750 #49
5/9/79

HONDA

SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

1979 CB750 CYLINDER BASE OIL LEAKAGE

Oil leakage has occured in some 1979 CB750 engines at the base of the cylinder assembly. A major oil passage in the upper crankcase lies just behind the rear cylinder studs; engine oil from this passage may seep through the crankcase casting at the stud threads and past the cylinder base gasket.

If you encounter oil leakage from this cause, you can eliminate the problem by sealing the rear cylinder stud threads with high-temperature resistant silicone sealant.

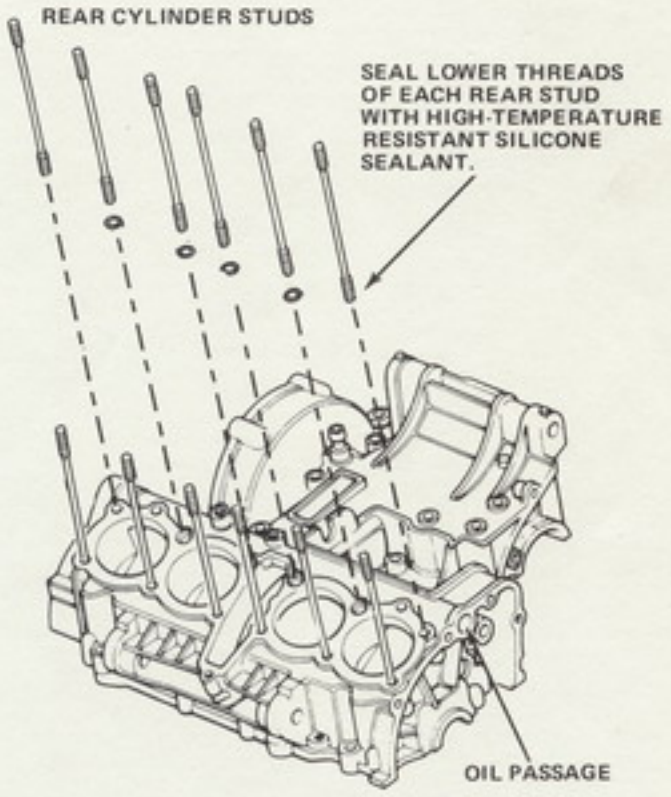
STUD SEALING PROCEDURE:

1. Remove the cylinder assembly, and remove the rear cylinder studs. Throughly clean and dry the stud and crankcase threads.

2. Apply a coating of high-temperature resistant silicone sealant to the lower threads of each rear stud, and re-install.

   NOTE: Use only *high-temperature resistant* silicone sealant, such as General Electric Hi-Temp Instant Gasket (stock # 56002).

3. Reassemble the engine, using new gaskets and O-rings.



AMERICAN HONDA MOTOR CO., INC.
SERVICE DEPARTMENT

ROUTING:

COPY 1	☐ GENERAL MANAGER	☐ SALES DEPT.	☐ OFFICE FILE
COPY 2	☐ SERVICE MANAGER	☐ MECHANICS	☐ SHOP MANUAL

750 #49
REV. 8/8/79

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1979 CB750 CYLINDER BASE OIL LEAKAGE

Oil leakage has occurred in some 1979 CB750 engines at the base of the cylinder assembly. A major oil passage in the upper crankcase lies just behind the rear cylinder studs; engine oil from this passage may seep through the crankcase casting at the four rear inner studs and past the cylinder base gasket.

If you encounter oil leakage from this cause, you can eliminate the problem by sealing the rear inner cylinder stud threads with high-temperature resistant silicone sealant. The studs can be removed and sealed without removing the cylinder or cylinder head, and without removing the engine from the frame.

ENGINE DISASSEMBLY:

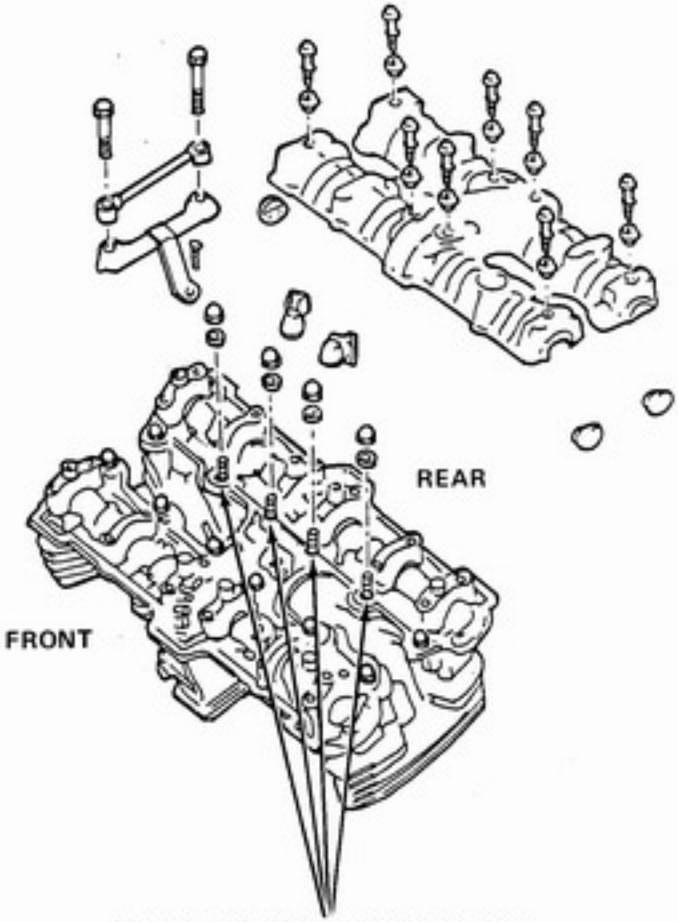
1. Clean the engine, especially the rear cylinder stud area, using a cleaning agent and water under high pressure. Blow dry with compressed air.

2. With the fuel valve in the *OFF* position, remove the seat, fuel tank, fuel lines, spark plug caps, and tachometer cable.

3. Remove the cylinder head cover. Remove the cam chain guide, oil line A, and the oil pool caps (see page 6-3 of the 1979 CB750K Shop Manual).

STUD REMOVAL AND SEALING:

NOTE: Seal only the four rear inner studs. *Remove and install one stud at a time.* Reinstall and torque the cap nut before removing the next stud. Relieving cylinder head torque on only one stud at a time will help to prevent the possibility of warpage or gasket leakage.



SEAL THESE 4 STUDS ONE AT A TIME. REMOVE, REINSTALL, AND TIGHTEN THE CAP NUT ON ONE STUD BEFORE REMOVING THE NEXT STUD.

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ROUTING:

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1. Remove the cap nut and sealing washer from one stud. Discard the sealing washer – do not reuse.

2. Lock two 10 mm nuts together on the stud threads and remove the stud, using an open end wrench (or use a stud removal tool if available).

CAUTION: Leave 0.5–1.0 mm clearance between the lower 10 mm nut and cylinder head. Contact with the cylinder head may damage its surface and cause oil leakage.

NOTE: Before unscrewing the stud, strike the top of the stud with a plastic hammer to free the threads in the crankcase.

3. A spray-type, evaporating cleaning agent (e.g. contact cleaner) must be used to clean the stud passage and crankcase threads. Fit a rubber or plastic extension tube on the end of the tube supplied with the cleaning agent can, so you can reach the areas to be cleaned.

   Apply the cleaning agent from the top of the stud passage, cleaning the full length of the passage. Blow dry with compressed air, using an extension tube on the air gun. Repeat this procedure a second time to clean the passage thoroughly.

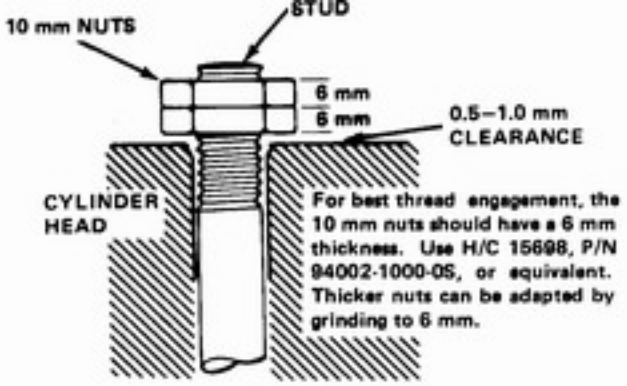
4. Lower the cleaning agent's extension tube through the stud passage, and spray the cleaning agent directly onto the crankcase stud threads. Blow dry with compressed air, using an extension tube on the air gun. Repeat this procedure a second time to clean the threads thoroughly.

NOTE: The extension tube can be inserted through the lower cylinder fins as an alternative method of reaching the crankcase stud threads.

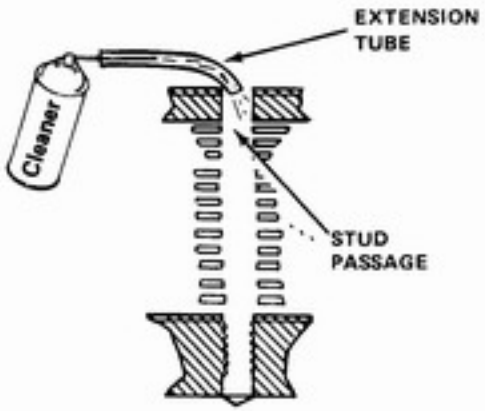
5. Apply a coating of high-temperature resistant silicone sealant to the threads of the lower end of the stud. Coat the middle threads completely, *but do not coat the top 3 and bottom 3 threads.*

NOTE: The following silicone sealants are high-temperature resistant:

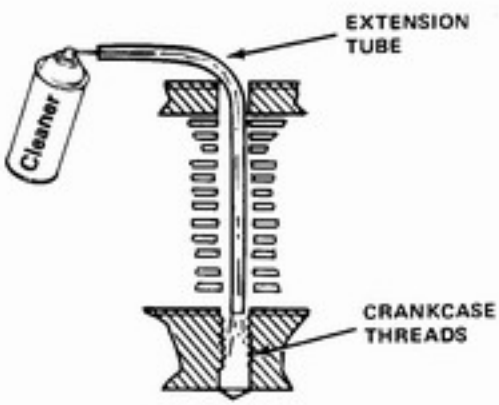
- General Electric Hi-Temp Instant Gasket (stock #56002)
- Three Bond #1212
- Permatex High Temp



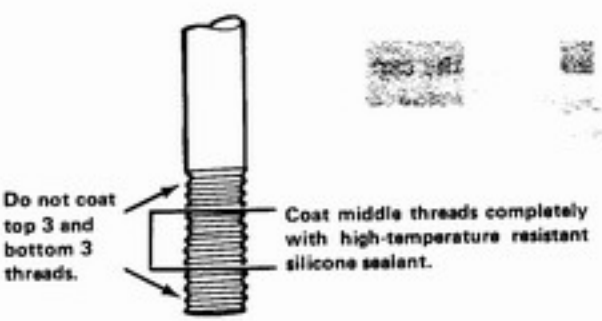
10 mm NUTS FOR STUD REMOVAL



STUD PASSAGE CLEANING



CRANKCASE THREAD CLEANING



STUD THREAD SEALING

6. Reinstall the stud with the same two nuts used for removal and torque to 2.0–2.3 kg-m (14–17 lb-ft). Do not allow the lower nut to contact the cylinder head.

7. Remove the two 10 mm nuts and install a new sealing washer (H/C 70060, P/N 90403-422-000) on top of the stud. Reinstall the cap nut and torque to 3.8–4.0 kg-m (26–29 lb-ft).

8. Repeat the stud removal and sealing procedures, steps 1 through 7, for each of the remaining rear inner studs.

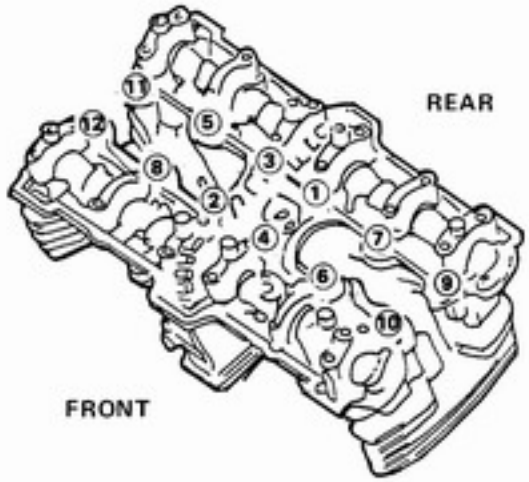
ENGINE REASSEMBLY:

1. Retorque *all 12* cylinder stud cap nuts to 3.8–4.0 kg-m (26–29 lb-ft), following the tightening sequence shown in the accompanying illustration.

2. Reinstall the oil pool caps, oil line A, and the cam chain guide. Torque the cam chain guide bolts to 1.2–1.6 kg-m (9–12 lb-ft).

3. Install the cylinder head cover and torque the cover bolts to 0.8–1.2 kg-m (6–9 lb-ft).

4. Install spark plug caps, tachometer cable, fuel lines, fuel tank, and seat.



CYLINDER STUD NUT TIGHTENING SEQUENCE

WARRANTY INFORMATION:

When leakage occurs, it will usually be evident at low mileage, while the motorcycle is within the warranty period. In such cases, submit a warranty claim in the usual manner, using the coding shown in the following example. 1.5 hours flat rate time is allowed for this repair.

REPAIR PARTS AND LABOR

A) LEAK AT REAR INNER STUDS

HONDA CODE	DEF. CODE	T	CODE (LABOR)	TIME	TOT. PTS
71730	60	2	750#49	1.5	

If cylinder base oil leakage occurs after the warranty period has expired, and you feel the problem deserves special consideration, contact your area service representative or call American Honda on the S.W.A.T. line. Refer to the Honda Motorcycle Warranty Policy and Procedures Manual, pages CLAIMS 4 & 5 for S.W.A.T. line telephone numbers and procedures for handling special warranty cases.

AMERICAN HONDA MOTOR CO., INC.
SERVICE DEPARTMENT

This revision supersedes Service Bulletin 750 #49, dated 5/9/79, which should be removed and destroyed.