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1976 Honda CB750 Buyer's Guide

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IRONHEAD

1976 Honda CB750

Factory-Correct Restoration Guide

IronHead single-year guide · Model year 1976 only

KEY FACTS AT A GLANCE

- **Model year covered:** 1976 only — the **CB750K6** and, separately covered, the **CB750F1 Super Sport**.
- **Designations: CB750K6** (also rendered in Honda-derived records as **CB750K'76**), production code **341**; **CB750F1** (also rendered as **CB750F'76**), production code **392**. The alternate notation is explained once in Section 3.3; the guide uses K6 and F1 throughout.
- **Engine (both):** 736 cc air-cooled transverse inline-four, SOHC, two valves per cylinder; **61 mm × 63 mm** bore × stroke; four Keihin 28 mm carburetors; five-speed gearbox, wet multi-plate clutch, chain final drive; electric and kick starting.
- **K6:** 9.0:1 compression; 67 hp @ 8,000 rpm and 44 lb-ft (60 Nm) @ 7,000 rpm, both crankshaft-rated; four-into-four exhaust; single front disc, rear drum; 17 L fuel tank.
- **K6 1976-only details:** last K with the classic rounded tank and side covers; stronger swingarm; engine tune reduced from the early CB750s; chain oiler deleted; light-green instrument faces; **Candy Antares Red**, the only U.S. color.
- **F1 Super Sport:** 9.2:1 compression; hotter camshaft than the K; four-into-one collector exhaust; single 296 mm front **and** rear hydraulic disc brakes; 8,500 rpm redline; 18 L tank with locking flush filler cap; wire-spoke wheels (Comstar wheels belong to the 1977-on F2/F3).
- **F1 chassis:** longer swingarm, 28° rake / 114 mm (4.5 in) trail, 1,470 mm wheelbase — the Super Sport is a different-handling motorcycle from the K, not a trim package.
- **Serial blocks:** K6 — frame **CB750-2540001**, engine **CB750E-2428762**; F1 — frame **CB750F-2000003** (one Honda-manual transcription instead reads 2000008 — see Section 4.1), engine **CB750FE-2515094**.
- **Stamping:** frame number on the steering head; engine number on the crankcase. Honda frame and engine numbers normally **differ** — do not demand Norton-style matching numbers.
- **Power-figure conflicts:** published F1 ratings range from 58 to 69 hp across sources; the guide prints the cited figures side by side in Section 4.2 rather than choosing one.
- **1976 F1 colors documented:** Candy Antares Red, Muskrat Green Metallic, Sulfur Yellow.
- **Production:** no audited 1976 K6/F1 production split has been located. Serial blocks mark model-year change points, not production totals — never derive a build count by subtracting them.

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IronHead single-year guide · Model year 1976 only · Covers the CB750K6 — the last of the classic K-line CB750s — and, separately, the CB750F1 Super Sport. The CB750A Hondamatic (also new for 1976) is not covered except where differences from the K6 and F1 are explicitly noted

> ***Year chosen: 1976.*** *The CB750's hinge year. The K6 is the final CB750 to wear the classic rounded tank, side covers, and four-into-four exhaust before the K7 redesign changed the line's look for 1977 — and it is the only model year of the K6. Alongside it, the F1 is the second and final year of the first-generation Super Sport package: the blacked-out, four-into-one, rear-disc sportster that Cycle Guide tested as "significantly faster" than the standard K5 it was meant to replace. Two very different motorcycles share this guide, and they must never be restored from each other's specification sheets.*

1. Manufacturer history: Honda

Honda Motor was founded in **1948** by Soichiro Honda, a mechanic who had developed his own piston-ring design in 1938 and tried, unsuccessfully, to sell it to Toyota. The company's first products were scooters and motorcycles; its first model was the A-Type. Within two decades Honda was the world's largest motorcycle manufacturer — and in late 1968 it detonated the industry with the **CB750**: the first production four-cylinder superbike, the machine that invented the "universal Japanese motorcycle" and ended the British big-twin era.

The CB750 sold in enormous numbers. Cycle Guide, testing the Super Sport in 1975, noted that in late 1974 — "a period of severe economic depression, when almost everyone expected the sales of small, cheap, thrifty machines to pick up" — **the Honda CB750 sold better than any other motorcycle**. The same year Honda introduced the GL1000 Gold Wing and, more significantly for this guide, the **CB750F Super Sport**: engineered, in Cycle Guide's words, "to be significantly faster than the most recent version of the 'standard' CB750, the K5," with more radical styling than any previous Honda 750 and handling changes including a rear disc brake. The magazine's first reaction was disbelief — Honda had spent years turning the CB750 "from a superbike/tourer into a quieter, slower, more tractable, more reliable tourer," and the Super Sport reversed that drift.

1976 brought the two-stroke-free **CB750A Hondamatic**, a two-speed automatic version of the 750 — never a popular option, and outside this guide's scope. The K line continued through the K6 in 1976 before the **K7 redesign of 1977** changed the classic look; the Super Sport line ran F0 (1975), F1 (1976), then the heavily revised F2 (1977) and F3 (1978) with Comstar alloy wheels and dual front discs. The SOHC era ended in 1978; 1979 brought an all-new DOHC CB750.

For the restorer, the history sets one expectation: by 1976 the CB750 was a mature, mass-produced machine built in the hundreds of thousands, and the knowledge base is correspondingly deep — the SOHC/4 owners' community, marque specialists, and a strong reproduction-parts market. What is scarce is not parts but *year-correctness*: 1976 sits at a styling boundary for the K and inside a two-year Super Sport generation for the F, and the two variants' parts do not freely interchange.

2. Model history: the CB750 1969–1978

The SOHC CB750 ran from 1969 to 1978 in K (standard), F (Super Sport, from 1975), and A (Hondamatic, from 1976) lines. The serial chart below is drawn from the Honda-derived model-identification chart on the CB750 forum; frame and engine numbers are the **model-year starting numbers**, and the production-date/model-year caveat applies — production for a model year commonly began the previous fall.

Year	Designation	Production code	Frame start	Engine start
1969–70	CB750K0	300	CB750-1000001	CB750E-1000001
1970–71	CB750K1	300	CB750-1044650	CB750E-1044806

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Year	Designation	Production code	Frame start	Engine start
1972	CB750K2	341	CB750-2000001	CB750E-2000001
1973	CB750K3	341	CB750-2200001	CB750E-2200001
1974	CB750K4	341	CB750-2300001	CB750E-2300001
1975	CB750K5	341	CB750-2500001	CB750E-2372115
1975	CB750F0 Super Sport	392	CB750F-1000002	CB750FE-2500004
1976	**CB750K6 — this guide**	**341**	**CB750-2540001**	**CB750E-2428762**
1976	**CB750F1 Super Sport — this guide**	**392**	**CB750F-2000003**	**CB750FE-2515094**
1976	CB750A Hondamatic	393	CB750A-7000001	CB750AE-7000001
1977	CB750K7	405	CB750-2700009	CB750E-2700001
1977	CB750F2 Super Sport	410	CB750F-2100011	CB750FE-2600004
1978	CB750K8	405	CB750-2800001	CB750E-3000001
1978	CB750F3 Super Sport	410	CB750F-2200001	CB750FE-3100001

Notes on the run: the K0 opened with sandcast engine cases (later K0s and all subsequent Ks are die-cast); the F0 arrived in 1975 as the intended replacement for the standard K5 — Honda's press posture at the time, per Cycle Guide — with the four-into-one exhaust, rear disc, hotter cam, and revised gearing that define the F1 in this guide; the 1976 A model was the two-speed Hondamatic automatic, a commercial footnote. The 1977 K7 brought the K line's styling redesign, and the 1977–78 F2/F3 brought Comstar wheels, dual front discs, and a substantially revised top end.

3. What is unique about 1976

3.1 The CB750K6 — the classic K's last year

The K6 is the final CB750 to wear the classic K formula — rounded tank and side covers, four separate mufflers, rear drum brake — before the K7 redesign. It was sold only in the 1976 model year. Against the 1975 K5, the documented 1976 changes are:

- **Stronger swingarm**, a running improvement to the chassis
- **Engine tune reduced** relative to the early CB750s — the mid-seventies detune continued
- **Chain oiler deleted** from the crankcase
- **Light-green instrument faces**, replacing the darker faces of the K5
- **Candy Antares Red**, the sole U.S.-market color

The K6's trim details, as catalogued for the model: side covers smaller than the K0's with no slots on the leading edge; chromed upper fork; white tank pinstripe wider than the K3's; black headlight housing with round headlight; taillight and turn signals larger than the K1's; two-cable (pull-open/pull-close) throttle; analog instruments; dual seat; wide handlebar; center stand; wire-spoke wheels.

Mechanically the K6 is the familiar SOHC package: 736 cc, 9.0:1, four Keihin 28 mm carburetors, five-speed, chain drive, single 296 mm front disc with twin-piston caliper, 179 mm (7 in) rear drum, 3.25-19 front and 4.00-18 rear tires.

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Factory-family production code **341**.

3.2 The CB750F1 Super Sport — the sport package's second year

The F1 is the 1976 model-year continuation of the Super Sport introduced as the F0 in 1975. The engineering package is the one Cycle Guide road-tested in 1975 — and no verified mechanical running changes between the F0 and the F1 have been located in the literature, so the F1's specification *is* the Super Sport specification:

- **Four-into-one exhaust**: four header pipes sweeping down and across the front of the engine to a collector under the right side of the crankcase, feeding a large, slightly upswept chrome muffler — the most visually prominent F identifier
- **9.2:1 compression** (new higher-dome pistons, up two-tenths from the K's 9.0:1)
- **Hotter camshaft**: intake and exhaust timing extended five degrees at both ends, valve lift slightly increased; SOHC/4 marque specialists confirm the 75/76 F cam is stronger than the 1972–76 K cam
- **Lower overall gearing**: fourth gear 1.133:1 (vs 1.097:1 on the K5), fifth 0.969:1 (vs 0.939:1), jackshaft sprockets up two teeth to 50 each, 17-tooth transmission sprocket driving the same 48-tooth rear — first three gears roughly 23 percent lower than the K5's, fourth and fifth roughly 27 percent lower
- **Rear hydraulic disc brake**: 296 mm (11.7 in) disc, the same diameter as the front, with a double-action rear caliper
- **Longer steel fuel tank** (4.8 gallons / 18.2 L) with the gas cap recessed under a locking hinged cover that folds flush
- **Road-racing-style seat** with a raised rear cowl section, painted to match the tank
- **Revised chassis geometry**: steering head raked from 27° to 28°, trail from 3.7 in to 4.5 in (114 mm), longer swingarm, 1,470 mm wheelbase; front suspension travel reduced from 5.6 in to 5.0 in with increased damping; redesigned rear shocks with more travel
- **Styling details**: headlight brackets on the triple clamps instead of the fork tubes (no rubber gaiters), thinner-profile headlight, ignition lock between the instruments that also locks the fork, plugin connectors relocated to a box on the left front downtube, waterproof underseat storage box
- **Blacked-out engine** with polished covers, per the Honda-derived Super Sport summary quoted in SOHC/4 marque literature

Period-measured performance (Cycle Guide's 1975 test of the mechanically identical F0): **53.9 rear-wheel horsepower @ 8,500 rpm** (vs 52.2 for the K5 on the same dyno), standing quarter-mile **13.10 seconds @ 101.5 mph**, 503 lb dry weight, 38.3 mpg. Factory-family production code **392** — shared with the F0; the F1's identity is in its 1976 serial blocks, not in new engineering.

3.3 Model-year notation: K6 vs K'76, F1 vs F'76

Honda-derived serial charts render the 1976 models two ways: **CB750K6 / CB750F1** (the enthusiast-standard "letter + sequence" form) and **CB750K'76 / CB750F'76** (the "letter + model year" form used in some factory and Honda-ID-derived records). They are the same motorcycles. The F0/F1 distinction follows the same logic — F0 is the 1975 Super Sport, F1 the 1976 — while the production code (392 for both F0 and F1) identifies the model family, not the year. This guide uses **K6** and **F1** throughout.

3.4 1976 buyer cautions

- **Never restore a K6 from F1 data or an F1 from K6 data.** The exhaust, brakes, cam, gearing, tank, seat, instruments, wiring routing, and chassis geometry all differ. A "1976 CB750" parts listing that does not name the variant is not a specification.
- **The F1 is not a K6 with bolt-ons.** The cylinder head carries a different part number, the cam timing and pistons differ, the crankcase lacks the K's primary-chain oiler, and the gearing is substantially lower. Converting one

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into the other is building a replica, not a restoration.

- **F1 serial-start conflict.** Community/Honda-ID-derived charts give the F1 frame start as **CB750F-2000003**; one Honda shop-manual transcription instead reads **CB750F-2000008**. Treat 2000003 as the working figure and 2000008 as a documented alternate — a frame numbered between the two deserves a careful look, not an automatic rejection.
- **Black paint hides sins on the F1.** The blacked-out engine and the model-specific tank/seat/cowl make the F1 the most cosmetically faked SOHC variant: verify the F-prefix frame and FE-prefix engine numbers before paying a Super Sport premium.
- **Serial blocks are change points, not odometers.** Honda skipped and jumped numbers; do not estimate production by subtracting one model's starting serial from the next.

4. Technical restoration data — 1976 Honda CB750

4.1 Frame and engine numbers (1976)

- **Format:** K6 frames are stamped **CB750-** followed by the number (e.g. CB750-2542613); K6 engines **CB750E-** (e.g. CB750E-2431441). F1 frames are stamped **CB750F-**; F1 engines **CB750FE-** (the Honda-derived chart notes the engine prefix "may contain F and or E" — read what is actually stamped). Documented 1976 examples include K6 frame CB750-2542613 / engine CB750E-2431441 and K6 frame CB750-2561226 / engine CB750E-2450567 (Bonhams auction records).
- **1976 starting numbers:** K6 — frame **CB750-2540001**, engine **CB750E-2428762**; F1 — frame **CB750F-2000003** (alternate transcription **2000008**, see Section 3.4), engine **CB750FE-2515094**. Production codes **341** (K6) and **392** (F1).
- **Stamping locations:** frame number on the **steering head**; engine serial on the **crankcase**, right side below the cylinders.
- **Numbers normally differ.** Honda did not match frame and engine numbers on the SOHC CB750. A K6 whose frame reads CB750-2542613 and whose engine reads CB750E-2431441 is exactly as the factory built it — the two sequences ran independently. Do not reject a bike, and do not pay a premium, on matching-numbers grounds.
- **Model-year vs build-date caution.** Honda commonly began a model year's production the previous fall. Verify originality (gauges, side covers, exhaust, brakes) against the *model-year serial block and the variant's features*, not against a registration year or a build-date plate alone.
- **Ordering parts:** marque specialists and Honda parts fiches key to model designation (K6 vs F1), production code (341 vs 392), and engine number. Always quote the full designation and both numbers — "1976 CB750" is not enough.

4.2 Engine specifications (1976)

Shared architecture first; variant-specific figures kept strictly separate below.

Item	CB750K6	CB750F1 Super Sport
Type	Air-cooled transverse inline-four, SOHC, 2 valves/cylinder	Same architecture
Displacement	736 cc	736 cc
Bore × stroke	61 mm × 63 mm	61 mm × 63 mm
Compression ratio	9.0:1	**9.2:1** (higher-dome pistons)

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Item	CB750K6	CB750F1 Super Sport
Camshaft	Standard K grind	**Stronger grind**: timing extended 5° at both ends, lift slightly increased
Max power (factory/crank ratings)	**67 hp @ 8,000 rpm**; 44 lb-ft (60 Nm) @ 7,000 rpm	See power note below
Tachometer redline	— (not verified from period literature located)	**8,500 rpm** (75/76 F)
Fuel system	4 × Keihin 28 mm	4 × Keihin 28 mm, new part number (same main-jet sizing as K5), less-restrictive airbox
Exhaust	**Four-into-four**, four mufflers	**Four-into-one** collector with upswept muffler
Primary drive	Chain primary to jackshaft; crankcase **without** chain oiler (deleted for 1976)	Chain primary to jackshaft (50-tooth jackshaft sprockets); crankcase without primary-chain oiler
Clutch	Wet multi-plate	Wet multi-plate, modified for increased oil flow to plates
Gearbox	5-speed	5-speed; **lower ratios**: 4th 1.133:1, 5th 0.969:1 (vs K 1.097/0.939)
Final drive	Chain, 16/48 sprockets, 104-link chain	Chain, **17/48** sprockets
Starting	Electric and kick	Electric and kick
Lubrication	Dry sump	Dry sump, 3.7-quart oil tank
Claimed top speed	~124 mph (200 km/h)	~115–125 mph depending on source (194 km/h / 120.5 mph per one listing)
Standing ¼ mile (period)	~13.5 sec @ ~101 mph (K5 figure; K6 not separately tested in sources located)	**13.10 sec @ 101.5 mph** (Cycle Guide, 1975 F0 test)

F1 power — a genuine literature conflict, printed as found:

Source	Power	Torque
bikez.com 1976 F1 listing	67 hp @ 8,500 rpm	64.5 Nm @ 7,500 rpm
Bennetts F1 spec table (1975–76)	**69 bhp @ 8,000 rpm**	44.1 lb-ft (60 Nm) @ 7,500 rpm
Bennetts F1 prose	67 hp	—
autoevolution F1 summary	58 hp @ 8,000 rpm	56.8 Nm @ 7,000 rpm
Cycle Guide, 1975 (period dyno, rear wheel)	**53.9 hp @ 8,500 rpm**	—

The 67–69 hp figures are factory crank ratings of the usual mid-seventies type; the 58 hp figure appears in secondary summaries without a stated basis; the 53.9 hp figure is the only *measured* number located, taken at the rear wheel on Cycle Guide's dyno. Do not mix these bases when comparing bikes.

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