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1977 Honda CB750 Buyer's Guide

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1977 Honda CB750

Factory-Correct Restoration Guide

IronHead single-year guide · Model year 1977 (CB750K7 & CB750F2) only

KEY FACTS AT A GLANCE

- **Model year covered:** 1977 only — the **CB750K7** (US-market K model) and the **CB750F2** (US-market Super Sport). The CB750A1 Hondamatic is a separate model and is not covered.
- **Serial numbers (1977):** K7 frame serials begin **CB750-2700002**; 1977 F frame serials begin **CB750F-2100001** (Honda shop-manual model-change data — initial allocations, not closed production ranges; see Section 4.1). Engine prefixes are **CB750E-** (K7) and **CB750FE-** (F2).
- **Engine (both):** 736 cc air-cooled SOHC transverse inline-four, two valves per cylinder, 61 mm × 63 mm bore × stroke; dry-sump lubrication; electric and kick starting; five-speed manual, wet multiplate clutch, chain final drive.
- **1977-only shared changes:** heavy-duty 3/4-inch-pitch sealed O-ring final-drive chain and revised overall gearing on both models; 28 mm Keihin accelerator-pump carburetors on both models.
- **K7:** 9.2:1 compression; period-measured **57.13 bhp @ 8,000 rpm**; single 296 mm front disc, 180 mm rear drum; 3.50H-19 / 4.50H-17 tires; 5.0-gallon fuel tank; 550 lb wet test weight. Colors: Candy Alpha Red, Excel Black.
- **F2:** 9.0:1 compression, 34/31 mm valves, 9,500 rpm redline; period-measured **60.10 hp @ ~8,500 rpm**; ComStar wheels; dual front discs plus rear disc; 3.25-19 / 4.00-18 tires; 553 lb wet test weight. Color: Sulfur Yellow.
- **Market caution:** model year is decided by the serial number, not the registration date. A bike first registered in 1978 can still be a 1977 model — check the frame stamping before judging originality.

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> ***1977.*** *The year Honda split the CB750's personality in two. The K7 became the touring four — taller gearing, softer ergonomics, five gallons of fuel, and the previous year's Super Sport engine retuned for the long haul. The F2 became the sharp end — bigger valves, hotter cams, ComStar wheels, and brakes at both ends. They share a 1977-only list of changes (the sealed O-ring chain, the accelerator-pump carburetors), and they share almost nothing else. This guide keeps them apart on purpose: every specification below is labeled K7 or F2, because blending the two is the single most common way a 1977 restoration goes wrong.*

1. Manufacturer history: Honda

Honda Motor Co. was founded in **1948** by **Soichiro Honda**, a mechanic who had developed his own piston-ring design in 1938 and, after Toyota declined it, built his own company a decade later. The first Honda-branded motorcycle, the 98 cc Dream D-Type, arrived in 1949; the 146 cc E-Type Dream became the company's first big seller. The Super Cub of 1958 went on to become the best-selling motor vehicle in history and funded Honda's assault on every class of motorcycle racing and road riding.

The CB750 Four of 1969 was Honda's decisive move into the big-bike market: a mainstream, affordable SOHC four with a front disc brake and electric starting at a price the British factories could not match. It created the modern superbike template — transverse four-cylinder engine, disc brake, five speeds — and effectively ended the era in which Britain defined the large motorcycle. Through the 1960s Honda had proved its engineering in Grand Prix racing, winning world championships in the small classes with exotic multi-cylinder machines; the CB750 was that racing knowledge distilled into a production motorcycle an ordinary rider could buy, start on the button, and ride every day. Nothing about the formula was exotic by 1977 — which is exactly why the details in this guide matter. When the machine itself is familiar, originality lives in the year-specific parts.

By 1977 the CB750 was eight years into its run, and Honda was no longer selling novelty; it was selling refinement, split across two distinct machines. The K7 carried the original brief forward — the comfortable, do-anything four — while the F2 chased the performance edge the whole line had been sharpening since 1975. Understanding that split is the key to judging any 1977 bike: the two models were engineered apart, and they must be restored apart.

2. Model history: the CB750 SOHC

- **1969 — CB750K0:** the launch year. Sandcast-engine early bikes, four-into-four exhaust, single front disc. The original superbike.
- **1970–1974 — K1 through K4:** annual K-suffix updates. The formula stays; details evolve.
- **1975 — K5 and the CB750F:** the Super Sport arrives with a 4-into-1 exhaust, café-style bodywork, a rear disc brake, and a lighter crank/flywheel assembly.
- **1976 — K6 and F1:** the last year of the old pattern; F1 continues the Super Sport line.
- **1977 — K7 and F2:** *this guide.* The K turns touring; the F2 turns sharper. Sealed O-ring chain and accelerator-pump carburetion are new on both.
- **1978 — K8 and F3:** final year of the original SOHC line. After 1978 the SOHC CB750 ends and the DOHC generation takes over.

The 1977 pair matters because it is the last clean expression of the SOHC CB750 before the line's final year — and because the K7 and F2 are different enough that parts, paint, and specifications do not cross over. The F2's engine internals, wheels, brakes, and electrics are its own; the K7's touring equipment is its own. Treat "1977 CB750" as two models, not one.

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3. What is unique about the 1977 CB750

3.1 The K7: the touring turn

For 1977 Honda developed the K expressly toward touring, and the change list reads like a comfort brief: the previous year's Super Sport engine fitted with new accelerator-pump carburetion, new seamless mufflers, a handlebar moved closer to the rider, a wheelbase roughly an inch longer, new grips, a two-stage seat, fuel capacity increased to five US gallons, nearly an inch more rear suspension travel, and a wider 4.50H-17 rear tire. The period comparison recorded the K at 10 lb lighter than the 553 lb F2 with 57.13 measured horsepower — the relaxed half of the 1977 pair, deliberately so.

3.2 The F2: the Super Sport grows teeth

The F2 went the other way. New ComStar wheels. Dual front discs plus a rear disc. Revised combustion chambers and ports. Valves enlarged from 32/28 mm to **34/31 mm**, valve lift increased by 0.5 mm, and compression reduced from 9.2:1 to **9.0:1**. New cam profiles with stiffer valve springs and a redline raised by 1,000 rpm to **9,500 rpm**. New 28 mm Keihin accelerator-pump carburetors, a larger oil filter, more oil-pan cooling-fin area, stronger clutch springs with clutch lift increased from 2.0 to 2.4 mm, and a revised exhaust collector. Detail changes ran through the whole bike: dual horns, a revised seat, a relocated choke control, and wiring moved into the headlight shell. The period dyno peak was **60.10 hp at approximately 8,500 rpm**, with a quarter mile of **12.74 sec at 105.14 mph** — the fastest SOHC CB750 Honda had built.

3.3 Changes shared by both 1977 models

- **Final-drive chain:** both models gained a heavy-duty **3/4-inch-pitch sealed O-ring chain** for 1977.
- **Gearing:** both received revised overall gearing. The K's gearing was lower than 1976; the F2's was lower than the K but slightly taller than previous F versions.
- **Carburetion:** both models moved to 28 mm Keihin carburetors with accelerator pumps for 1977.

3.4 The cam-timing split: K7 versus F2

The Honda shop manual and its model supplements give different cam timing for the two 1977 engines — this is cam timing (valve events), not ignition timing, and the two must never be confused:

Cam event	CB750K7 / K8	CB750F2 / F3
Intake opens	0° BTDC	5° BTDC
Intake closes	40° ABDC	40° ABDC
Exhaust opens	40° BBDC	40° BBDC
Exhaust closes	0° ATDC	5° ATDC

The K7's timing is retarded relative to earlier K models; the F2 runs longer duration on both intake and exhaust. If you are degreeing a cam in a 1977 engine, these are the figures to use — and they are model-specific.

3.5 Colors and trim: the confirmed 1977 finishes

- **CB750K7:** Candy Alpha Red and Excel Black. These are the documented 1977 K7 finishes.
- **CB750F2:** Sulfur Yellow is the confirmed 1977 Super Sport finish, documented on original-paint examples. A second US-market color has not been confirmed from a reliable source, so none is stated here.

Period Honda finishes are correctly described by their color names; factory parts books identify paint by two-letter suffix codes rather than modern paint codes. No paint codes or stripe-treatment claims are printed in this guide because

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none has been verified against a 1977 source. If a seller quotes a code, ask which parts book it came from.

3.6 The period tests side by side

Two magazine tests define what is honestly known about 1977 performance — Motorcyclist's August 1977 K7 road test and Cycle's 1977 K7/F2 comparison. Placed together, they show exactly how far apart the two models were:

Measurement	CB750K7 (Motorcyclist, Aug 1977)	CB750F2 (Cycle, 1977)
Peak power (measured)	57.13 bhp @ 8,000 rpm	60.10 hp @ ~8,500 rpm
Peak torque (measured)	38.13 lb-ft @ 7,500 rpm	—
Quarter mile	13.74 sec @ 95.13 mph	12.74 sec @ 105.14 mph
Wet test weight	550 lb	553 lb
Weight difference noted	10 lb lighter than the F2	10 lb heavier than the K

The F2's full second and 10 mph advantage in the quarter mile is the whole 1977 story in two numbers: bigger valves, hotter cams, another thousand rpm, and gearing to use it. The K7's numbers are the touring brief kept honest. When a seller quotes performance for a 1977 bike, ask which magazine's test — and which model — the figure belongs to.

4. Technical restoration data — 1977 Honda CB750

Every specification in this section is labeled **K7** or **F2**. Where a row says "same," the specification is common to both 1977 models.

4.1 Frame and engine numbers (1977)

- **Frame number location:** stamped on the steering head of the frame.
- **Engine number location:** stamped on the crankcase. K7 engines carry the **CB750E-** prefix; F2 engines carry the **CB750FE-** prefix.
- **1977 starts (Honda shop-manual model-change data):** K7 frames begin at approximately **CB750-2700002**; 1977 F frames begin at approximately **CB750F-2100001**.
- These are **initial serial allocations, not closed production ranges**. They tell you where 1977 numbering started — not how many were built, and not where numbering ended. Never derive a production total by subtracting one model year's start number from the next.
- **Model year follows the serial number, not the registration.** A bike first titled in 1978 with a frame numbered in the CB750-27 range is a 1977 K7. Judge originality by the stamping.
- **The CB750A1 Hondamatic** is a separate 1977 model (two-speed automatic) with its own CB750A- prefix serials. It is outside this guide's scope; do not use its parts or specifications as 1977 K7/F2 references.

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Reading a 1977 serial: a worked example

Take a frame stamped **CB750-2704123**. The **CB750-** prefix identifies it as a K-model frame; the **27** series places it in the 1977 allocation, which the factory manual starts at CB750-2700002. Its engine should wear a **CB750E-** prefix with a number in the same 27 range. If the frame instead reads with a CB750F-21-series number, it is an F2 — a different model with different internals, wheels, brakes, paint, and value — no matter what the tank badge or the registration slip says. And if the engine prefix does not match the frame prefix (a CB750E- engine in a CB750F- frame, or the reverse), the bike is a composite of two models, and it should be priced as one.

4.2 Engine specifications (1977)

Item	CB750K7	CB750F2
Engine type	736 cc air-cooled SOHC transverse inline-four, 2 valves/cylinder	Same
Bore × stroke	61 mm × 63 mm	Same
Compression ratio	9.2:1	9.0:1
Valve sizes	32 mm intake / 28 mm exhaust	34 mm intake / 31 mm exhaust; lift +0.5 mm
Redline	8,500 rpm	9,500 rpm
Power, period-measured	57.13 bhp @ 8,000 rpm (Motorcyclist, Aug 1977)	60.10 hp @ ~8,500 rpm (Cycle)
Power, claimed	67 hp @ 8,000 rpm	73 hp @ 9,000 rpm
Torque, period-measured	38.13 lb-ft @ 7,500 rpm (Motorcyclist)	—
Torque, claimed	44 lb-ft (60 Nm) @ 7,500 rpm	44 lb-ft (60 Nm) @ 7,500 rpm
Carburetion	4 × 28 mm Keihin, accelerator pump (new for 1977)	4 × 28 mm Keihin, accelerator pump (new for F2)
Lubrication	Dry sump	Dry sump; larger oil filter, more oil-pan cooling-fin area
Starting	Electric and kick	Same
Alternator	210 W	Same
Battery	12 V, 14 Ah	Same

On measured versus claimed power: the measured figures come from period magazine dynamometer tests of 1977 machines; the claimed figures are catalog/advertised numbers. Both are printed so you can see the gap. Do not pay a premium for a bike on the strength of an advertised horsepower figure.

4.3 Ignition, valve gear, and tune-up data

- **Ignition:** battery-and-coil with contact-breaker points.
- **Points gap:** 0.012–0.016 in (for the 1-4 and 2-3 point sets).
- **Ignition timing:** 6° BTDC at 1,000 rpm idle; full advance 40° at 2,500 rpm. (Shop-manual figures as transcribed by SOHC/4 community members; see the corrections record.)
- **Spark plugs:** NGK D8ES-L or ND X24ES.
- **Valve clearances (cold):** intake 0.05 mm (0.002 in); exhaust 0.08 mm (0.003 in).

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- **Cam timing:** see the K7/F2 table in Section 3.4 — model-specific, do not interchange.

4.4 Transmission, clutch, and final drive

- **Gearbox:** five-speed constant-mesh, left-foot shift (both models).
- **Clutch:** wet multiplate (both). The F2 uses stronger clutch springs, and its clutch lift was increased from 2.0 to 2.4 mm.
- **Primary drive (K7):** dual single-row chains, 1.985 ratio.
- **Final drive (both, 1977):** heavy-duty #630 (3/4 × 3/8 in) sealed O-ring chain — new for 1977 on both models. Final-drive ratio 2.733 (K7).
- **Overall ratios (K7, Motorcyclist Aug 1977):** 13.56 / 9.27 / 7.22 / 6.15 / 5.26.
- **F2 gearing:** revised for 1977 — lower than the K7 but slightly taller than previous F versions (per the period comparison). Do not fit K7 sprocket/chain combinations to an F2 and call it original.

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