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The opening pages of

1973 Honda CB750 Restoration Guide

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Honda CB750 SOHC

Restoration Guide — 1973

CB750K3 · Single-Year Guide

Key specifications at a glance

Item	This year	Source
Model designation	CB750K3	
Engine	736 cc air-cooled SOHC inline four	M, spec rows 22–25
Bore × stroke	61 × 63 mm	M, row 24
Power / torque	67 hp @ 8,000 rpm / 44 lb-ft (60 Nm) @ 7,000 rpm	motorcyclespecifications.com; M rows 29–30
Brakes	Single 296 mm front disc / 179 mm rear drum	motorcyclespecifications.com
Exhaust	Four-into-four	M, architecture
Ignition	Battery + coil, points (no distributor)	M, row 55

Scope: Covers the 1973 model year only: CB750K3 (frame CB750-2200001 and up; released February 1, 1973). 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 1973 model year only: CB750K3 (frame CB750-2200001 and up; released February 1, 1973).

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	CB750-2200001 and up	Honda Shop Manual foreword, PDF p.2 — agrees with VintageCB750, cb750.com, Carpy's
Engine number	CB750E-2200001 and up	Honda Shop Manual foreword, PDF p.2 — agrees with VintageCB750, cb750.com, Carpy's
Release	February 1, 1973	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
K2→K3: rear shock spring adjusting positions 3 → 5; valves cross type → one-way type	Shock parts and settings differ — set to the 5-position scale.	M, p.208; PDF p.202
K2→K3: front fork valves piston type → free type; damping 39.5–40.5 → 34–46 kg/0.5m/s; stroke 143 → 141.5 mm; oil 220–230 → 155–160 cc	Fork internals and oil quantity differ — critical for rebuilds; do not use K2 oil quantity.	M, p.208; PDF p.202
K2→K3: front disc cover newly installed	Cosmetic/parts difference.	M, p.208; PDF p.202
K2→K3: fuses installed separately for lights (headlight, taillight) for quick troubleshooting	Electrical: fuse arrangement differs from K2.	M, p.208; PDF p.202

Running change	Restoration impact	Source
K2→K3: safety unit and clutch switch added (prevents runaway on starting)	Electrical: starting interlock is K3+ — test before condemning the starter circuit.	M, p.209; PDF p.203
K2→K3: kill switch changed up-down → right-left; switches reshaped; auto-return turn signal knob	Switchgear differs — K2 clusters do not interchange.	M, p.209; PDF p.203
K2→K3: oil ring → three-piece type (top ring, second ring, spacer + rails); stagger spacer and rail gaps on assembly	Piston assembly procedure differs — follow the stagger, not the old two-piece layout.	M, p.209; PDF p.203
Period road test (Cycle, Nov 1973): taller final gearing (18T/48T); brake-pad wear-indicator tabs; bigger mirrors; double-filament indicators as running lights; revised control layout	Confirms the manual's running changes from the riding side.	Cycle 11/73 K3 road test (media.sohcfour.com)

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	K0–K8, F/F1/F2/F3	M, row 24
Displacement	736 cc (44.9 cu in)	K0 (unchanged K0–K8 per register)	M, row 25; motorcyclespecifications.com
Compression ratio	9.0 : 1	K0 (no change recorded through K6)	M, row 26; motorcyclespecifications.com
Carburetor	4 × 28 mm Keihin; setting mark 7A	K1–K4	M, rows 27, 85; motorcyclespecifications.com
Valve train	Chain-driven OHC, rocker arms, screw-and-locknut tappets; 2 valves/cylinder	K0	M, row 28
Max power	67 hp (50 kW) @ 8,000 rpm	K0 (no change recorded K1–K6)	M, row 29; motorcyclespecifications.com
Max torque	44 lb-ft (60 Nm) @ 7,000 rpm	K0 (no change recorded K1–K6)	M, row 30; motorcyclespecifications.com
Lubrication	Dry sump; engine and gearbox share oil	K0–K8, F	M, rows 31–33; motorcyclespecifications.com
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	#105 (as printed)	K3	M, row 102
Slow jet	#40	K1–K4	M, row 87
Float height	0.866 in / 26 mm (as printed)	K1–K4	M, row 89
Air screw opening	1 ± 3/8 turns	K1–K4	M, row 88
Idle speed	950 rpm	K1–K4, K6	M, row 84
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, chain drive	K0–K8, F	M, rows 45–46; motorcyclespecifications.com
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; motorcyclespecifications.com
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, coils (points); no distributor	K0–K8, F (all SOHC)	M, row 55; motorcyclespecifications.com
Alternator	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	NGK D8ES-L or ND X24ES	K1–K4, K6, K7	M, row 91
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
Tail/stop	12V 3/32 CP (SAE 1157)	K2/K3/K4	M, row 103
Turn signal	12V 32/32 CP (SAE R1034/L1073)	K2/K3/K4	M, row 104
Indicator lights	12V 2 CP (SAE 57)	K2/K3/K4	M, row 105
Position light	12V 4 CP	K2/K3/K4	M, row 106
Turn signal buzzer	Installed K2+ with buzzer stop button	K2+	M, p.207; PDF p.201
Starting interlock	Safety unit + clutch switch (K3+)	K3+	M, p.209; PDF p.203
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	Tubular steel duplex cradle	K0	M, row 10; motorcyclespecifications.com
Overall L×W×H	85.6 in / 2,175 mm × 34.3 in / 870 mm × 46.1 in / 1,170 mm	K2/K3/K4	M, rows 96–98
Seat height	31.9 in / 810 mm (800 mm per motorcyclespecifications.com table)	K2/K3/K4	M, row 99; motorcyclespecifications.com
Dry weight	479 lb / 218 kg	K1–K4, K6	M, row 76
Wet weight	226 kg	K3	motorcyclespecifications.com
Front suspension	Telescopic fork, non-adjustable; 141.5 mm travel (K3)	K3	M, p.208; motorcyclespecifications.com
Rear suspension	Swingarm, dual shocks, preload adjustable (5 positions K3)	K3	M, p.208; motorcyclespecifications.com
Tires	Front 3.25-19; rear 4.00-18	K3	motorcyclespecifications.com
Front brake	Single 296 mm disc (disc cover fitted K3)	K3	M, p.208; motorcyclespecifications.com
Rear brake	179 mm drum; swept area 34.2 sq in (220.5 cm ²)	K2/K3/K4	M, row 100; motorcyclespecifications.com
Fuel capacity	4.5 US gal / 3.7 Imp gal / 17 L	K1–K4, K6	M, row 79; motorcyclespecifications.com
Fuel reserve	[UNVERIFIED — not in factory literature]: reserve listed for K0 (5 L); K1–K4 band states capacity only	K1–K4	Flag per blueprint
Wheelbase	1,453 mm / 57.2 in	K3	motorcyclespecifications.com
Trail	3.7 in / 95 mm	K1–K4, K6	M, row 80
Front fork oil (after draining)	5.3–5.4 oz / 155–160 cc	K2/K3/K4	M, row 101
Top speed	198 km/h	K3	motorcyclespecifications.com
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
Master cylinder	Bore 14.0–14.043 mm (limit 14.055); piston 13.957–13.984 mm (limit under 13.940)	All disc models	M, rows 209–210

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