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1975 Honda CB750 Buyer's Guide

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IRONHEAD

1975 Honda CB750

Factory-Correct Restoration Guide

IronHead single-year guide

KEY FACTS AT A GLANCE

- **Model year covered:** 1975 only — the **CB750K5** (core model line) and the debut-year **CB750F Super Sport** (factory code **CB750F0**). The F is a distinct model, not a trim: different Honda production code (392 vs the K's 341), different frame prefix, different running gear.
- **Engine (both):** 736 cc air-cooled SOHC inline-four, two valves per cylinder; **61 mm × 63 mm** bore × stroke; 9.0:1 compression; dry-sump lubrication with a separate oil tank behind the right side cover.
- **Power:** K5 — 67 hp @ 8,000 rpm, 44 lb-ft (60 Nm) @ 7,000 rpm. F0 — 69 bhp @ 8,000 rpm, 44.1 lb-ft (60 Nm) @ 7,500 rpm per Bennetts; other references quote 67 hp (see Section 3.1).
- **Fuel and ignition (both):** four 28 mm Keihin carburetors; battery-and-coil breaker-point ignition with two point sets; electric starter plus a folding kickstart lever.
- **Gearbox:** 5-speed constant-mesh, left-foot shift; multi-plate wet clutch; chain final drive. Overall ratios (K5): 13.99 / 9.54 / 7.45 / 6.14 / 5.26.
- **Numbers — K5:** frame **CB750-2500001** onward, stamped on the steering head; engine **CB750E-2372115** onward, stamped on the crankcase. Frame and engine numbers do **not** match on SOHC CB750s — that is normal, unlike British bikes.
- **Numbers — F0:** frame **CB750F-1000002** onward; engine **CB750E-2500004** or **CB750FE-2500004** onward. The F shares the K5's 25-prefix engine-number block.
- **1975 K5 colors (two only):** Planet Blue Metallic, Flake Apricot Red. Dark green instrument faces; the speedometer reads in 10-mph increments (the K4 used 20).
- **1975 F0 colors (two only):** Flake Sunrise Orange, Candy Sapphire Blue. Tank and fiberglass rear cowl in body color; side covers black; engine and fork legs silver.
- **K5 vs F0 at a glance:** K5 — 4-into-4 exhaust, rear 179 mm drum brake, touring ergonomics. F0 — chrome 4-into-1 exhaust, rear 296 mm disc brake, café-style seat with fiberglass tail cowl, lighter crankshaft and flywheel, bigger airbox.
- **Production (rounded figures):** CB750K5 ≈ 35,000; CB750F ≈ 15,000.
- **1975-only F traps:** a black engine or ComStar wheels on a claimed 1975 F are wrong — both arrived for the 1977 F2. A genuine 1975 F0 wears wire spokes and a silver engine.

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IronHead single-year guide · Model year 1975 (CB750K5 and CB750F Super Sport) only · The K5 is the core model line; the debut-year CB750F (factory code CB750F0) gets its own clearly-labeled subsections wherever specs differ — K and F specs are never blended; where a spec applies to both, it says so explicitly · Other years appear only in the brief model-history table and explicit changed-from-1974 notes

> ***Year chosen: 1975.*** *The hinge year of the SOHC CB750 story. The K5 carries the original superbike formula into its seventh season — quieter, more economical, and still selling — while Honda answers the Kawasaki Z1 and Suzuki GS750 with the CB750F Super Sport: the first major facelift of the 1969 original, with a 4-into-1 exhaust, a rear disc brake, and café-racer styling straight from the showroom. 1975 is the only year the Super Sport wore wire spokes and a silver engine, and the only year the K and the F launched side by side. Restore either one — but never confuse them. The K and the F are different models, and this guide keeps them strictly separate.*

1. Manufacturer history: Honda

Honda's founder, **Soichiro Honda**, was a mechanic who designed his own piston rings in 1938 and tried — unsuccessfully — to sell the design to Toyota. Undeterred, he founded the **Honda Motor Co. in 1948**. The early years were small bikes: the A-Type, the 1949 Dream D-Type, the E-Type Dream, and then the machines that made Honda the world's biggest motorcycle seller — the C100 Cub step-through (the best-selling motorcycle of all time), the CB72/77 Super Hawks, and the revolutionary DOHC-twin CB450 of 1966. Profits from those production bikes financed Honda's dominant 1960s Grand Prix racing program, and the racing lessons flowed straight back into the road bikes.

The CB750 was aimed directly at the American market after Honda officials — including Soichiro Honda himself — repeatedly met US dealers and grasped the opportunity for a large-displacement machine. It appeared at the **Tokyo Show in November 1968** and was launched in Britain at the Brighton motorcycle show in April 1969. The specification was unprecedented on an affordable mainstream motorcycle: a transverse single-overhead-cam inline four, a front disc brake, a five-speed gearbox, and an electric starter, for **US$1,495**. *Cycle* magazine called it "the most sophisticated production bike ever"; *Cycle World* called it a masterpiece and recorded a 124 mph top speed. The term **"superbike"** was coined to describe it.

Unsure of demand, Honda limited its initial tooling investment by casting the first engines with permanent-mould casting — the process collectors (incorrectly) call "sandcasting." After the initial run of **7,414 motorcycles**, Honda switched to die casting, and those first-run bikes became collector prizes. The CB750 stayed in the lineup for ten years with total production over **400,000**, earned a place in the AMA Motorcycle Hall of Fame's Classic Bikes, and was rated by the Society of Automotive Engineers of Japan as one of the 240 Landmarks of Japanese Automotive Technology.

For the restorer, this history sets the expectation that the 1975 CB750 is a mature, mass-produced machine with deep parts and knowledge support — the SOHC/4 community, David Silver Spares, CMSNL's Honda parts fiches, and specialists like Common Motor Collective have documented every fastener. The challenge of 1975 is not finding parts; it is telling the K5 and the brand-new F apart, and knowing which details belong to this single year.

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

Year	Model(s)	Notable
1969	CB750 (K0)	Launch. Tokyo Show Nov 1968; $1,495; 68 hp @ 8,500 rpm; the original "superbike." First 7,414 engines permanent-mould ("sandcast") cast.
1970	CB750K1	Second season (released 21 September 1970); detail refinements over the K0.
1972	CB750K2	US release 1 March 1972. (No US 1971 model in Honda's year list.)
1973	CB750K3	US-only 1 February 1973 (K2 elsewhere).
1974	CB750K4	US/Japan-only (K2 elsewhere). Colors: Flake Sunrise Orange, Freedom Green Metallic, Boss Maroon Metallic; speedometer in 20-mph increments; two-cable throttle.
1975	**CB750K5 + CB750F (F0) Super Sport — this guide**	**K5: new colors, dark green instruments, 10-mph speedo. The CB750F Super Sport debuts — first major facelift: 4-into-1, rear disc, café styling.**
1976	CB750K6, CB750F1, CB750A	F1 colors: Sulfur Yellow / Candy Antares Red, bright green instrument faces. The CB750A Hondamatic (2-speed) launches.
1977	CB750K7, CB750F2, CB750A1	F2: ComStar wheels, dual front discs, black engine and fork legs.
1978	CB750K8 (US-only), CB750F3, CB750A2	Last of the SOHC line; DOHC CB750s follow for 1979.

The K-series ran 1969–1978 in roughly three generations (K0; K1; K2–K6; K7–K8), the F-series 1975–1978 in two (F/F1 with wire spokes, 1975–76; F2/F3 with ComStars, 1977–78), and the Hondamatic A-series 1976–1978. Total SOHC-era production ran well past 400,000 machines across the whole 1969–1983 CB750 line.

3. What is unique about the 1975 CB750

3.1 The CB750F Super Sport debuts — a distinct model, not a trim

The 1975 CB750F was the **first significant facelift** the CB750 had received since 1969 — Honda's answer to six years of rival pressure from the Kawasaki Z1 and Suzuki's fours. It is a separate model in Honda's books: **production code 392** against the K's 341, its own frame prefix (**CB750F-**), and its own parts catalog. The 1975 bike is factory code **CB750F0** (the F1 followed for 1976); period and modern references often just call it the CB750F Super Sport.

What makes an F0 an F0:

- **Chrome 4-into-1 exhaust** replacing the K's 4-into-4 — the visual signature of the model
- **Café-style seat with a fiberglass rear cowl**; the tank and cowl wear the body color while the side covers are black
- **Rear disc brake** — the first on a CB750 (296 mm); the K kept its drum
- **Stiffer frame and recalibrated suspension** behind the new look
- **Lighter crankshaft and flywheel**, a **bigger airbox**, and minor internal engine changes
- **Different camshaft:** Honda part 14101-392-000 (intake opens 0° BTDC, closes 40° ABDC) vs the K's 14101-300-020 (intake 5° BTDC / 30° ABDC) — a genuine internal F-vs-K difference from the Honda shop

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manual's specification pages

- **Elongated, narrower fuel tank** (the F0 tank) with an 18.2-litre capacity vs the K's 17 litres
- **Wire-spoked wheels** and a **silver engine and silver fork legs** — the black engine and ComStar wheels belong to the 1977–78 F2/F3, never to a 1975

Power — a genuine literature conflict. Bennetts' F1 (1975–76) data panel rates the Super Sport at **69 bhp @ 8,000 rpm** with 44.1 lb-ft (60 Nm) @ 7,500 rpm. Hagerty's valuation data and other references quote **67 hp** for the 1975 F — the same figure as the K5. Both figures are in print from reputable sources; this guide reports both and does not adjudicate. The torque peak moving from 7,000 rpm (K5) to 7,500 rpm (F, Bennetts) is consistent with the freer-breathing 4-into-1 and the different cam timing.

1975 F0 colors (two only): Flake Sunrise Orange (Honda parts-book code LV) or Candy Sapphire Blue. Tank and fiberglass rear cowl in the body color; side covers black. Engine and fork legs silver.

3.2 The K5: what changed from the 1974 K4

The K5 is an evolution, not a revolution — but the differences from the K4 are checkable:

- **New colors:** Planet Blue Metallic (Honda parts-book code MV) and Flake Apricot Red (code UE) replace the K4's Flake Sunrise Orange, Freedom Green Metallic, and Boss Maroon Metallic
- **Dark green instrument faces**, and the **speedometer reads in 10-mph increments** (10, 20, 30 …) — the K4's speedometer used 20-mph increments
- **Carburetors:** the K5 uses the late-K4 carburetor design whose **main-jet holders can no longer be removed** — an emissions-control running change that began partway through K4 production and continued on the K5. It matters at rebuild time: you cannot pull and replace the holders, only clean around them
- **New serial blocks:** frame **CB750-2500001** onward; engine **CB750E-2372115** onward

Explicitly **carried over from the K4** (not K5 innovations): the two-cable throttle (pull-open / pull-closed), the 4-into-4 exhaust, the chrome upper fork legs, the black headlight shell, the larger taillight and side reflectors, the wider white tank pinstripe (wider than the K3's), and the smaller side covers with no slots on the leading edge.

A longtime Honda dealer's workshop notes add period texture: the K4 and K5 gained midrange torque over the K3 (slightly less exhaust-cam lift, slower spark advance with 2° less total), returned up to 50 mpg, and ran happily on regular fuel — while the K5 peaked around 6,500 rpm with noticeably less top-end urgency than the earlier K2. The K5 would, he wrote, "idle endlessly at 1100 RPM" — and it was, above all, quiet. These are one experienced mechanic's observations, not factory figures, but they match the K5's reputation as the most civilized of the early K-series.

3.3 1975-only details at a glance

- **K5 instruments:** dark green faces + 10-mph speedometer increments — a one-year combination
- **K5 colors:** Planet Blue Metallic and Flake Apricot Red were offered only in 1975
- **F0 first-year combination:** wire spokes + silver engine + rear disc + 4-into-1 + black side covers — never repeated; the 1976 F1 kept spokes but changed colors and instruments, and the 1977 F2 went to ComStars, dual front discs, and a black engine
- **The overlap:** 1975 is the only model year in which a buyer could walk into a Honda dealer and choose between a K5 and a Super Sport — the K stood alone before, and the K line never again looked like the K5

3.4 Buyer cautions

- **F money for a K bike.** The Super Sport commands a premium — and a K5 wearing an aftermarket 4-into-1 is still a K5. The frame prefix decides: **CB750F-** is an F; **CB750-** is a K. Check it before paying the F premium.

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- **Non-matching numbers are normal.** Unlike British bikes, SOHC CB750s never had matching frame and engine numbers — the K5's frames run in the 25-prefix block while its engines run from CB750E-2372115. What matters is that each number sits in the correct 1975 block (Section 4.1), not that they match.
- **The F engine-number trap.** F engines share the K's 25-prefix engine-number block (CB750E- or CB750FE-2500004 onward). An F engine in a K frame — or a K engine in an F frame — is an engine swap, and it is easy to miss because the numbers look "close enough."
- **Black engine or ComStar wheels on a claimed 1975 F = wrong.** Both arrived with the 1977 F2. A 1975 F0 has a silver engine, silver fork legs, and wire spokes — full stop.
- **The K5's correct exhaust is the 4-into-4.** Four mufflers, two per side. A 4-into-1 on a K5 is an owner modification, however period-plausible it looks.
- **K5 instruments:** dark green faces, 10-mph speedo increments. Bright green faces belong to the 1976 F1; 20-mph increments belong to the K4.
- **Build date vs model year.** Check the month/year on the steering-head VIN tag (the build date is stamped in the tag's corner, e.g. 1/74-style). Late-1974-built K5s titled as 1975s are common; judge originality against the build date.
- **Dry sump — check the tank.** The oil lives in a separate tank behind the right side cover, not in the crankcase. A rusted or sludged oil tank will starve a fresh rebuild on its first ride.
- **Points ignition is battery-dependent.** The breaker-point ignition will not tolerate a weak battery — and a weak battery mimics carburetion faults exactly. Start every diagnosis with a charged, healthy battery.

4. Technical restoration data — 1975 Honda CB750

4.1 Frame and engine numbers (1975)

- **Format:** Frame number stamped on the **steering head**, with a riveted VIN tag on the headstock carrying the month and year of manufacture (the build date is stamped in the corner of the tag). Engine number stamped on the **crankcase**.
- **1975 K5 allocation:** frame **CB750-2500001** onward; engine **CB750E-2372115** onward. Note the different blocks — the K5's frames start at CB750-2500001 while its engines start at CB750E-2372115, so a K5's engine number is always numerically well below its frame number. This is factory-normal.
- **1975 F0 allocation:** frame **CB750F-1000002** onward; engine **CB750E-2500004** or **CB750FE-2500004** onward — both engine prefixes occur ("may contain F and/or E"), so either is correct on a 1975 F. The F's engine numbers run in the same 25-prefix block as K5 engines.
- **Numbers do not match — and should not.** Honda did not match frame and engine numbers on the SOHC CB750. A seller claiming "matching numbers" on a 1975 CB750 is either mistaken or describing a coincidence; judge each number against its own 1975 block instead.
- **Ordering parts:** David Silver Spares, CMSNL, and Honda dealers key parts to model code and serial number. Always quote the full frame number including the CB750- or CB750F- prefix, and the model year — K5 and F0 parts do not freely interchange.

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K5 frame:   CB750-25NNNNN        (1975: from CB750-2500001)
K5 engine:  CB750E-23NNNNN       (1975: from CB750E-2372115)
F0 frame:   CB750F-1NNNNNN       (1975: from CB750F-1000002)
F0 engine:  CB750E-25NNNNN  or  CB750FE-25NNNNN   (1975: from -2500004)
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4.2 Engine specifications (1975)

Item	1975 K5	1975 F0 (Super Sport)
Type	Air-cooled SOHC inline-four, 2 valves/cylinder	Same
Displacement	736 cc	Same
Bore × stroke	61 mm × 63 mm (2.40 in × 2.48 in)	Same
Compression ratio	9.0:1	Same
Max power	67 hp @ 8,000 rpm	69 bhp @ 8,000 rpm (Bennetts); 67 hp quoted elsewhere — see §3.1
Max torque	44 lb-ft (60 Nm) @ 7,000 rpm	44.1 lb-ft (60 Nm) @ 7,500 rpm
Camshaft	Honda 14101-300-020; intake opens 5° BTDC, closes 30° ABDC	Honda 14101-392-000; intake opens 0° BTDC, closes 40° ABDC
Crankshaft/flywheel	Standard	Lighter crankshaft and flywheel
Fuel system	4 × 28 mm Keihin	Same; bigger airbox
Lubrication	Dry sump; 3.5 L (3.7 US qt)	Same
Ignition	Battery-and-coil, breaker points (two sets)	Same
Starting	Electric + folding kickstart lever	Same
Clutch	Multi-plate, wet	Same
Top speed	123 mph (198 km/h)	~125 mph (period estimate)

Valve clearances (engine cold): intake **0.05 mm (0.002 in)**, exhaust **0.08 mm (0.003 in)**. Check them at every service — the SOHC four's screw-and-locknut adjusters are easy to set and easy to neglect.

4.3 Fuel system and ignition

- **Carburetors:** four 28 mm Keihin units on both models. On the K5 (and late K4), the **main-jet holders are staked and cannot be removed** — an emissions running change. Ultrasonic-clean around them; do not try to force them out. The F0's carburetors feed a bigger airbox; keep the stock airbox and filter for a factory-correct build — pod filters demand a rejet and are incorrect.
- **Fuel delivery:** gravity feed from the tank petcock. K5 tank 17 litres (4.5 US gal) with 5-litre reserve; F0 tank 18.2 litres. Replace the petcock seals and the fuel lines as a matter of course; fifty-year-old rubber is not a fuel system.
- **Ignition:** two breaker-point sets (1–4 and 2–3) with a mechanical advance unit. **Point gap: 0.3–0.4 mm (0.012–0.016 in).** Set static timing with a test lamp on the **"F" mark (5° BTDC)**, then confirm full advance with a strobe light — the advance unit's springs weaken with age and a lazy advancer shows up as flat spots and overheating.
- **Spark plugs:** NGK D8ES-L (ND X24ES equivalent).
- **Battery caution:** the points ignition is entirely battery-dependent. A weak battery gives weak spark, hard starting, and misfires that look exactly like carburetor trouble. Keep the battery on a maintainer and replace it on schedule, not on failure.

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