

FREE SAMPLE

The opening pages of

1970 Honda CB750 Restoration Guide

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Honda CB750 SOHC

Restoration Guide — 1970

CB750K0 / CB750K1 · Single-Year Guide

Key specifications at a glance

Item	This year	Source
Model designations	CB750K0 (early) / CB750K1 (from Sept 1970)	
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	M, rows 15–16
Exhaust	Four-into-four	M, architecture
Ignition	Battery + coil, points (no distributor)	M, row 55

Scope: Covers the 1970 model year only: late CB750K0 production and the new CB750K1 (released September 21, 1970). 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 1970 model year only: late CB750K0 production and the new CB750K1 (released September 21, 1970).

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 (K0)	CB750-1000001 and up	Honda Shop Manual foreword; PDF p.2
Engine number (K0)	CB750E-1000001 and up	Honda Shop Manual foreword; PDF p.2
Frame number (K1)	CB750-1055004 and up (manual foreword). Commonly published marque references list K1 from CB750-1044650	Honda Shop Manual foreword; VintageCB750 / cb750.com / Carpy's
Engine number (K1)	CB750E-1044806 and up (commonly published); manual foreword frame figure 1055004	VintageCB750 / cb750.com / Carpy's; Honda Shop Manual foreword
K1 release	September 21, 1970 (1971 model year)	VintageCB750 'All CB750's'

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
K1 released 9/21/1970 for the 1971 model year	1970 production spans two designations — identify by frame/engine number before ordering any part.	VintageCB750 'All CB750's'
K1 vs K0: smaller side covers without slots on the leading edge	Side-cover parts differ K0 vs K1.	autoevolution: Honda CB750 Four K1
K1 vs K0: headlight housing painted (not chrome)	Finish difference for concours judging.	autoevolution: Honda CB750 Four K1

Running change	Restoration impact	Source
K1 vs K0: dual-cable throttle (one pull-open, one pull-closed)	Throttle/cable parts differ.	autoevolution: Honda CB750 Four K1
K1 alternator output rises: 0.12 → 0.21 kW @ 5,000 rpm	Electrical parts differ K0 vs K1+.	M, rows 57, 90
K1 idle 950 rpm (vs 900 K0); air screw $1 \pm 3/8$ turns (vs $1 \pm 1/8$ K0)	Carb settings differ — use the K1 figures on K1 bikes.	M, rows 38–39, 84, 88
K0→K1 detailed mechanical deltas	[UNVERIFIED — not in factory literature]: the manual's year-change register cited here contains no K0→K1 mechanical entries; deltas above are from marque references.	Flag per blueprint

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 (no change recorded through K6)	M, row 26
Carburetor	Four, piston valve, 28 mm venturi (Keihin); setting mark 7A (K1)	K0; 7A: K1–K4	M, rows 27, 85
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
Main jet / slow jet	#120 / #40	K1, K2, K4 (main); K1–K4 (slow)	M, rows 86–87
Float height	0.866 in / 26 mm (as printed)	K1–K4	M, row 89
Air screw (K1)	1 ± 3/8 turns	K1–K4	M, row 88
Air screw (K0)	1 ± 1/8 turns (as printed)	K0	M, row 38
Idle speed (K1)	950 rpm	K1–K4, K6	M, row 84
Idle speed (K0)	900 rpm	K0	M, row 39
Compression pressure	12 kg/cm ² (170.7 psi); normal tune-up range 150–170 psi	K1–K4	M, rows 40, 83
Clutch / transmission	Wet multi-plate; 5-speed constant mesh, left-foot return	K0–K8, F	M, rows 45–46, 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 (K0)	Three-phase AC, 12V 0.12 kW @ 5,000 rpm	K0	M, row 57
Alternator (K1)	Three-phase AC, 12V 0.21 kW @ 5,000 rpm	K1–K8, F	M, row 90
Battery	12V 14 AH	K0–K8, F	M, row 58
Spark plug (K1)	NGK D8ES-L or ND X24ES	K1–K4, K6, K7	M, row 91
Spark plug (K0)	NGK D-8ES	K0	M, row 59
Spark plug gap	0.6–0.7 mm (0.024–0.028 in); thread 12 mm, reach 12.7 mm	All	M, rows 63–64
Headlight (K1)	12V 40W / 50W (low/high)	K1–K4	M, row 92
Tail/stop (K1)	12V 7/23W (SAE 1157)	K1	M, row 93
Turn signal (K1)	12V 23/23W	K1	M, row 94
Indicator lights (K1)	12V 3W (speedo, tacho, neutral, turn, high beam)	K1	M, row 95
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 height (K1)	44.5 in / 1,155 mm (as printed)	K1	M, row 74
Overall L×W (K0)	85.0 in / 2,160 mm × 34.8 in / 885 mm	K0	M, rows 1–2
Ground clearance (K1)	5.5 in / 140 mm	K1	M, row 75
Curb weight (K0)	517.3 lb / 235 kg	K0	M, row 8
Dry weight (K1)	479 lb / 218 kg	K1–K4, K6	M, row 76
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; swept area 59.3 sq in (382.9 cm²) (K1)	K0; K1 swept	M, rows 15, 77
Rear brake	Internal expanding shoe (drum); swept 33.2 sq in (220.5 cm²) (K1)	K0; K1 swept	M, rows 16, 78
Fuel capacity (K1)	4.5 US gal / 3.7 Imp gal / 17 L	K1–K4, K6	M, row 79
Fuel capacity (K0)	4.7 US gal / 3.9 Imp gal / 18 L; reserve 5 L	K0	M, rows 17–18
Trail	3.7 in / 95 mm (K1–K4, K6); 3.74 in / 95 mm (K0)	K0; K1–K4, K6	M, rows 20, 80
Front fork oil (K1)	Dry fill 7.5–7.8 oz / 220–230 cc; after draining 6.9–7.1 oz / 200–210 cc	K1	M, rows 81–82
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

K1 factory colors (autoevolution: Honda CB750 Four K1): **Candy Ruby Red, Candy Gold, Valley Green Metallic, Candy Garnet Brown.** Tank carries a gold stripe; tank, side covers, and upper fork painted in the body color.