FREE SAMPLE

The opening pages of

1970 Honda CB750 Buyer's Guide

Read these pages exactly as they appear in the full guide.
Nothing here is rewritten or summarised — it is the product itself,
so you can judge the depth before you spend a dollar.

The full guide: https://ironheadguides.com/product/IH-HONDA-CB750-1970

IronHead — instant PDF download after checkout.

IRONHEAD

1970 Honda CB750

Factory-Correct Restoration Guide

IronHead single-year guide · Model year 1970 (CB750K0, die-cast) only

KEY FACTS AT A GLANCE

- **Model year covered:** 1970 only — the die-cast CB750K0. The K0 designation is retrospective (Honda's own literature called it the CB750 Four); marque references use K0 for the 1969–70 first series, production code 300. The 1969 sandcast subset is a different guide.
- **Engine:** 736 cc air-cooled SOHC inline-four, cylinders inclined 15° forward; chain-driven single overhead camshaft, two valves per cylinder via rocker arms.
- **Bore × stroke:** 61 mm × 63 mm; compression ratio 9.0:1; **67 hp @ 8,000 rpm**; 60 Nm (44 lb-ft) torque @ 7,000 rpm.
- **Fuel system:** four 28 mm Keihin slide carburetors; 4-into-4 exhaust; 18-litre (4.76 US gal) fuel tank.
- **Transmission:** 5-speed constant-mesh; chain primary drive via jackshaft; 7-disc wet multi-plate clutch; 530 (5/8" × 3/8") final-drive chain.
- **Brakes:** single 296 mm hydraulically operated front disc; 180 mm rear drum. The CB750 was the first production motorcycle with an inline-four engine and a front disc brake.
- **Chassis:** double-cradle steel tube frame; telescopic front fork; dual rear shocks; 3.25-19 front and 4.00-18 rear tires.
- **Serial range (1970):** frames **CB750-1007415 through CB750-1044649**; engines **CB750E-1007415 through CB750E-1044805**. Frame number stamped on the steering head; engine number on the upper crankcase.
- **1970 colors:** Candy Ruby Red, Candy Gold, Candy Blue Green — tank, side covers, upper fork covers, and headlight shell all in the body color.
- **1970-only tells:** die-cast cases with smooth finish; rolled fender edges (not straight-cut); 11-bolt clutch cover (not 10); the larger side covers with slots on the leading edge; smooth tank pressing below the filler cap.
- **Production context:** the first 7,414 engines were sandcast (1969); every 1970 bike is die-cast. No audited model-year production split exists; the whole SOHC run (1969–1978) exceeded 430,000 bikes.
- **Electrics:** 12-volt, battery-and-coil ignition with dual breaker points and mechanical advance; 210 W three-phase alternator; 14 Ah battery; electric starter plus kick starter.

SAMPLE EXCERPT — full guide available at the link on the cover sheet

IronHead single-year guide · Model year 1970 (CB750K0, die-cast) only · Covers the die-cast K0: frame numbers CB750-1007415 through CB750-1044649, engine numbers CB750E-1007415 through CB750E-1044805 · The 1969 sandcast bikes (CB750-1000001–1007414) are covered by the companion 1969 guide · K1 (1971-on) differences noted only where they affect 1970 correctness

> ***Year chosen: 1970.*** *The second year of the original CB750 — and the first year of the bike as Honda actually intended to build it in volume. The 1969 bikes were a cautious pilot run with gravity-cast ("sandcast") engine cases; when the CB750 proved an instant hit, Honda switched to high-pressure die-cast cases at engine CB750E-1007415, and every 1970-model bike carries them. The 1970 K0 is the definitive early CB750: die-cast cases, the big slotted side covers, body-color fork covers and headlight shell, and the 4-into-4 exhaust — with the sandcast quirks (straight-cut fenders, 10-bolt clutch cover, tank wrinkles) gone. Restore a 1970 bike with 1969 parts and the details will betray you; restore it with K1 parts and the side covers will too.*

1. Manufacturer history: Honda

Honda Motor Co. was founded in 1948 by Soichiro Honda, a mechanic who had developed his own piston-ring design a decade earlier (Toyota declined it, which pushed him to start his own company). From scooters and small motorcycles, Honda grew through the 1950s and 1960s into the world's largest motorcycle manufacturer — and in 1966 won all five classes of the motorcycle constructors' world championship.

The CB750 arrived in 1969 as a deliberate moonshot: a transverse inline-four with a single overhead camshaft, a front disc brake, an electric starter, and a five-speed gearbox — at an introductory price of US$1,495. *Cycle* magazine called it "the most sophisticated production bike ever"; *Cycle World* called it a masterpiece, praising Honda's durability testing, the 120 mph top speed, the fade-free braking, the comfortable ride, and the instrumentation. The CB750 is credited as the first modern four-cylinder machine from a mainstream manufacturer, and the term "superbike" was coined to describe it. It has since entered the AMA Motorcycle Hall of Fame's Classic Bikes, been named among the Discovery Channel's "Greatest Motorcycles Ever," and appeared in *The Art of the Motorcycle* exhibition and the UK National Motor Museum.

Honda hedged the launch: unsure the big four would sell, it built the first engines with cheap gravity-cast ("sandcast") crankcases rather than investing in die-cast tooling. The bike was an instant hit — and by September 1969 Honda had committed to volume production with die-cast cases. The 1970 model year is therefore the first year of the CB750 as a mass-produced machine rather than a pilot run, and its parts reflect the production-intent design: the reinforced countershaft area, the 17-tooth drive sprocket, the rolled fender edges, and the 11-bolt clutch cover.

For the restorer, this history sets the key expectation: 1969 and 1970 bikes look nearly identical at a glance, but the 1969 sandcast details are a separate correctness standard. A 1970 bike wearing sandcast-era parts is wrong — and a "1970 sandcast" is, with very narrow exceptions for restamped cases, a contradiction in terms.

2. Model history: the CB750 (SOHC, 1969–1978)

The SOHC CB750 ran nine model years as the K-series (K0–K8), with the CB750F Supersport (1975–78) and CB750A Hondamatic (1976–78) spinning off later:

Year	Model	Notable
1969	CB750 (K0, sandcast)	Launch, June 1969. First 7,414 engines gravity-cast ("sandcast"); straight-cut fender edges, 10-bolt clutch cover, nuts on mirror stems, wrinkles in tank below filler cap.

SAMPLE EXCERPT — full guide available at the link on the cover sheet

Year	Model	Notable
1970	**CB750K0 (die-cast) — this guide**	**Die-cast cases from engine CB750E-1007415. Rolled fender edges, 11-bolt clutch cover, revised mirrors, smooth tank pressings. Production-intent running changes (16T → 17T drive sprocket, reinforced countershaft area).**
1971	CB750K1	Slimmer side covers without slots on the leading edge; push-pull (two-cable) throttle; colors Candy Ruby Red, Candy Gold, Valley Green Metallic, Candy Garnet Brown.
1972	CB750K2	Revised cam timing and spark-advancer curve (late production); main jets reduced to 100 on late bikes.
1973	CB750K3	7-chamber exhausts (some early 5-chamber), needle-jet "lifter collars" for midrange, output around 59 hp at the crank.
1974	CB750K4	New colors: Flake Sunrise Orange, Freedom Green Metallic, Boss Maroon Metallic; white/gold/black tank stripes.
1975	CB750K5; **CB750F0**	**CB750F Supersport** introduced as the sportier alternative.
1976	CB750K6; **CB750A**	**CB750A Hondamatic** (clutchless) introduced; K6 rated 63 PS in some markets.
1977	CB750K7	Restyled — very different look from K0–K6; worth notably less on the market despite lower production.
1978	CB750K8	Last SOHC year. Total SOHC production exceeded 430,000 bikes, 1969–1978.

3. What is unique about the 1970 CB750

3.1 The die-cast transition — the defining 1970 fact

Honda built the first 7,414 CB750 engines with gravity-cast crankcases — the "sandcast" bikes — because it would not invest in expensive die-cast tooling for an unproven model. The gravity-cast cases have a rough, sandpaper-like finish; the high-pressure die-cast cases that replaced them are smoother and stronger. The changeover came at **engine CB750E-1007415** (frames track the same break at CB750-1007415), and it happened in 1969 production — so **every 1970-model bike is die-cast**. The 1970 guide's serial envelope opens at 1007415 for exactly this reason.

("Sandcast" is the collector term; strictly the process was low-pressure gravity casting in sand molds. The name stuck because the finish looks like sand casting.)

Why it matters for restoration:

- A 1970 bike with sandcast cases has had an engine swap or a case replacement — price and describe it as one. The 1969 premium does not transfer.
- Early sandcast cases were weak: broken drive chains destroyed them, which is why so many were replaced. A 1970 case should be the reinforced die-cast type with the 17-tooth countershaft sprocket area.
- Case stampings are the most faked detail in early CB750s. Check that the engine number stamping is original (correct font, undisturbed casting around it) — restamped replacement cases exist.

SAMPLE EXCERPT — full guide available at the link on the cover sheet

3.2 The 1969-to-1970 tells

With the die-cast change came a set of visible detail changes. Each is a correctness check for a claimed-1970 bike:

- **Fender edges:** sandcast bikes have straight-cut fender edges; 1970 die-cast bikes have **rolled** fender edges.
- **Clutch cover:** 10 bolts on sandcast bikes, **11 bolts** from the die-cast change on.
- **Mirrors:** sandcast bikes carry nuts on the back of the mirror stems; the 1970 mounting is revised.
- **Tank pressing:** sandcast-era tanks show wrinkles in the pressing below the filler cap; 1970 tanks are smooth.
- **Drive sprocket:** an early running change moved the countershaft (drive) sprocket from **16 teeth to 17 teeth** and reinforced the countershaft area of the case — the fix for the broken-chain case failures. A 1970 bike should show the 17T sprocket and the reinforced area.
- **Side covers:** the 1970 K0 wears the large side covers **with slots on the leading edge** — the K1's covers are slimmer and slotless, so K1 covers on a 1970 bike are a year-incorrect swap.
- **Body-color parts:** on the 1970 K0 the tank, side covers, **upper fork covers, and headlight shell are all painted the body color** (red, gold, or green). Later years went to chrome fork covers and black headlight shells — another easy swap to catch.

3.3 1970 buyer cautions

- **Numbers don't match — and shouldn't.** Honda ran frame and engine numbers in separate but parallel sequences; a 1970 bike's engine number is typically within a few hundred of the frame number, not identical. Identical frame and engine numbers on a 1970 CB750 are more suspicious than reassuring.
- **The K0 badge never existed.** Honda sold it as the CB750 Four; "K0" is retrospective marque shorthand for the 1969–70 first series. Any "K0" badge or emblem on the bike is an owner's addition.
- **4-into-4 exhausts are frequently pattern parts.** The original system's silencers rot from the inside; check stampings and fit before paying an originality premium.
- **Cam chain and tensioner are wear items with real consequences.** A neglected tensioner means a rattling, worn cam chain — and on the SOHC four, valve timing accuracy depends on it. Honda's own schedule calls for cam-chain adjustment at every 1,500-mile service.
- **Dual points, one advance unit.** The ignition has two sets of breaker points (1-4 and 2-3) and a mechanical advance unit with weak springs that sag with age — full advance should arrive by roughly 2,600–2,700 rpm on a strobe. A bike that "runs fine" statically but pings or feels flat has an advance-unit problem, not a carburetor problem.
- **Modern fuel in a 1970 fuel system.** The Keihins' brass and rubber are 1970s specification; ethanol swells the old rubber and varnishes the small passages. Budget for a full carburetor rebuild with ethanol-resistant parts if the bike will be ridden on pump fuel.

4. Technical restoration data — 1970 Honda CB750

4.1 Frame and engine numbers (1970)

- **Format:** Frame number stamped on the **steering head**: `CB750-` followed by a seven-digit sequence (e.g. CB750-1016579). Engine number stamped on the **upper crankcase**, on the right side just below the cylinder fins: `CB750E-` followed by the sequence (e.g. CB750E-1016579). The "E" denotes engine.
- **1970 allocation:** the die-cast K0 envelope runs **CB750-1007415 through CB750-1044649** (frames) and **CB750E-1007415 through CB750E-1044805** (engines). The K1 series begins at frame CB750-1044650 / engine CB750E-1044806. Treat the envelope as the allocation, not a production count — Honda published no model-year production split.

SAMPLE EXCERPT — full guide available at the link on the cover sheet

- **Frame and engine numbers do not match.** They run in separate sequences; on an original 1970 bike the engine number is typically within a few hundred of the frame number. Non-"matching" numbers are normal on SOHC Hondas — unlike British bikes of the era.
- **Build-date vs model-year caution.** US-market bikes carry a certification label on the steering head showing month and year of manufacture. A die-cast K0 built in late 1969 is a 1970-model bike; judge originality (fender edges, clutch-cover bolts, side covers) against the serial number and build date, not the title year alone.
- **Stamping originality.** Replacement die-cast cases were fitted to many early bikes (broken chains destroyed the sandcast originals, and die-cast cases crack too). Check the stamping font and the undisturbed casting around the numbers; restamped cases are the classic early-CB750 fraud.
- **Ordering parts:** specialists (David Silver Spares, CMSNL) key parts to model code and engine/frame number. Always quote the full number including the CB750 / CB750E prefix, and note the die-cast K0.

4.2 Engine specifications (1970)

Item	Specification
Type	Air-cooled SOHC inline-four, cylinders inclined 15° forward
Displacement	736 cc
Bore × stroke	61 mm × 63 mm (2.40 in × 2.48 in)
Compression ratio	9.0:1
Max power	67 hp @ 8,000 rpm (some market listings quote 68)
Max torque	60 Nm (44 lb-ft) @ 7,000 rpm
Valve train	Chain-driven single overhead camshaft, 2 valves/cylinder via rocker arms
Fuel system	4 × 28 mm Keihin slide carburetors
Exhaust	4-into-4
Lubrication	Dry sump, oil tank under seat; trochoid pump
Ignition	Battery-and-coil, dual breaker points, mechanical advance
Clutch	7-disc wet multi-plate
Claimed top speed	~124 mph (200 km/h) (period claim)

Gearbox ratios (factory):

Gear	Ratio
1st	2.500:1
2nd	1.708:1
3rd	1.333:1
4th	1.097:1
5th	0.939:1

Final drive: 17T countershaft / 48T rear sprocket, 530 chain (5/8" × 3/8") — the 17T front sprocket is the running-change part (early bikes 16T). Fifth is effectively an overdrive.

SAMPLE EXCERPT — full guide available at the link on the cover sheet

4.3 Carburetion and electrical

- **Carburetors:** four Keihin 28 mm slide (non-CV) carburetors, one per cylinder, fed from a single petcock. Synchronization across all four is the whole job — bench-sync on assembly, then balance with vacuum gauges on the bike. The stock airbox and paper element are part of the factory jetting; pod filters demand a rejet and are incorrect for a factory-correct build.
- **Carburetor wear caution:** slides and bodies wear oval with mileage; worn bodies will never tune cleanly. Check slide-to-body fit before chasing jetting — sleeved or replacement bodies are a legitimate restoration expense.
- **Ignition:** dual breaker-point sets (1-4 and 2-3 cylinders), one coil per pair, mechanical (centrifugal) advance unit. Points gap **0.3–0.4 mm (0.012–0.016 in)**. Static timing: test lamp on, "F" mark aligned to the timing mark (**5° BTDC**). Full advance confirmed with a strobe: the marks should sit inside the advance range by roughly **2,600–2,700 rpm**. A tired advance unit (sacked springs) shows up as pinging and flat midrange — overhaul or replace it during any ignition service.
- **Spark plugs:** NGK D8EA; gap **0.7 mm (0.028 in)**.
- **Charging:** 12-volt system, 210 W three-phase alternator, 14 Ah battery. Keep the battery healthy — the points ignition is battery-dependent, and a weak battery mimics carburetion faults.
- **Starting:** electric starter plus kick starter. The starter clutch (rollers and springs behind the alternator rotor) is a known wear item — a starter that spins without engaging needs the roller set, not a new starter motor.

4.4 Transmission, primary drive, and clutch

- **Gearbox:** 5-speed constant-mesh, left-foot shift, 1-down/4-up pattern. Ratios in Section 4.2. The SOHC gearbox is robust; worn shift forks and rounded dogs come from decades of clutchless shifting, not from design weakness.
- **Primary drive:** chain drive from crankshaft to clutch via a jackshaft (Honda specification compilations describe two parallel single-row roller chains; one French marque fiche describes a Morse-type chain — see the corrections file).
- **Clutch:** 7-disc wet multi-plate. Grabby or noisy engagement usually means glazed or distorted friction plates and tired springs — the plate stack and springs are routine service items.
- **Final drive:** 530 roller chain, 17T/48T sprockets (1970-correct after the running change). Adjust to the manual's slack figure, check for tight spots, replace chain and both sprockets as a set.

4.5 Chassis, suspension, and brakes (1970)

- **Frame:** double-cradle welded steel tube frame.
- **Front fork:** telescopic, hydraulic damping, with body-color upper covers on the 1970 K0 (chrome covers are a later-year swap). Pitted stanchions destroy seals — re-chrome or replace.
- **Rear suspension:** dual shock absorbers, preload adjustable.
- **Front brake:** single 296 mm disc, hydraulically operated caliper — the first production front disc brake on a mainstream motorcycle. Flush the fluid, overhaul the caliper seals, and check the disc for scoring and minimum thickness.
- **Rear brake:** 180 × 35 mm drum.
- **Wheels/tires:** 3.25-19 front, 4.00-18 rear. Period-correct rubber is a ribbed front / block-rear pattern in these sizes.
- **Dimensions:** 2,160 mm long × 885 mm wide × 1,155 mm high; 1,455 mm wheelbase; 800 mm seat height; 160 mm ground clearance; steering-head angle 63° from horizontal (≈27° rake).
- **Stands:** centre stand and side stand. Check the centre-stand pivots — a sagging stand lets the bike lean onto the side stand permanently.

SAMPLE EXCERPT — full guide available at the link on the cover sheet