

FREE SAMPLE

The opening pages of

1975 Honda CB750 Restoration Guide

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Honda CB750 SOHC Restoration Guide — 1975

CB750K5 + CB750F (F0) · Single-Year Guide

Key specifications at a glance

Item	This year	Source
Model designations	CB750K5 / CB750F Super Sport (F0)	
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	K5: front disc / rear drum. F0: front disc / REAR DISC	M; F supplement
Exhaust	K5: four-into-four. F0: four-into-one	M, architecture; bike-urious
Ignition	Battery + coil, points (no distributor)	M, row 55

Scope: Covers the 1975 model year only: CB750K5 and the new CB750F Super Sport (F0). 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 1975 model year only: CB750K5 and the new CB750F Super Sport (F0).

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 (K5)	CB750-2500001 and up (commonly published); Honda Shop Manual foreword lists K5 from CB750-2525947	VintageCB750 / cb750.com / Carpy's; Honda Shop Manual foreword, PDF p.2
Engine number (K5)	CB750E-2372115 and up	VintageCB750 / cb750.com / Carpy's
Frame number (F0)	CB750F-1000002 and up	Honda Shop Manual foreword, PDF p.2 — agrees with VintageCB750, cb750.com, Carpy's
Engine number (F0)	CB750FE-2500004 and up	VintageCB750 / cb750.com / Carpy's
Note	K and F are different models sharing the SOHC engine family — identify by the frame prefix (CB750- vs CB750F-), not by engine alone	Identification practice

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
K4→K5: side stand changed to new type with shock-absorbing rubber pad; return force 2–3 kg (4.4–6.6 lb); pad marked 'OVER 260 lbs. ONLY'	Stand parts differ — the pad marking is a K5 identifier.	M, p.222; PDF p.216
K4→K5: front and rear turn signals changed to new larger types	Signal parts differ.	M, p.223; PDF p.217

Running change	Restoration impact	Source
K4→K5: side stand check added to the maintenance schedule	Service schedule differs — follow the K5 schedule.	M, p.223; PDF p.217
NEW: CB750F Super Sport (F0) introduced alongside the K5 — new gas tank, rear disc brake, four-into-one exhaust; chassis and power improved (Cycle: 'handles better than any of the other Japanese superbikes')	F parts (tank, brakes, exhaust) do not interchange with K — identify the model before ordering.	bike-urious.com: 1978 Honda CB750F Super Sport; M, F supplement pp.245–247
F/F1: 9.2:1 compression; 064A carbs with #105 main jet; 17T/48T final (2.824); primary 1.985	Engine/drivetrain parts differ from K — verify the F supplement figures.	M, F supplement pp.245–247; PDF pp.260–262

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 (K5)	[UNVERIFIED — not in factory literature]: 9.0:1 listed for K0; 9.2:1 for K7 and F/F1 — K5 not listed	K5	Flag per blueprint
Compression (F0)	9.2 : 1	F/F1	M, row 128
Carburetor (K)	Four, piston valve, 28 mm venturi (Keihin)	K0	M, row 27
Carburetor (F0)	064A; main jet #105	F/F1	M, rows 181–182
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 (K)	In 5° BTDC / 30° ABDC; Ex 35° BBDC / 5° ATDC	K0–K6	M, rows 41–44
Valve timing (F0)	In 5° BTDC / 35° ABDC; Ex 35° BBDC / 5° ATDC	F/F1	M, rows 177–180
Main jet (F0)	#105	F/F1	M, row 182
Slow jet	#40	K1–K4, F (band as printed)	M, row 87
Main jet (K5)	[UNVERIFIED — not in factory literature]: listed #120 for K1/K2/K4 and #105 for K3 — K5 not listed	K5	Flag per blueprint
Air screw (K5)	[UNVERIFIED — not in factory literature]: 1±3/8 for K1–K4; 1 turn for K6 — K5 not listed	K5	Flag per blueprint
Idle speed (F0)	1,000 rpm	K7/K8, F/F1/F2/F3	M, row 134
Idle speed (K5)	[UNVERIFIED — not in factory literature]: 950 rpm band states K1–K4, K6 — K5 not listed	K5	Flag per blueprint
Compression pressure	Normal tune-up range 150–170 psi (10.5–12 kg/cm²)	All	M, row 214
Clutch / transmission	Wet multi-plate; 5-speed constant mesh, left-foot return	K0–K8, F	M, rows 45–46, 54
Primary reduction (K5)	1.708	K0–K7 (exc. K8/F3)	M, row 47

Specification	Value	Year band	Source
Primary reduction (F0)	1.985	F/F1	M, row 183
Final reduction (F0)	2.824 (17T drive / 48T driven)	F/F1	M, row 184
Final reduction (K5)	[UNVERIFIED — not in factory literature]: 2.667 listed for K0–K4, K6 — K5 not listed	K5	Flag per blueprint

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
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 (K5)	[UNVERIFIED — not in factory literature]: D8ES-L/X24ES listed for K1–K4, K6, K7 — K5 not listed	K5	Flag per blueprint
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
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 (K5)	0.24 μ F $\pm$ 10%	K0–K6	M, row 68
Condenser (F0)	[UNVERIFIED — not in factory literature]: F/F1 not listed (F2/F3: 0.22–0.26 μ F)	F/F1	Flag per blueprint
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
F0 dimensions	2,200 × 860 × 1,160 mm; wheelbase 1,470 mm	F/F1	M, rows 163–166
F0 ground clearance / foot peg	135 mm / 320 mm	F/F1	M, rows 167–168
F0 dry weight	227 kg (499 lb)	F/F1	M, row 169
F0 rear suspension	Swing arm, 86.3 mm travel	F/F1	M, row 170
F0 tires	Front 3.25H-19-4PR @ 32 psi; rear 4.00H-18-4PR @ 40 psi	F/F1	M, rows 171–172
F0 front brake	Disc; swept area 685.2 cm ² (106.2 sq in)	F/F1	M, row 173
F0 rear brake	DISC; swept area 672.3 cm ² (104.2 sq in)	F/F1, F2/F3	M, row 174
F0 fuel / reserve	18 L (4.3 US gal); reserve 5 L	F/F1	M, rows 175–176
K5 chassis dims	[UNVERIFIED — not in factory literature]: K1–K4, K6 bands listed; K5 not listed — measure the bike	K5	Flag per blueprint
K5 fuel capacity	[UNVERIFIED — not in factory literature]: K1–K4, K6 listed at 17 L — K5 not listed	K5	Flag per blueprint
K5 tires	Front 3.25-19 (4 PR) rib; rear 4.00-18 (4 PR) block; 28 psi both (K0 figure; K5 not separately listed)	K0	M, rows 13–14 + flag
K5 front brake	Disc	K0	M, row 15
K5 rear brake	Internal expanding shoe (drum)	K0	M, row 16
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