
Lubrication	Forced pressure, dry sump; engine and gearbox share oil	K0–K8, F	M, rows 31–33
Oil capacity	3.5 L total incl. oil tank (oil tank 2 L)	K0–K8	M, rows 31–32
Valve clearance — intake	0.05 mm (0.002 in)	K0–K8, F/F1/F2/F3	M, row 35
Valve clearance — exhaust	0.08 mm (0.003 in)	K0–K8, F/F1/F2/F3	M, row 36
Valve timing	In 5° BTDC / 30° ABDC; Ex 35° BBDC / 5° ATDC	K0–K6	M, rows 41–44
Air screw opening	1 ± 1/8 turns (as printed)	K0	M, row 38
Idle speed	900 rpm	K0	M, row 39
Compression pressure	170 psi (12 kg/cm ²); normal tune-up range 150–170 psi	All (general)	M, row 40
Clutch	Wet multi-plate	K0–K8, F	M, row 45
Transmission	5-speed constant mesh; shift pattern left-foot return	K0–K8, F	M, rows 46, 54
Primary reduction	1.708	K0–K7 (exc. K8/F3)	M, row 47
Gear ratios	1st 2.500 / 2nd 1.708 / 3rd 1.333 / 4th 1.097 / 5th 0.939	K0–K4, K6	M, rows 48–52
Final reduction	2.667 (18T drive / 48T driven)	K0–K4, K6	M, row 53

Electrical specifications (fully cited)

The factory wiring diagram itself is in the Honda shop manual. The table below is a supplementary inspection map — it does not replace the factory diagram.

Specification	Value	Year band	Source
Ignition system	Battery and ignition coil (points); no distributor	K0–K8, F (all SOHC)	M, row 55
Starting	Electric motor and kick pedal	K0	M, row 56
Alternator	Three-phase AC, 12V 0.12 kW @ 5,000 rpm	K0	M, row 57
Battery	12V 14 AH	K0–K8, F	M, row 58
Spark plug	NGK D-8ES	K0	M, row 59
Spark plug gap	0.6–0.7 mm (0.024–0.028 in)	All	M, row 64
Spark plug thread / reach	12 mm thread, 12.7 mm reach	All	M, row 63
Ignition timing	6° BTDC @ ~1,000 rpm; 40° @ 2,500 rpm (as printed)	K0	M, row 60
Contact breaker	Hitachi; point gap 0.3–0.4 mm (0.012–0.016 in)	All SOHC	M, rows 65, 67
Condenser	0.24 μ F $\pm$ 10%	K0–K6	M, row 68
Spark advancer	Starts 1,000–1,150 rpm; full 2,300–2,500 rpm; 35°	All	M, rows 70–72
Firing order	1-2-4-3 (two breakers 180° apart: 1&4, 2&3)	All	M, row 73

Chassis specifications (fully cited)

Specification	Value	Year band	Source
Frame	Double cradle tubular steel	K0	M, row 10
Overall L×W×H	85.0 in / 2,160 mm × 34.8 in / 885 mm × 45.5 in / 1,155 mm	K0	M, rows 1–3
Wheelbase	57.3 in / 1,455 mm	K0	M, row 4
Seat / foot peg height	31.5 in / 800 mm / 12.2 in / 310 mm	K0	M, rows 5–6
Ground clearance	5.5 in / 160 mm as printed (note: 5.5 in = 140 mm; figures disagree in the manual)	K0	M, row 7
Curb weight	517.3 lb / 235 kg	K0	M, row 8
Front suspension	Telescopic fork, 5.6 in / 143 mm travel	K0	M, row 11
Rear suspension	Swing arm, 3.3 in / 85 mm travel	K0	M, row 12
Tires	Front 3.25-19 (4 PR) rib; rear 4.00-18 (4 PR) block; 28 psi both	K0	M, rows 13–14
Front brake	Disc; lining area 19 cm ² ×2	K0	M, row 15
Rear brake	Internal expanding shoe (drum); 53 cm ² ×2	K0	M, row 16
Fuel capacity / reserve	4.7 US gal / 3.9 Imp gal / 18 L; reserve 5 L	K0	M, rows 17–18
Caster / trail	63° / 3.74 in / 95 mm	K0	M, rows 19–20
Front fork oil	7.0–7.3 oz / 220–230 cc	K0	M, row 21
Brake disc thickness	Std 0.272–0.279 in; service limit 0.217 in (5.5 mm)	All disc models	M, rows 205–206
Brake disc deflection	Max 0.004 in (0.1 mm); limit 0.012 in (0.3 mm)	All disc models	M, rows 207–208

Torque specifications (fully cited)

Specification	Value	Year band	Source
Camshaft holder cap	6.0–8.0 ft-lb (80–110 kg-cm)	All	M, row 153
Cylinder head mounting nuts	13.7–15.2 ft-lb (1.9–2.1 kg-m)	All	M, row 154
Connecting rod cap	14.5 ft-lb (2.0 kg-m)	All	M, row 155
AC generator mounting bolt	72.3 ft-lb (10 kg-m)	All	M, row 156
Spark plug (torque method)	1.2–1.6 kg-m (8.6–11.6 lb-ft); or finger-tight + 1/2 to 3/4 turn	All	M, rows 160, 235

Caution: Torque figures are as printed in the factory literature. Where the manual shows a discrepancy (e.g. K6 front-disc hardware: 270–230 kg-cm as printed), the conflict is preserved and labeled — never silently ‘corrected’.

Finishes, fasteners, and markings

1969 factory color names: [UNVERIFIED — not in factory literature]. Owner-community reports (sohc4.net) associate early K0 bikes with Candy Ruby Red and similar candy finishes — treat as leads to check against paint evidence on the bike, not as verified factory data.

- Sand-cast (1969 early) crankcase texture: rough gravity-cast finish — preserve; never polish to a die-cast look (Hagerty).
- Clutch cover: 10 bolts on sand-cast bikes vs 11 on later — count before ordering (Hagerty).
- Fenders: straight-cut edges on sand-cast bikes (Hagerty).
- Mirrors: nuts on the back of the stems on sand-cast bikes (Hagerty).
- Fuel tank: wrinkles below the filler cap are a sand-cast tell, not damage (Hagerty).
- Fasteners: all threaded parts conform to ISO (not JIS) — do not mix standards (M, row 223).
- Preserve: frame and engine serial stampings, paint witness marks, inspection marks on fasteners.

Teardown sequence

Work in this order. Bag, tag, and photograph every fastener — the running-change register tells you which parts are year-specific.

1. Photograph the bike from every angle, then record frame and engine numbers before touching a bolt.
2. Drain fluids (engine oil, fork oil) into marked containers; note quantities and condition.
3. Remove seat, tank, and side covers; bag and tag every fastener with its location.
4. Disconnect the battery, then the wiring harness — label every connector before separating it.
5. Remove the exhaust system (four-into-four or four-into-one as applicable to this year).
6. Remove the wheels, brakes, and suspension; support the frame on a stand.
7. Remove the engine as a unit; only then split cases if a bottom-end rebuild is planned.
8. Strip the top end: cam, rockers, head, barrels — measure everything before deciding what is reusable.
9. Clean, inspect, and measure every component against the factory tolerances in this guide.
10. Reassembly is the reverse order, torquing fasteners to the figures in the torque table and setting clearances to the specification tables.

Reassembly sequence

- Bottom end first: crank, transmission, cases — torque to the table, check oil passages.
- Top end: barrels, pistons (stagger three-piece oil-ring gaps where fitted), head, cam timing per this year's valve-timing figures.
- Clutch, primary drive, and covers; set valve clearances 0.05 mm intake / 0.08 mm exhaust.
- Install the engine in the frame; fit suspension, wheels, and brakes.
- Wire the harness using the factory diagram; set points gap 0.3–0.4 mm and static timing.
- Fit tank, seat, and bodywork last — after the mechanical shake-down, not before.
- First start: oil pressure, no leaks, idle at this year's idle speed; re-torque the head after the heat cycle.

Tools required

- Metric socket and combination wrench sets (ISO-thread fasteners throughout).
- Torque wrench covering 6–72 ft-lb (cam caps through generator bolt).
- Feeler gauges (0.05 mm / 0.08 mm valve clearances).
- Compression tester; strobe timing light; multimeter.
- Cam-chain and clutch-holding tools; valve spring compressor.
- Drive-chain joint tool, Honda 07975-3000002 (riveted master links).