



## INTRODUCTION

This addendum contains service information for the 1982 CB750SC.

Refer to the base shop manual and previous addendums for information not included in this addendum.

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## 1. GENERAL INFORMATION

### SPECIFICATIONS

This addendum lists only specifications which are different from 1979 CB750K specifications (Page 1-2).

	ITEMS			
DIMENSIONS	Overall length			2,290 mm (90.2 in)
	Overall width			850 mm (33.5 in)
	Overall height			1,185 mm (46.7 in)
	Wheelbase			1,545 mm (60.8 in)
	Seat height			785 mm (30.9 in)
	Foot peg height			320 mm (12.6 in)
	Dry weight			241 kg (531 lbs)
FRAME	Front suspension, travel			Telescopic fork with T.R.A.C., 160 mm (6.3 in)
	Front suspension air pressure			0.7—1.1 kg/cm <sup>2</sup> (10—16 psi)
	Rear suspension, travel			Swingarm; 100 mm (3.9 in)
	Front tire size			M120/90-18 Tubeless
	Rear tire size			M140/90-16 71H Tubeless
	Cold tire pressure	Up to 90 kg (200 lbs) load	Front	2.25 kg/cm <sup>2</sup> (32 psi)
			Rear	2.25 kg/cm <sup>2</sup> (32 psi)
		Up to vehicle capacity load	Front	2.25 kg/cm <sup>2</sup> (32 psi)
			Rear	2.80 kg/cm <sup>2</sup> (40 psi)
	Front brake, lining swept area			Double disc brake, 904 cm <sup>2</sup> (140.1 sq-in)
Rear brake, lining swept area			Internal expanding shoes, 221 cm <sup>2</sup> (34.3 sq-in)	
Fuel capacity			17.5 liters (4.6 US gal)	
Fuel reserve capacity			3.0 liters (0.8 US gal)	
Caster angle			60°30'	
Trail			120 mm (4.7 in)	
Front fork oil capacity			Right fork: 347.5—352.5 cm <sup>3</sup> (11.75—11.92 oz) Left fork: 357.5—362.5 cm <sup>3</sup> (12.09—12.26 oz)	
ENGINE	Maximum torque			6.3 kg-m (45.6 ft-lb)/7,000 rpm
	Valve clearance			0.06—0.13 mm (0.002—0.005 in)
CARBURETION	Identification number			VB42A
	Pilot screw			Refer to page 24-10
DRIVE TRAIN	Final reduction ratio			2.388 (43/18)
	Drive chain			DID 50V or RK50 MO, 106 links
ELECTRICAL	Spark plugs			DR8ES-L (NGK) or X22ESR-U (ND)
	Standard			DR7ES (NGK) or X22ESR-U (ND)
	For cold climate below 5°C (41°F)			DR8ES (NGK) or X27ESR-U (ND)
	For extended high speed riding			15A X 4, 30A (Main fuse)
LIGHTS	Fuses			
	Headlight (High/Low)			60/55W H4 Bulb (Philips 12342/99 or equivalent)



## TORQUE VALUES

### • CHASSIS

ITEMS	QTY.	THREAD DIA. (mm)	TORQUE			REMARKS
			N·m	kg·m	ft·lb	
Front fork cap bolt	2	31	15-30	1.5-3.0	11-22	Apply a locking agent to threads and under the bolt head.
Front fork socket bolt	2	8	15-25	1.5-2.5	11-18	
Brake caliper carrier mount bolts	2	10	30-40	3.0-4.0	22-29	
— Right socket bolt	1	10	35-45	3.5-4.5	25-33	
— Left upper bolt	1	8	20-25	2.0-2.5	14-18	

## MAINTENANCE SCHEDULE

Perform the PRE-RIDE INSPECTION in the Owner's manual at each scheduled maintenance period.  
I: Inspect and Clean, Adjust, Lubricate, or Replace if necessary.  
C: Clean  
R: Replace  
A: Adjust  
L: Lubricate

FREQUENCY		WHICHEVER COMES FIRST	ODOMETER READING (NOTE 3)						Refer to page
			600 mi (1,000 km)	4,000 mi (6,400 km)	8,000 mi (12,800 km)	12,000 mi (19,200 km)	16,000 mi (25,600 km)	20,000 mi (32,000 km)	
EMISSION RELATED ITEMS	ITEM	EVERY							
	* FUEL LINES			I	I	I	I	I	3-3
	FUEL STRAINER		C	C	C	C	C	C	26-6
	* THROTTLE OPERATION		I	I	I	I	I	I	3-12
	* CARBURETOR-CHOKE			I	I	I	I	I	3-12
	AIR CLEANER	NOTE 1		C	R	C	R	C	3-2
	CRANKCASE BREATHER	NOTE 2		C	C	C	C	C	26-6
	SPARK PLUGS			R	R	R	R	R	26-5
	* VALVE CLEARANCE		I	I	I	I	I	I	26-11
	ENGINE OIL	YEAR	R	R	R	R	R	R	2-2
	ENGINE OIL FILTER	YEAR	R	R	R	R	R	R	2-2
	* CAM CHAIN TENSION		A	A	A	A	A	A	25-17
	* CARBURETOR-SYNCHRONIZE		I	I	I	I	I	I	3-13
	* CARBURETOR-IDLE SPEED		I	I	I	I	I	I	3-15
NON-EMISSION RELATED ITEMS	DRIVE CHAIN		I, L EVERY 300 mi (500 km)						3-16
	BATTERY	MONTH	I	I	I	I	I	I	3-17
	BRAKE FLUID (FRONT)	MONTH I 2 YEARS* R	I	I	I	*R	I	I	3-17
	BRAKE PAD/SHOE WEAR			I	I	I	I	I	3-18, 25-20, 26-7
	BRAKE SYSTEM		I	I	I	I	I	I	3-18
	* BRAKE LIGHT SWITCH		I	I	I	I	I	I	3-19
	* HEADLIGHT AIM		I	I	I	I	I	I	3-19
	CLUTCH		I	I	I	I	I	I	3-20
	SIDE STAND			I	I	I	I	I	3-21
	* SUSPENSION		I	I	I	I	I	I	3-22
	* NUTS, BOLTS, FASTENERS		I	I	I	I	I	I	3-23
	** WHEELS/SPOKES		I	I	I	I	I	I	3-22
	** STEERING HEAD BEARING		I	I	I	I	I	I	3-23

\* Should be serviced by an authorized Honda dealer, unless the owner has proper tools and service data and is mechanically qualified.

\*\* In the interest of safety, we recommend these items be serviced only by an authorized Honda dealer.

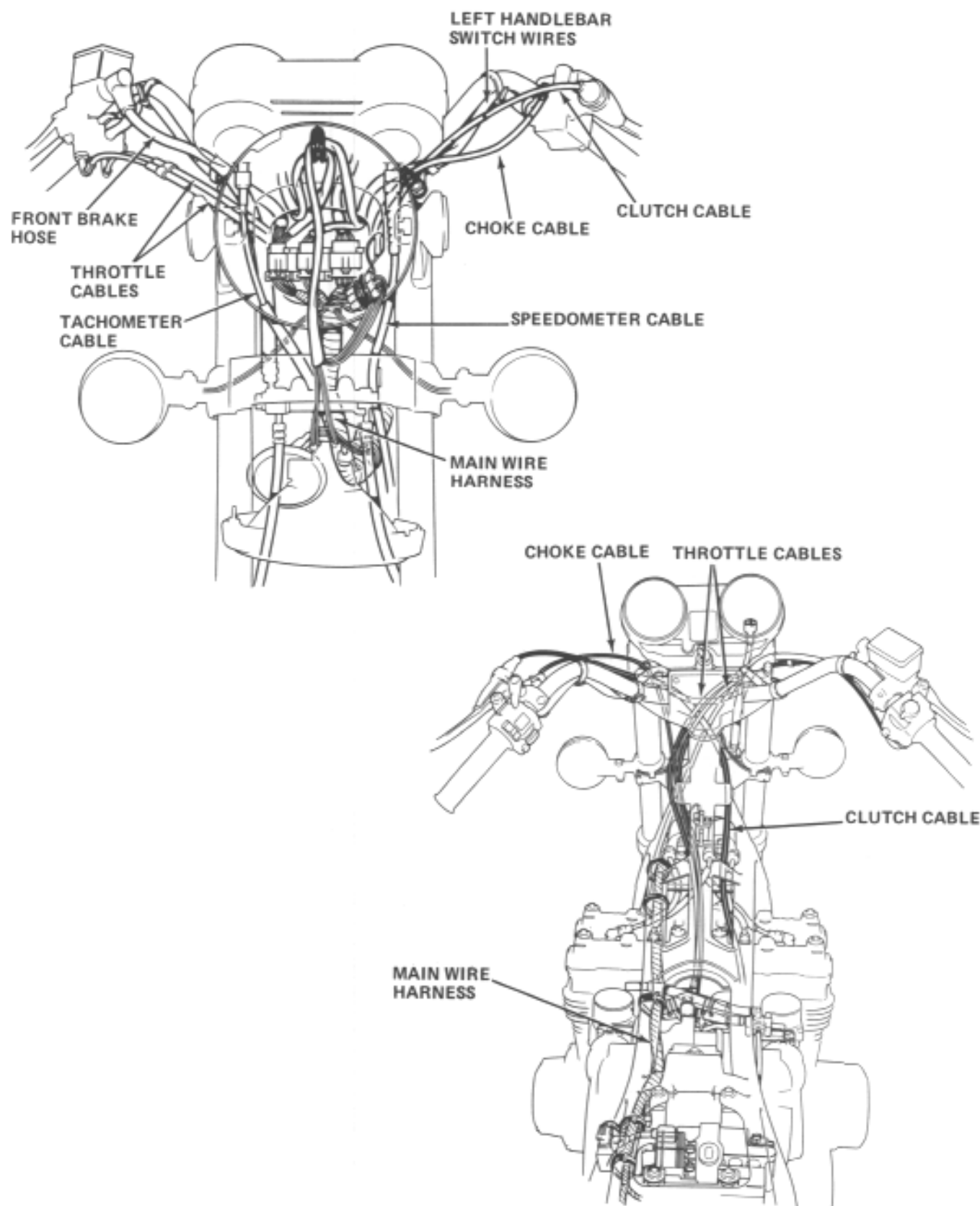
NOTES: 1. Service more frequently when riding in dusty areas.  
2. Service more frequently when riding in rain or at full throttle (U.S.A. only).  
3. For higher odometer readings, repeat at the frequency interval established here.

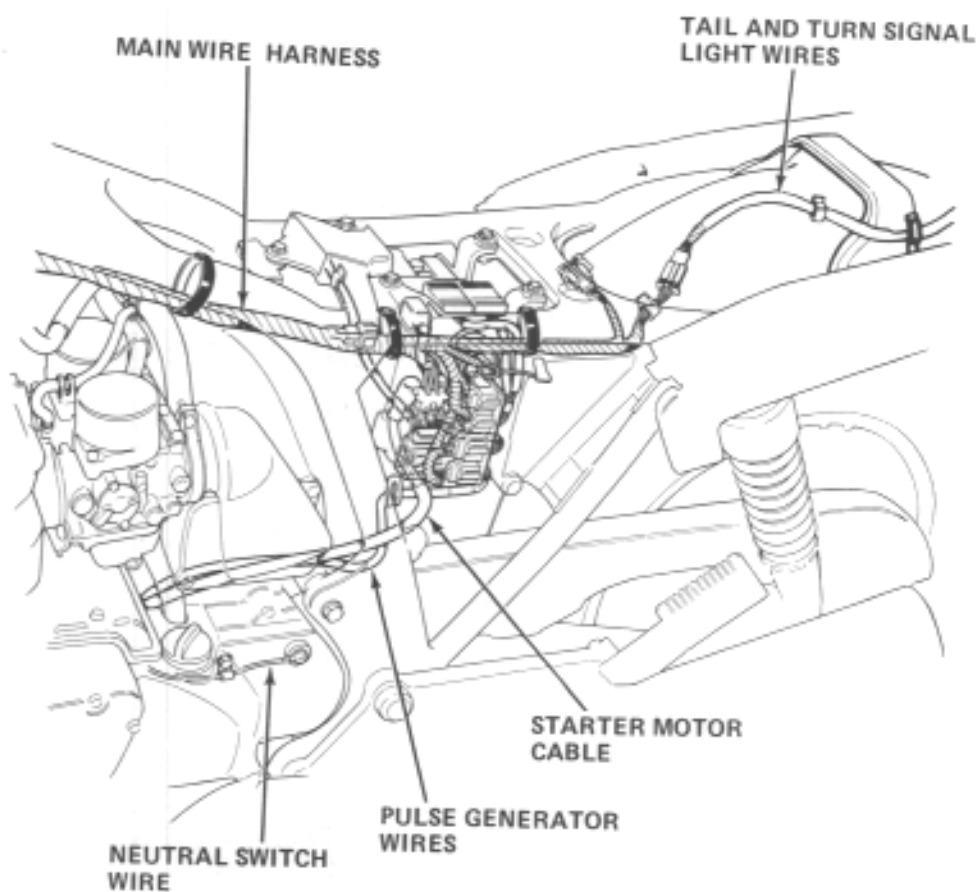
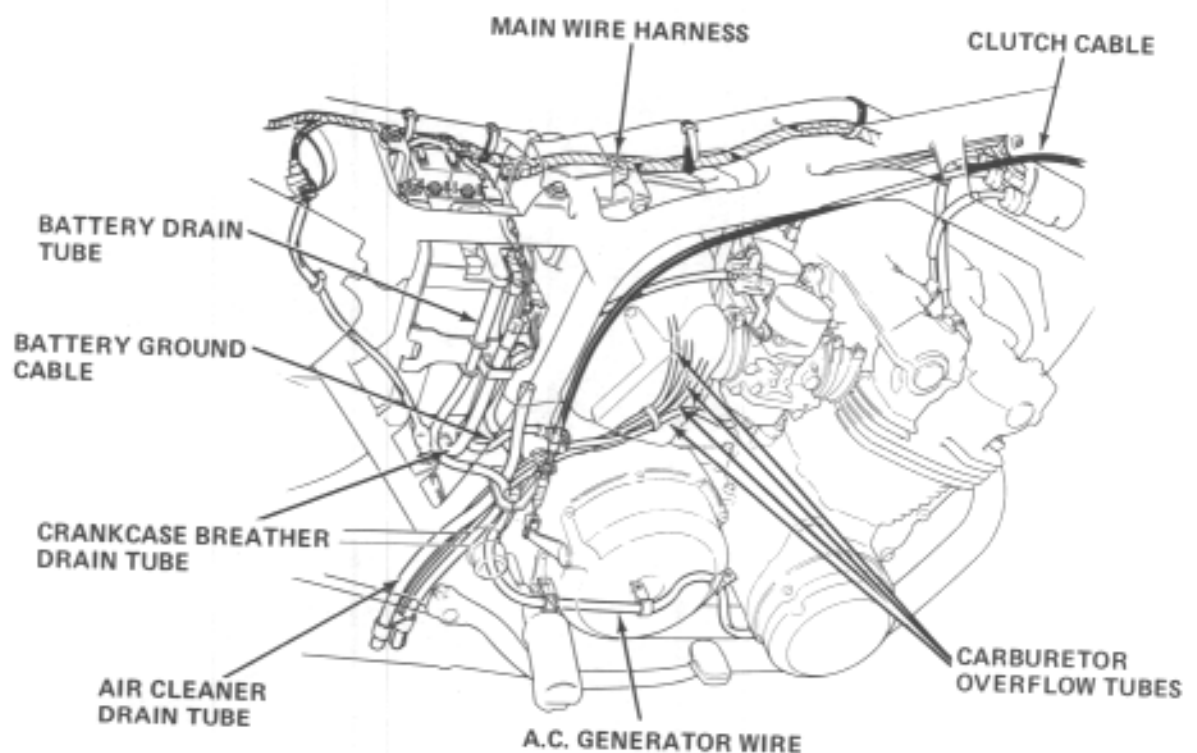
Date of Issue: January, 1982

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## CABLE AND WIRE HARNESS ROUTING







## 2. FRONT WHEEL

### ● REMOVAL

Place the motorcycle on its center stand.

Raise the front wheel off the ground by placing a support block under the engine.

Remove the speedometer cable set screw and cable.

Remove the right brake caliper from the fork leg by removing the two caliper socket bolts.

#### CAUTION

*Support the caliper assembly so that it does not hang by the hose.*

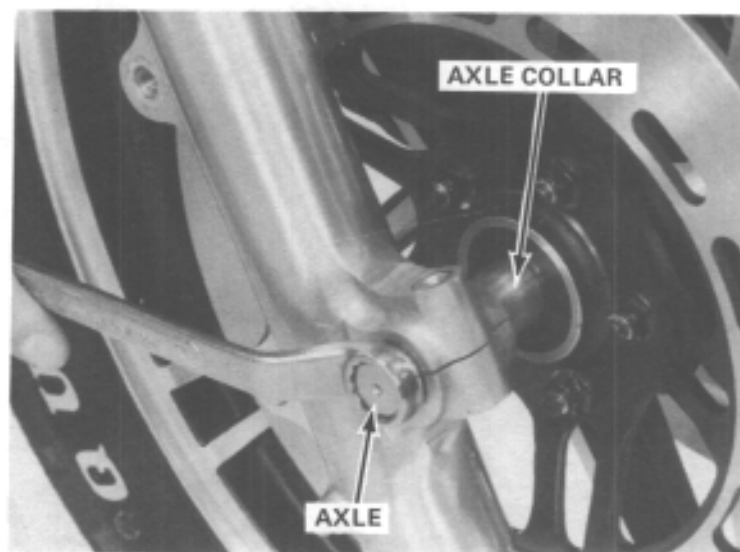
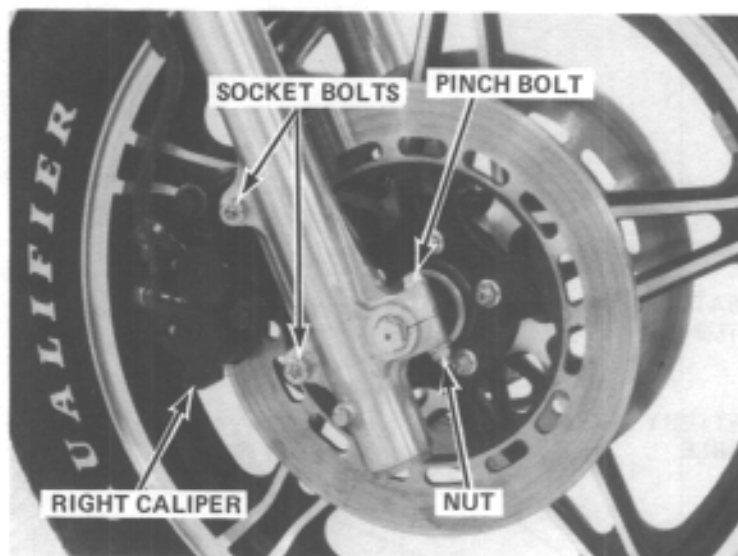
Remove the axle pinch bolt and nut.

Unscrew and pull out the front axle and collar.

Remove the front wheel.

#### NOTE

Do not operate the brake lever after removing the front wheel. To do so will make it difficult to refit the brake disc between the brake pads.



### ● DISASSEMBLY

Remove the speedometer gear box.

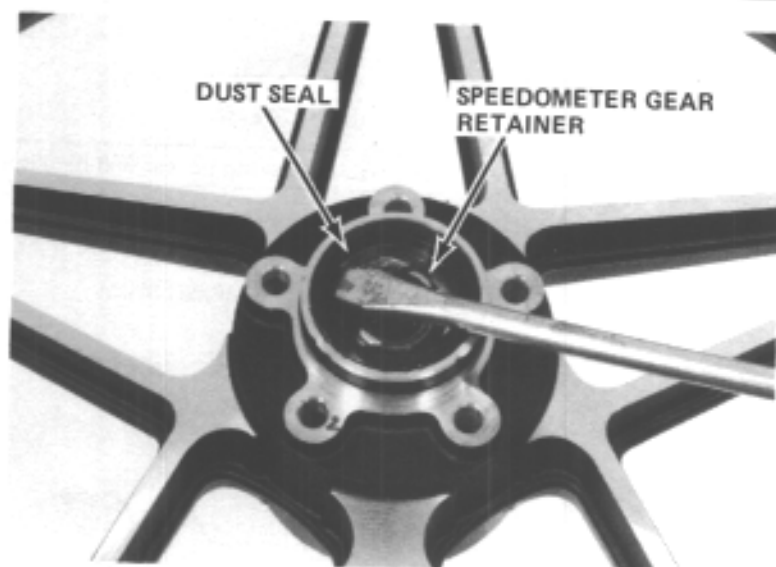
Remove the five bolts from each disc to remove the discs.





Remove the dust seals from each side.

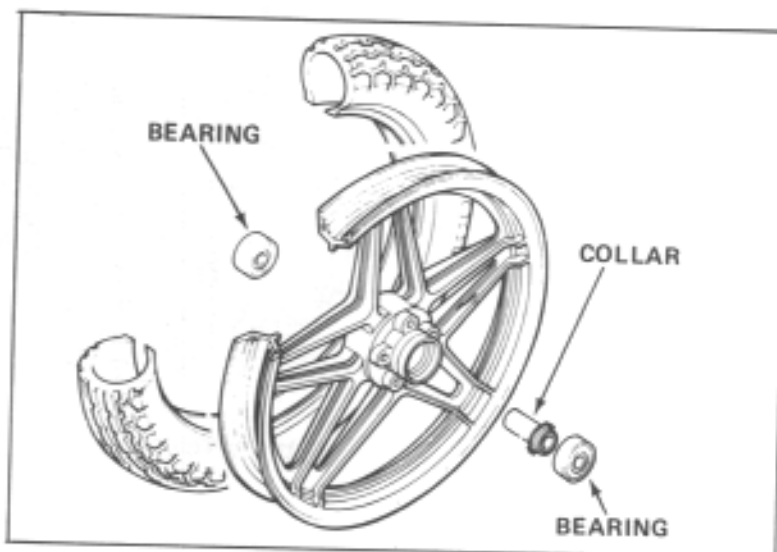
Remove the speedometer gear retainer.



Remove the wheel bearings and collar from the wheel.

**NOTE**

If the bearings are removed, replace them with new bearings during reassembly.



● **INSPECTION**

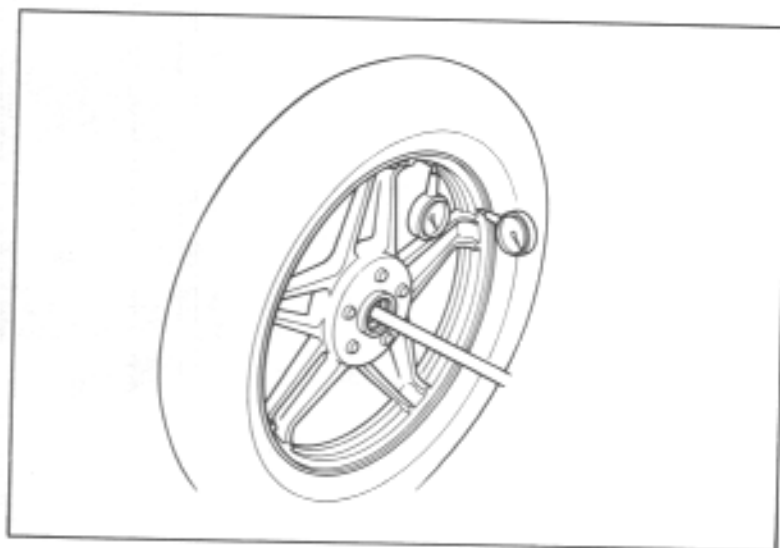
Place the wheel in a truing stand. Spin the wheel slowly and measure the runout with a dial indicator.

**SERVICE LIMITS:**

RADIAL RUNOUT: 2.0 mm (0.08 in)

AXIAL RUNOUT: 2.0 mm (0.08 in)

Replace the wheel if the service limits are exceeded.

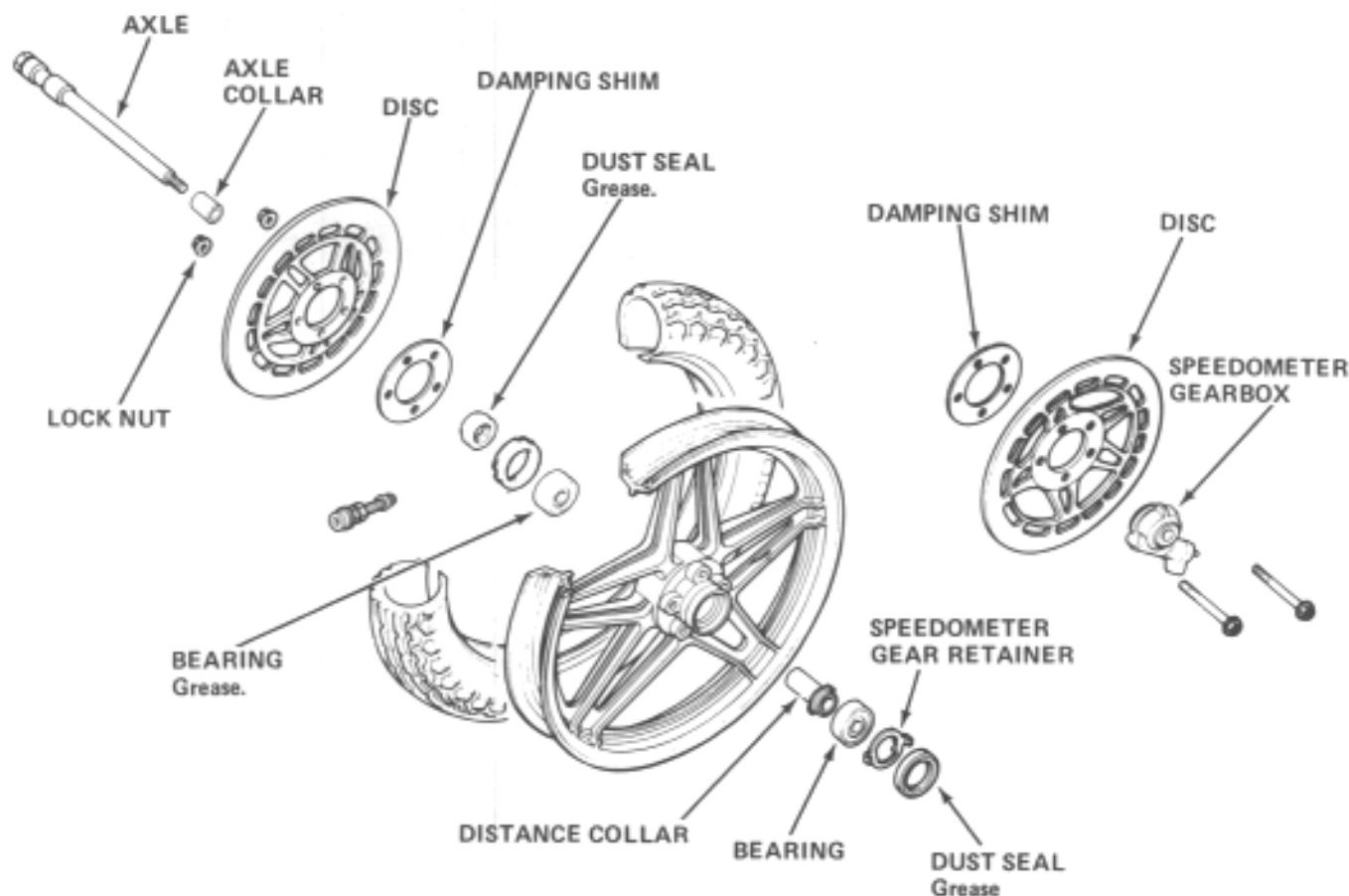




# ● ASSEMBLY

## WARNING

Do not get grease on the brake disc or braking power will be eliminated.



Pack all bearings cavities with grease and drive in the right bearing.

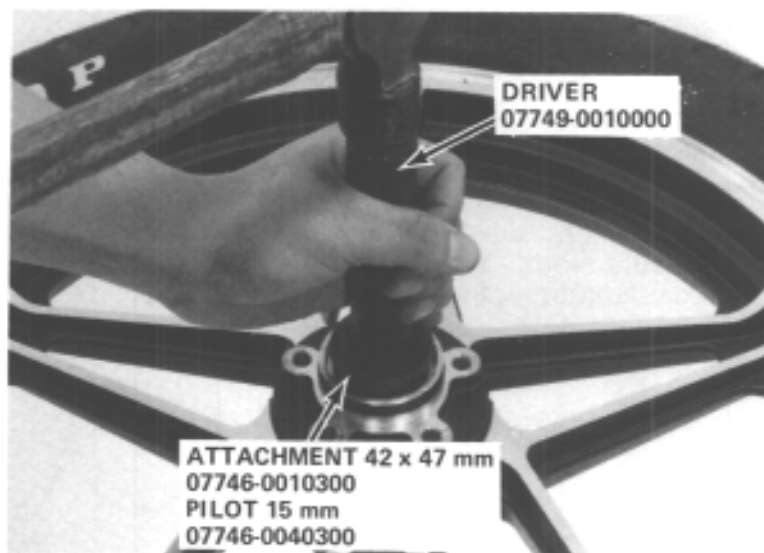
Press the distance collar into place.

## NOTE

Be certain the distance collar is in position before installing the left bearing.

Drive the left bearing in squarely, making sure it is fully seated.

Install the bearing retainer (page 22-23).







Lubricate the dust seal lips with grease.

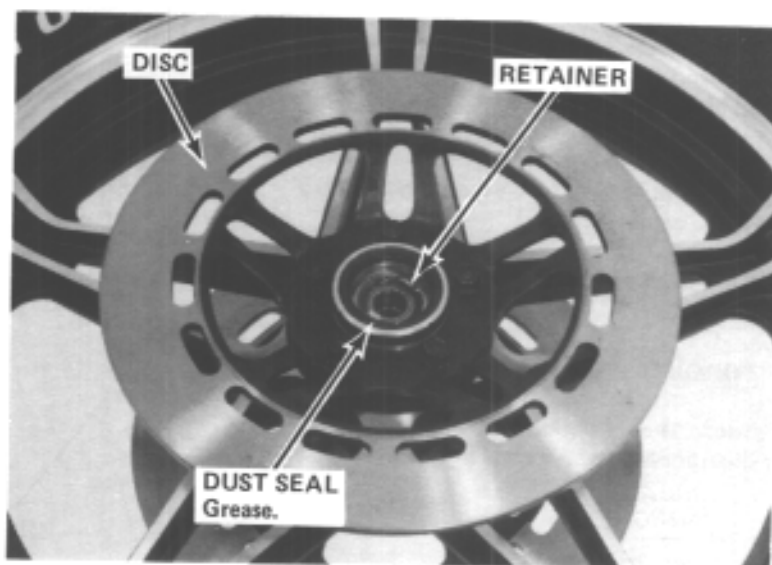
**CAUTION**

*Remove all the grease from around the outside of the dust seal.*

Install the speedometer gear retainer and the dust seals.

Install the discs and disc bolts.

**TORQUE:** 2.7—3.3 kg-m (20—24 ft-lb)

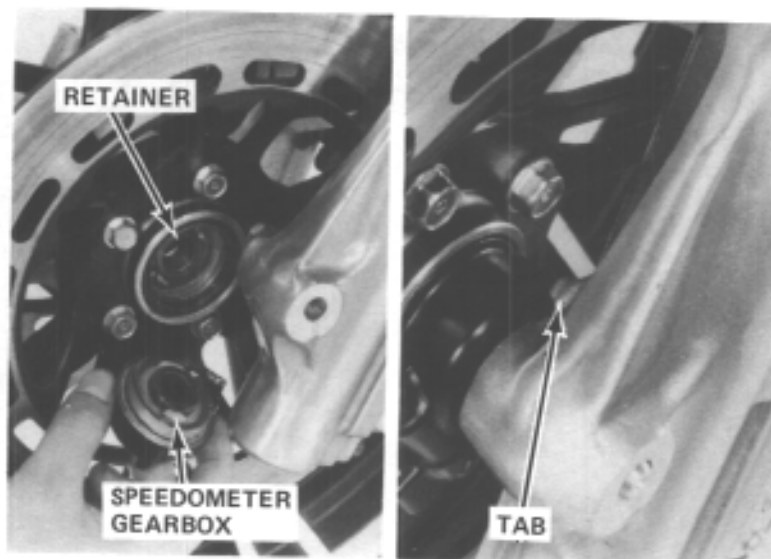


● **INSTALLATION**

Install the speedometer gearbox aligning the lugs on the speedometer gear with the tabs on the retainer.

Fit the brake disc carefully between the pads of the left caliper and lower the forks. Make sure that the lug on the speedometer gearbox is aligned with the tab on the left fork leg.

Insert the axle from the right side through the right fork leg collar and hub. Thread it into the left fork slider.



Tighten the axle to the specified torque.

**TORQUE:** 5.5—6.5 kg-m (40—47 ft-lb)

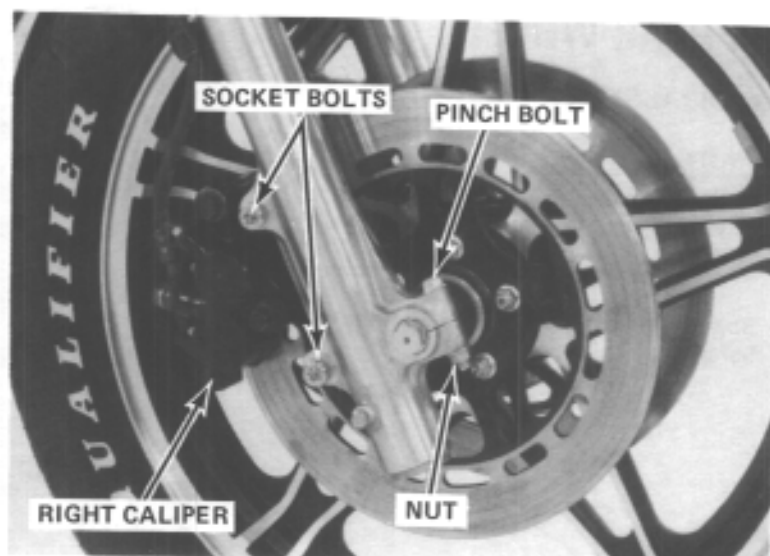
Install the axle pinch bolt and tighten the nut loosely.

Fit the right brake caliper over the disc and install the caliper.

Tighten the caliper socket bolts.

**TORQUE:** 3.0—4.0 kg-m (22—29 ft-lb)

Install the speedometer cable.





Measure the clearance between each brake disc and caliper holder with a 0.7 mm (0.028 in) feeler gauge.

If the feeler gauge cannot be inserted easily, pull or push the fork as required until the gauge can be inserted.

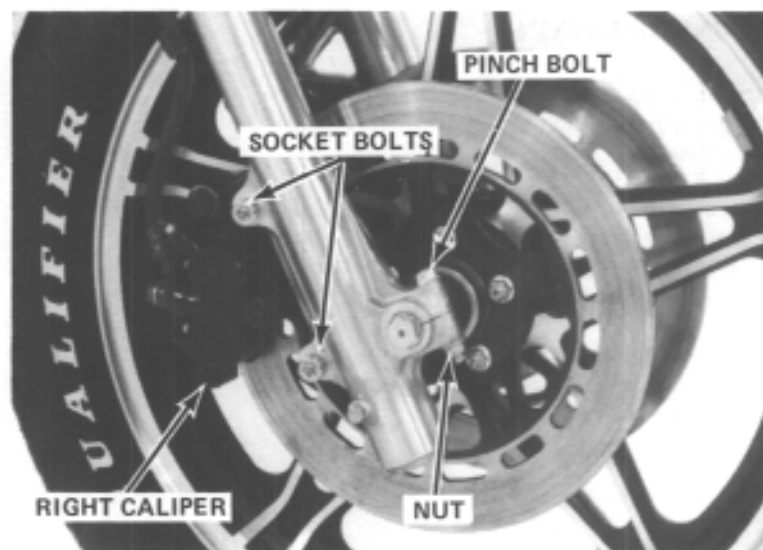
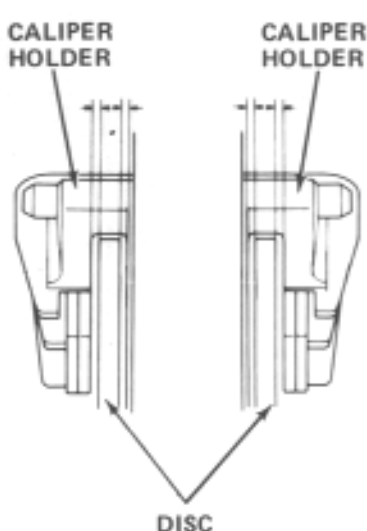
Tighten the axle pinch bolt to the specified torque.

**TORQUE:** 1.5—2.5 kg·m (11—18 ft·lb)

There should be at least 0.7 mm (0.028 in) clearance between the caliper holder and disc.

**CAUTION**

*After installing the wheel, apply the brakes several times and recheck the clearance on both sides. Failure to provide clearance will damage the brake discs and affect braking efficiency.*



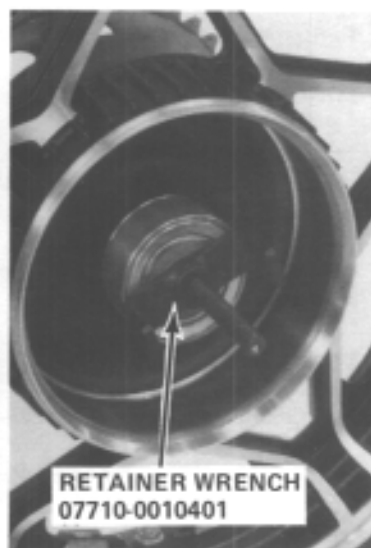
### 3. REAR WHEEL

#### • DISASSEMBLY

**NOTE**

Refer to page 14-3 for rear wheel removal and page 14-9 for installation procedures.

Remove the bearing retainer from the driven flange.





Remove the driven flange.

Remove the damper rubbers.

Inspect the damper rubbers and replace them if they are damaged or deteriorated.

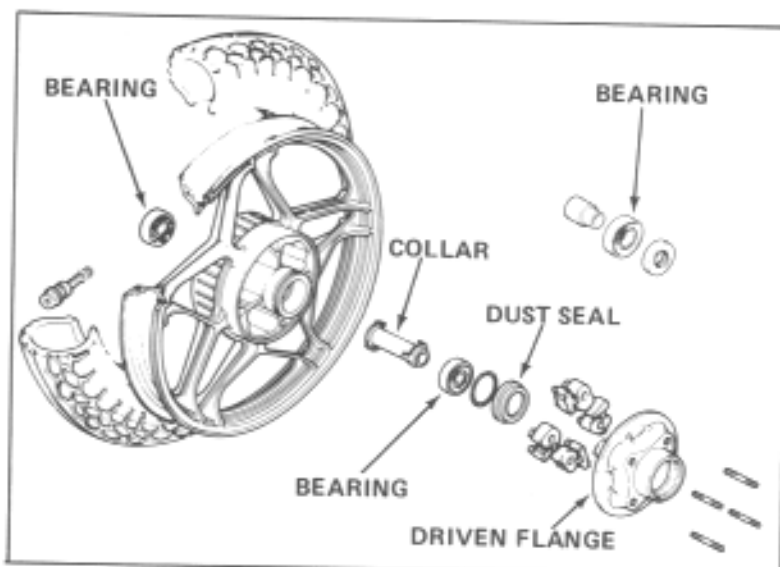
Remove the bearing retainer, bearings and collars from the wheel hub (page 14-4).



Remove the wheel bearing from the driven flange.

**NOTE**

If the bearings are removed, replace them with new bearings during reassembly.



● **INSPECTION**

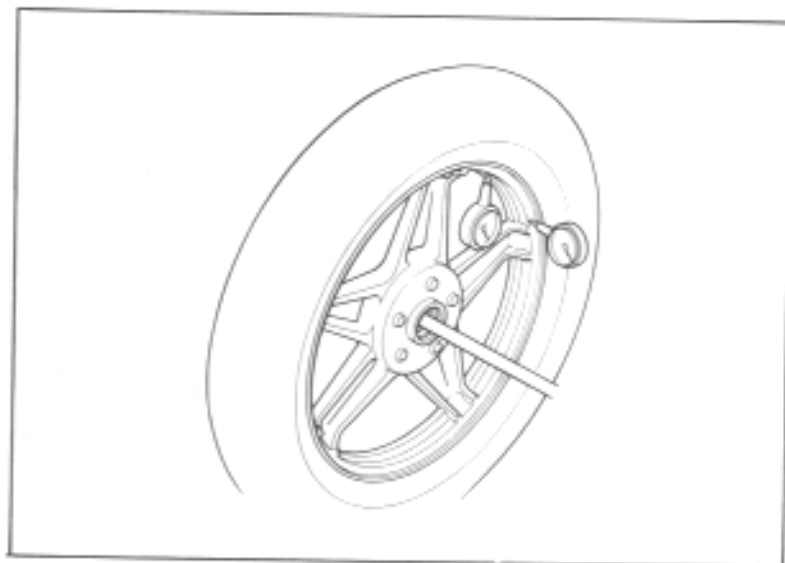
Place the wheel in a truing stand. Spin the wheel slowly and measure the runout with a dial indicator gauge.

**SERVICE LIMITS:**

RADIAL RUNOUT: 2.0 mm (0.08 in)

AXIAL RUNOUT: 2.0 mm (0.08 in)

Replace the wheel if the service limits are exceeded.

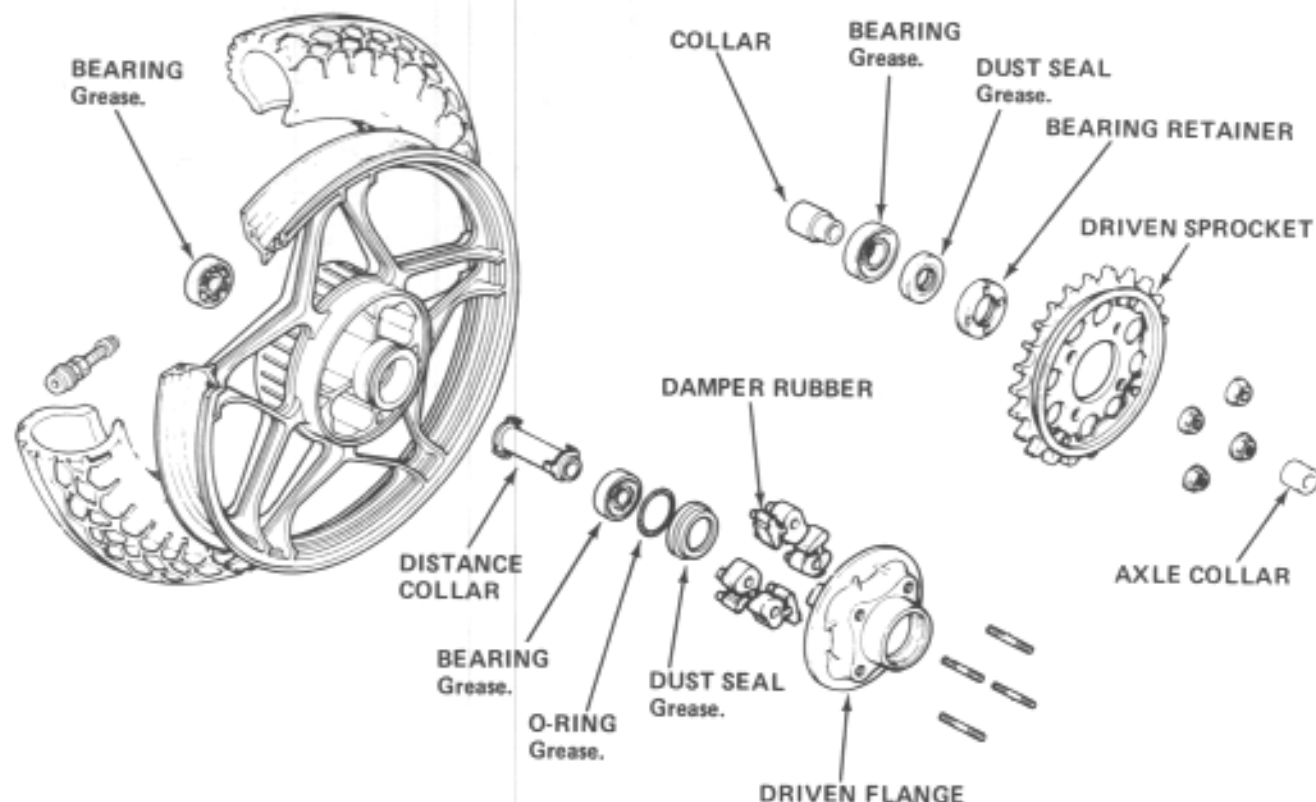




# ● ASSEMBLY

## WARNING

Contaminated brake linings reduce stopping power. Keep grease off the brake linings. Wipe excess grease off the cam and anchor pins.



Pack all bearing cavities with grease.

Drive in the left bearing first and press the distance collar into place.

## NOTE

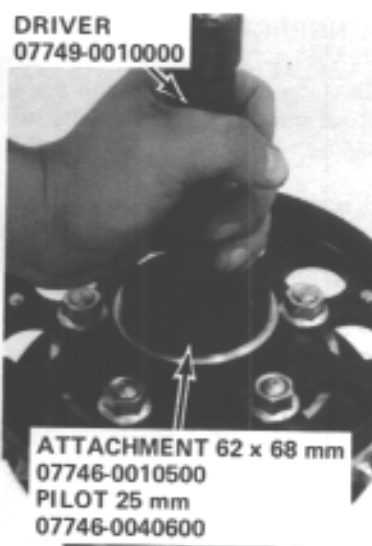
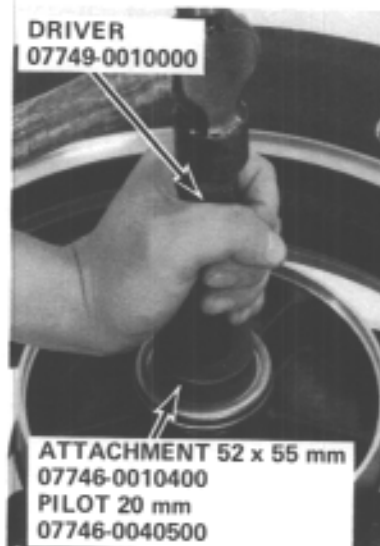
Be certain the distance collar is in position before installing the right bearing.

Drive the right bearing into the wheel.

Drive in the driven flange bearing.

## NOTE

Drive in the bearings squarely. Make sure that they are fully seated.





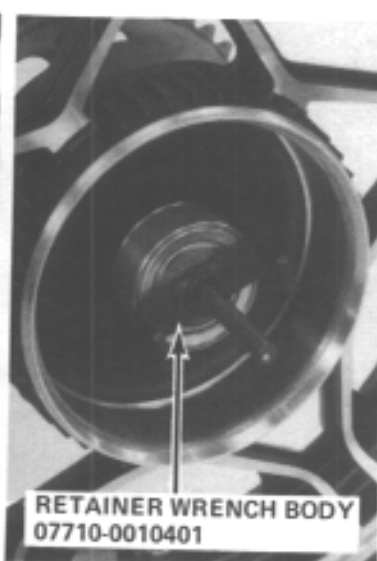
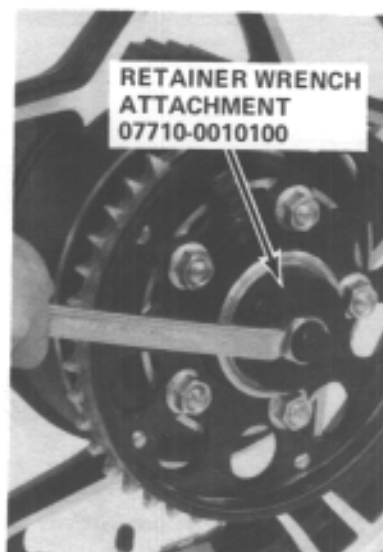
Install the damper rubbers.

Install the final driven flange and sprocket assembly on the damper rubbers.

Install the bearing retainer with the same tool that was used to remove it. Peen it to the hub (page 14-8).

**NOTE**

Check the condition of the bearing retainer.  
Replace the retainer if the threads are damaged.



## 4. SUSPENSION

### • FRONT FORK DISASSEMBLY

Release fork air pressure.

**NOTE**

For right fork disassembly, refer to page 25-29.

Remove the front wheel (page 27-5).

Remove the front fork tubes (page 25-28).

Hold the fork tube in a vise with soft jaws or a shop towel.

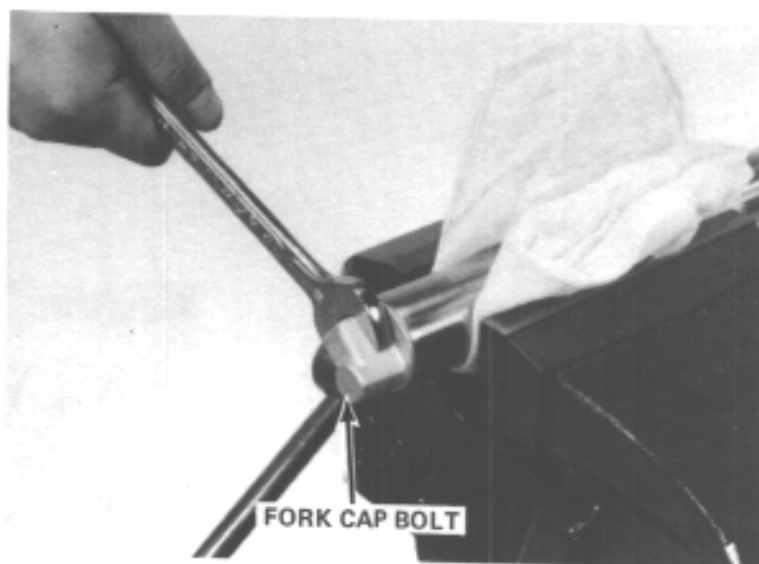
Remove the fork cap bolt.

**CAUTION**

*Do not damage or bend the sliding surface.*

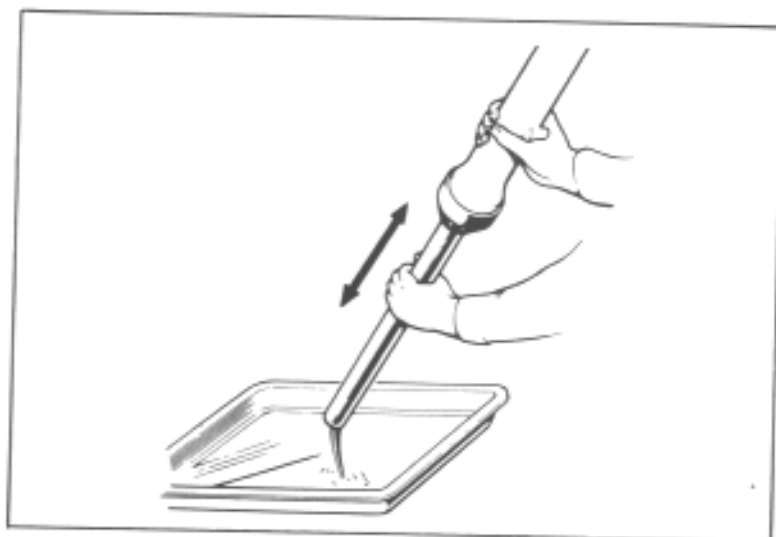
**WARNING**

The fork tube caps are under spring pressure. Use care when removing the caps to avoid injury. Wear eye and face protection.



Remove the fork spacer and spring.

Pour out any remaining fork fluid by pumping the fork up and down several times.





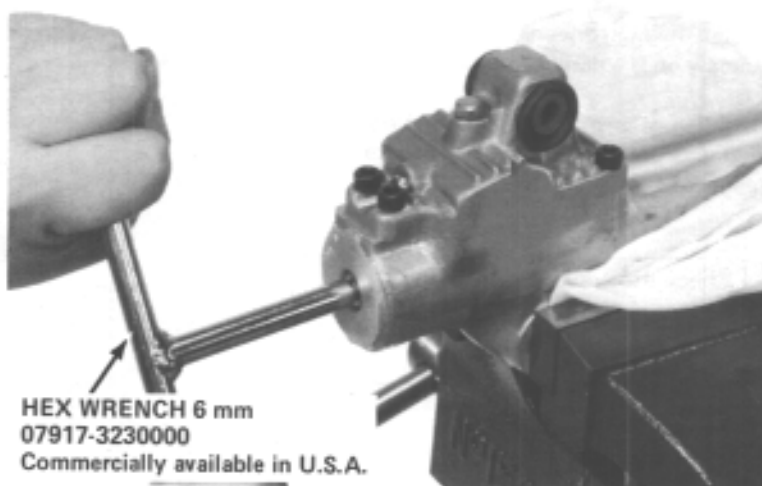
Hold the fork slider in a vise with soft jaws or a shop towel and remove the hex bolt.

**CAUTION**

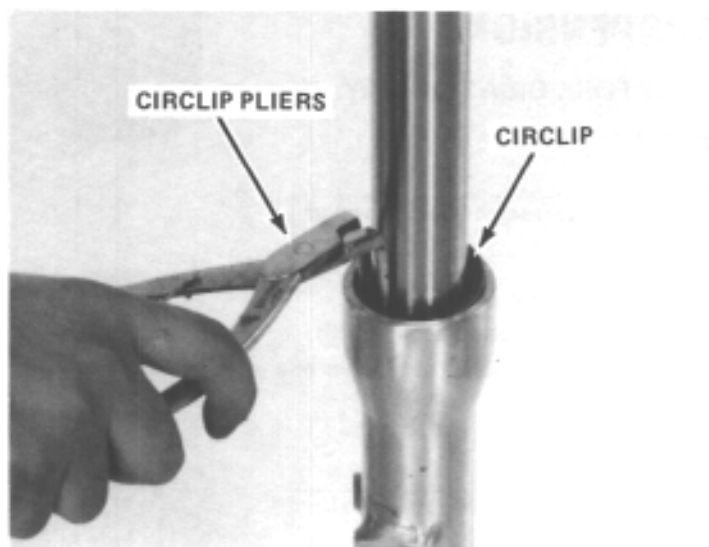
*Excessive vise pressure can damage the fork slider.*

**NOTE**

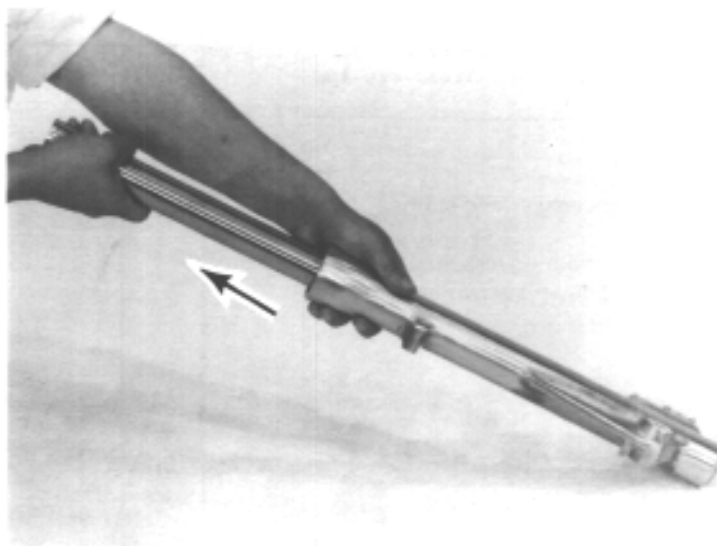
Temporarily install the spring, spacer and fork bolt if difficulty is encountered in removing the hex bolt.



Remove the dust seal and circlip.



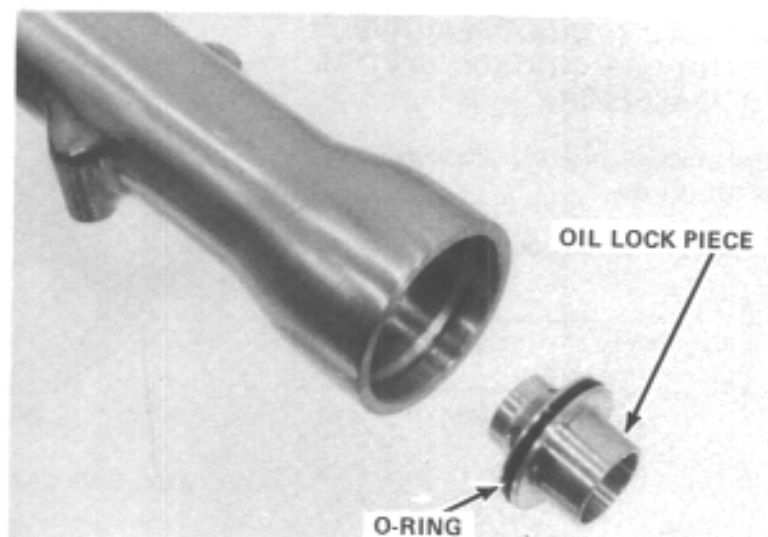
Pull the fork tube out until resistance is felt from the slider bushing. Then move the tube in and out, tapping the bushing lightly until the tube separates from the slider. The bushing will come out with the tube.





Remove the oil lock piece from the fork slider.

Inspect the O-ring for damage or deterioration.



Remove the oil seal, back-up ring and slider bushing from the fork tube.

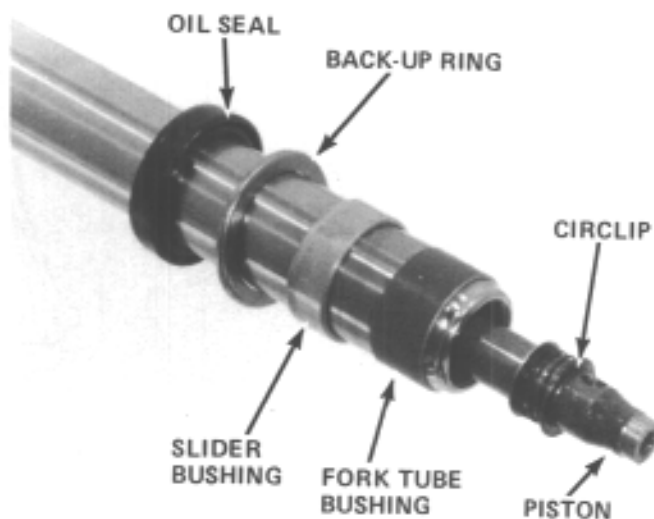
**NOTE**

Do not remove the fork tube bushing unless it is necessary to replace it with a new one.

Remove the circlip, spring and washers from the piston.

Remove the piston from inside the fork tube.

Inspect the bushing, back-up ring and fork tube trueness (page 25-33).



● **FORK SPRING INSPECTION**

Measure the fork spring free length.

**STANDARD:** 571.4 mm (22.50 in)

**SERVICE LIMIT:** 560.0 mm (22.05 in)







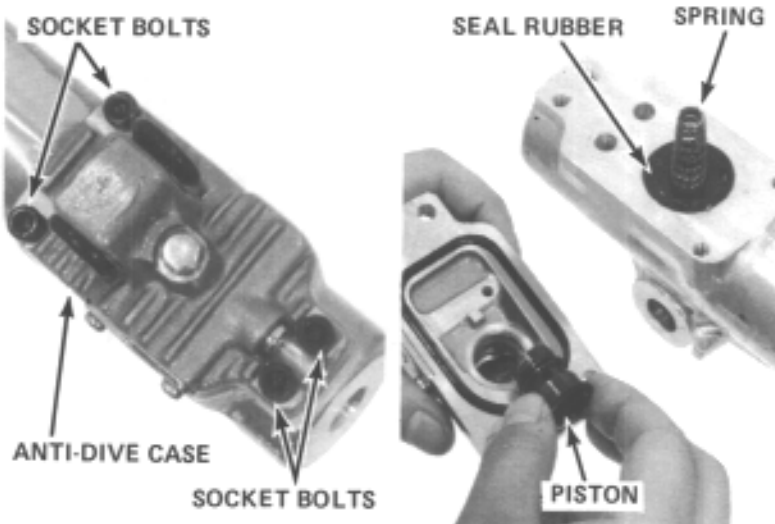
### ● T.R.A.C. (TORQUE REACTIVE ANTI-DIVE CONTROL) SYSTEM DISASSEMBLY

Remove the four socket bolts and remove the anti-dive case.

Remove the piston, spring and seal rubber.

#### NOTE

Place the steel ball and spring where they will not be lost.

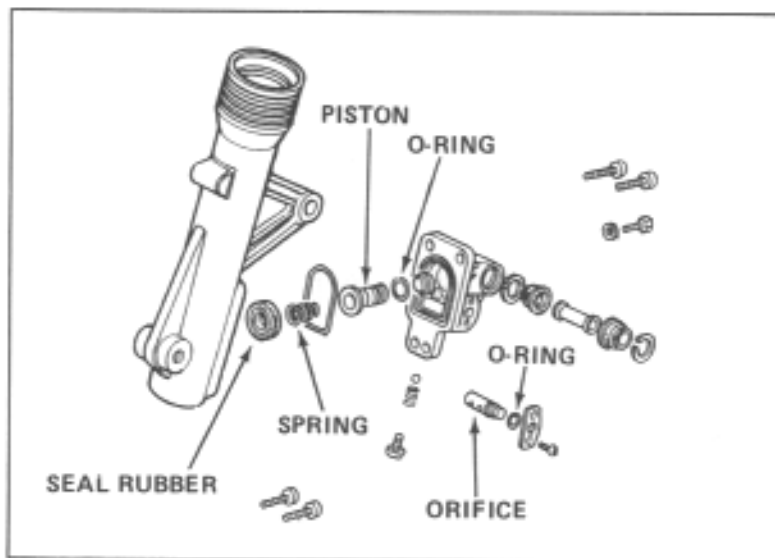


### ● T.R.A.C. SYSTEM INSPECTION

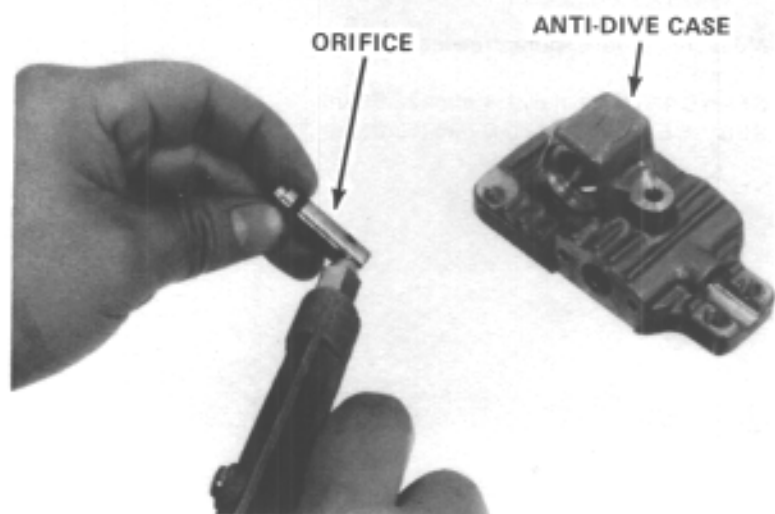
Inspect the O-rings for damage or deterioration.

Check the spring and piston for wear or damage.

Check for damage to the orifice.



Check the orifice and case for clogging by applying compressed air to them.

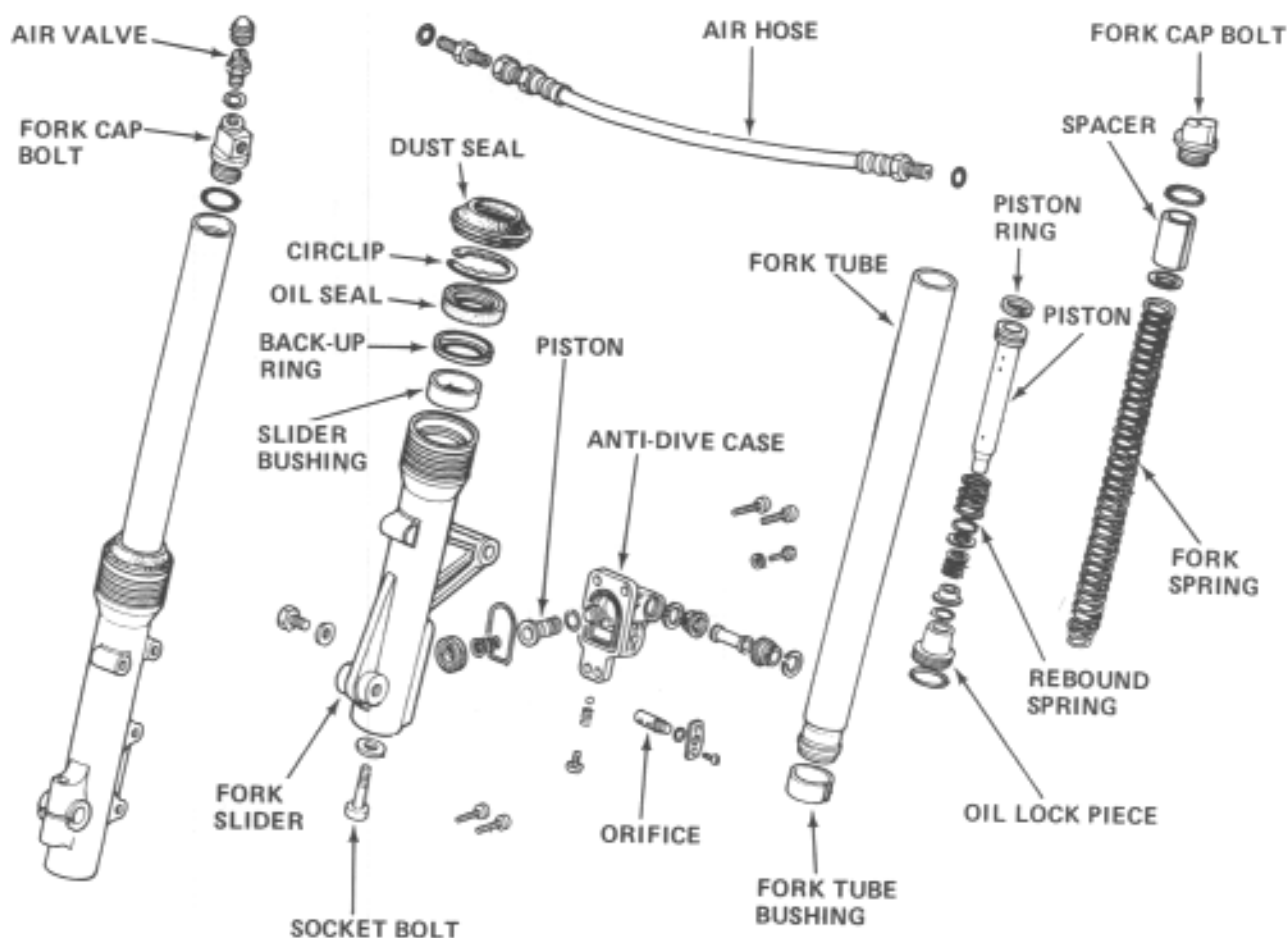






## • FRONT FORK ASSEMBLY

Before assembly, wash all parts with a high flash point or non-flammable solvent and wipe them off completely.



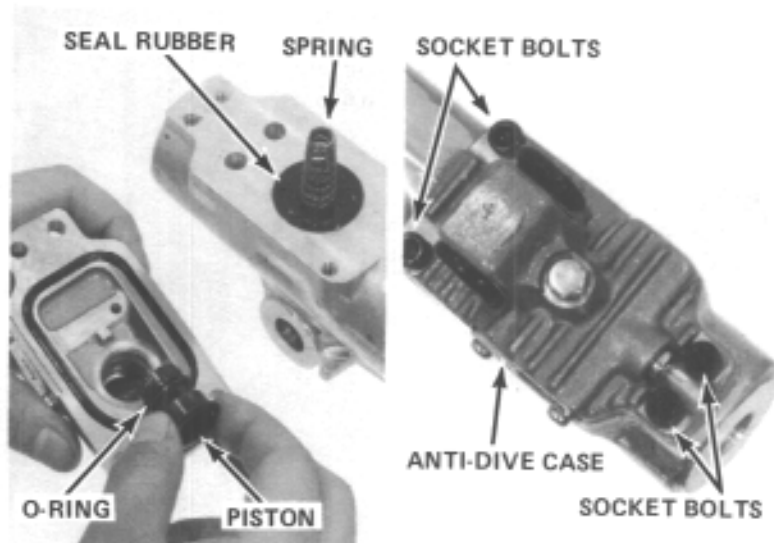
Assemble the removed T.R.A.C. system parts and install the assembly onto the left fork slider.

Tighten the socket bolts to the specified torque.

**TORQUE:** 6.0—9.0 kg-m (4.3—6.5 ft-lb)

### NOTE

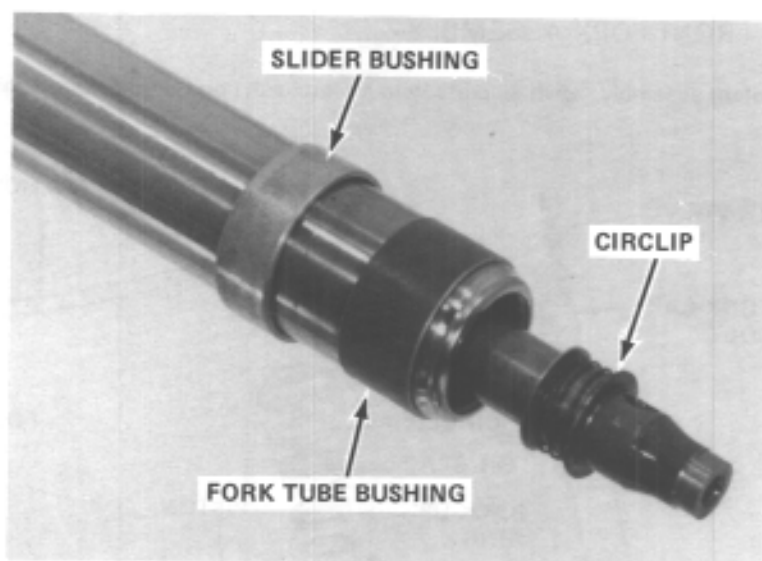
- Apply a locking agent to the threads of the screws and socket bolts before assembly.
- Lubricate the O-ring and piston with A.T.F. (automatic transmission fluid) before assembly.
- Check that the piston moves freely.
- Apply silicone grease to the sliding faces of the collar.
- Do not damage the sealing lips of the rubber seal.



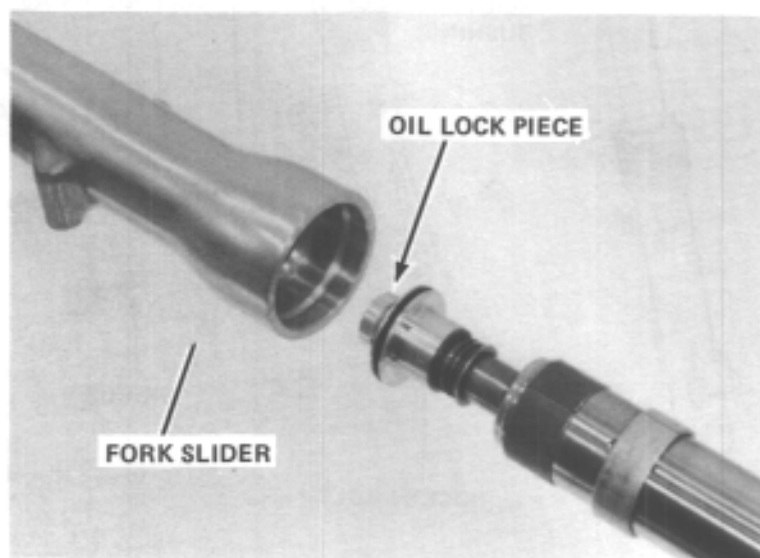


Install a new bushing on the fork tube if necessary.

Place the rebound spring and piston into the fork tube.



Place the oil lock piece on the end of the piston and insert the fork tube into the slider.



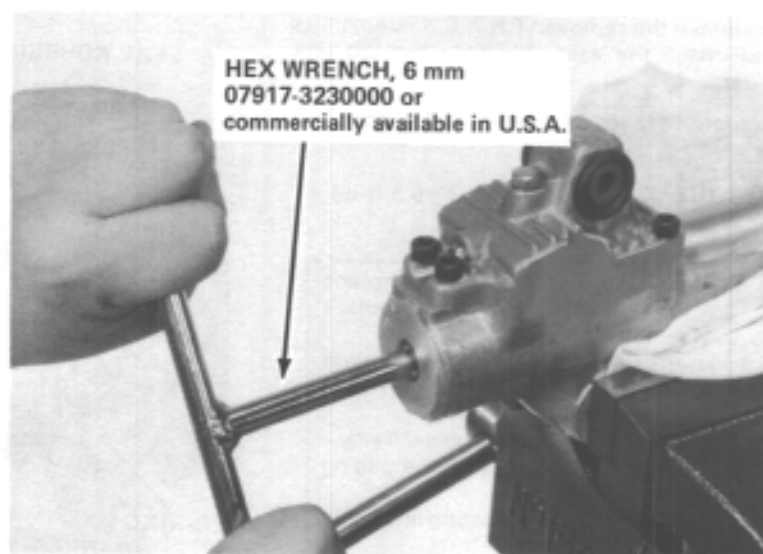
Place the fork slider in a vise with soft jaws.

Apply a locking agent to the socket bolt and thread it into the piston. Tighten with a 6 mm hex wrench.

#### NOTE

Temporarily install the fork spring and fork cap bolt to tighten the socket bolt.

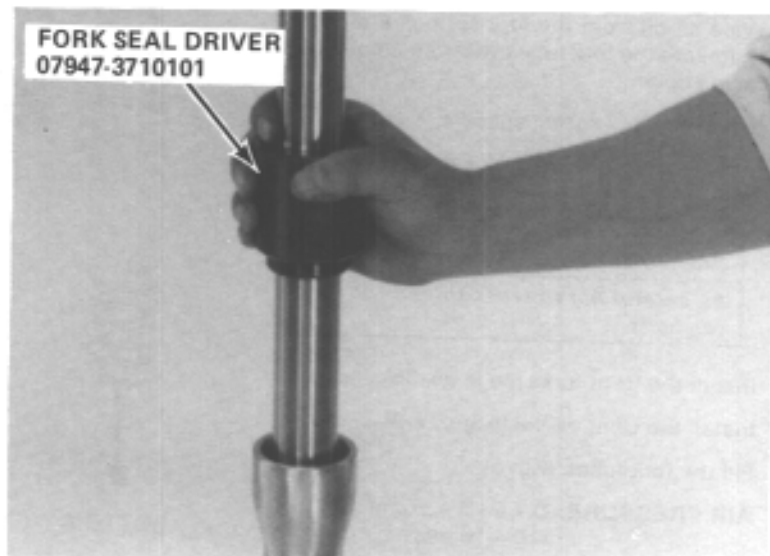
**TORQUE:** 1.5—2.5 kg-m (11—18 ft-lb)





Place the slider bushing over the fork tube and rest it on the slider. Put the back-up ring and an old bushing or equivalent tool on top.

Drive the bushing into place with the seal driver and remove the old bushing.

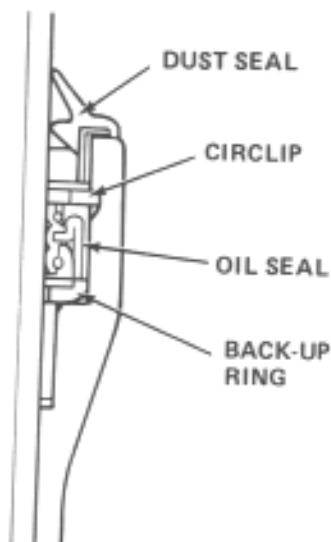
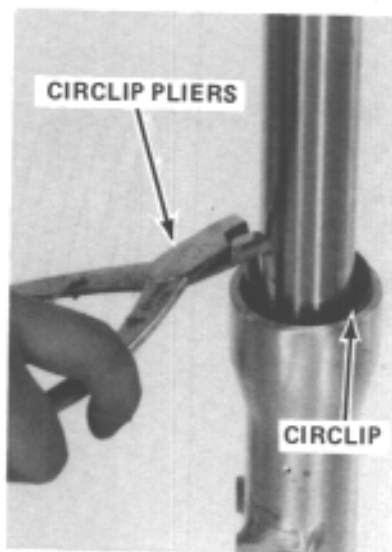


Coat a new oil seal with ATF and install it with the seal markings facing up. Drive the seal in with the seal driver. If additional seal depth is needed, install the back-up plate and repeat driving the seal in.

Install the back-up plate, circlip and dust cover.

**NOTE**

Install the circlip with its radiused edge facing down.

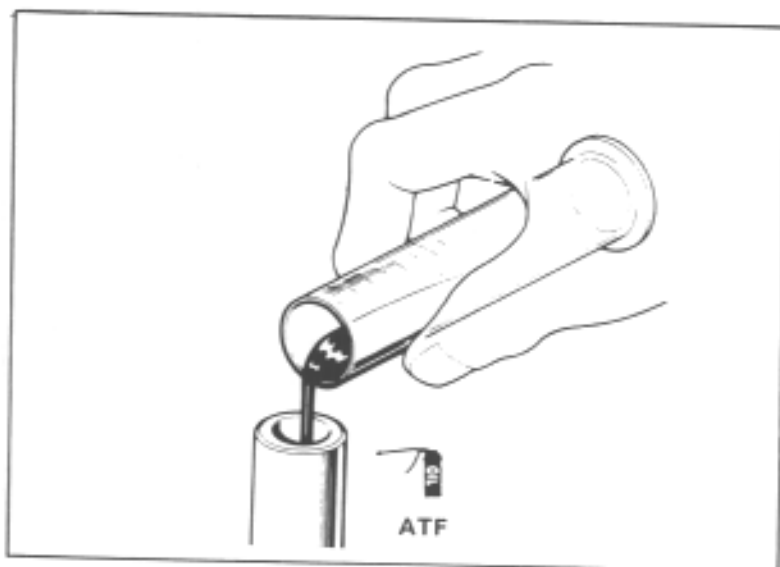


Pour the specified amount of ATF into the fork tube.

**CAPACITIES**

**LEFT FORK:** 357—362 cc  
(12.1—12.2 oz)

**RIGHT FORK:** 347—352 cc  
(11.7—11.9 oz)





Wipe all oil from the fork springs and install them into the fork tubes with the tapered end facing down.

Install the fork spring spacers.

Install and torque the fork cap bolt.

**TORQUE:** 1.5—3.0 kg-m (11—22 ft-lb)

**CAUTION**

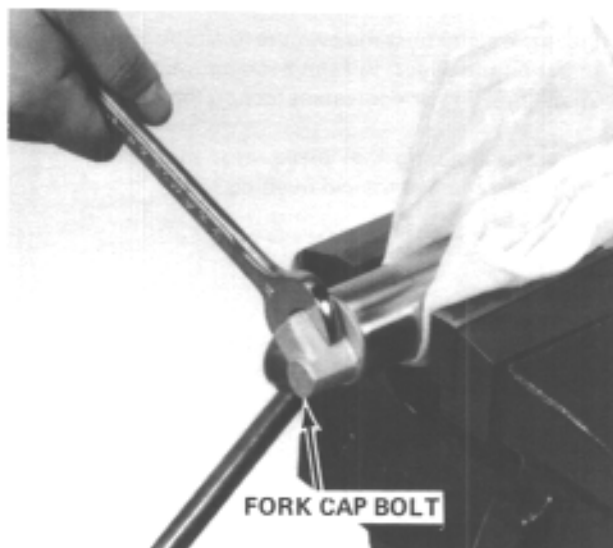
*Be careful not to cross-thread the fork cap bolts.*

Install the front forks (page 25-35).

Install the front wheel (page 27-9).

Fill the fork tubes with air.

**AIR PRESSURE:** 0.7—1.1 kg/cm<sup>2</sup>  
(10—16 psi)

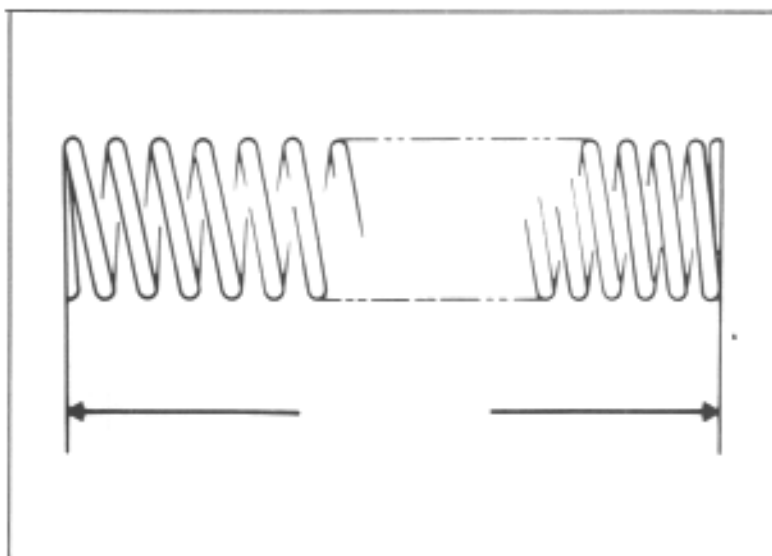


● **REAR SHOCK ABSORBER  
SPRING FREE LENGTH**

Disassemble the shock absorber (page 14-10).

Measure the free length of the spring. Inspect the shock body for oil leaks.

**STANDARD:** 227.7 mm (8.96 in)  
**SERVICE LIMIT:** 223.1 mm (8.78 in)



## 5. BRAKES

● **LEFT BRAKE CALIPER HOLDER**

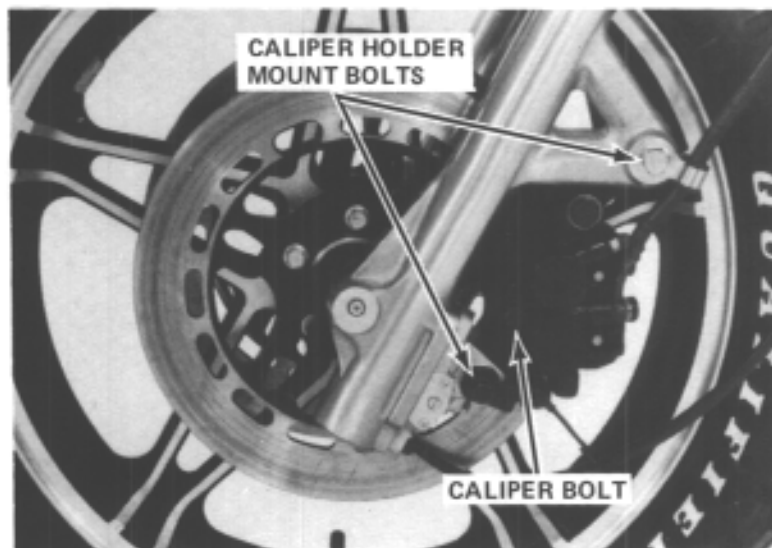
Refer to page 25-38 for caliper servicing.

Remove the caliper mount bolt and remove the caliper from the holder.

**CAUTION**

*Support the caliper so that it does not hang by the hose. Do not twist the brake hose.*

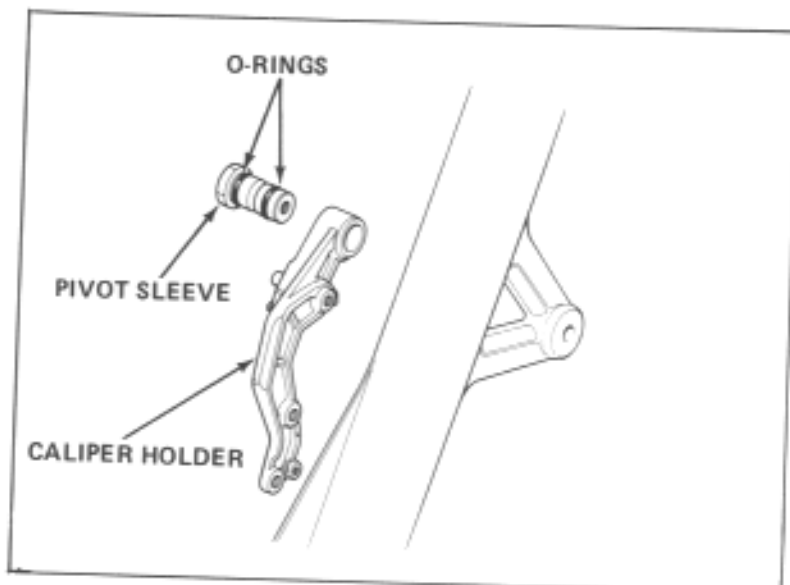
Remove the caliper holder by removing the upper and lower mount bolts.





Inspect the sliding surfaces of the pivot sleeve and the pivot hole of the fork slider for wear or damage.

Inspect the O-rings for damage or deterioration.



Apply molybdenum paste grease to the pivot sleeve.

**NOTE**

- Use paste grease (containing more than 45% of molybdenum) as follows:
  - \* MOLYKOTE® G PASTE or G-n PASTE manufactured by Dow Corning U.S.A.
  - \* ROCOL PASTE (MoS<sub>2</sub> PASTE) manufactured by Sumico Lubricant Co., LTD., Japan.
  - \* Other lubricants of equivalent quality.
- Do not damage the shock absorber body.



**PASTE GREASE**  
(Containing more than 45% of molybdenum)

Install the caliper holder in the reverse order of removal.



## 6. FUEL GAUGE

### ● FUNCTION TEST

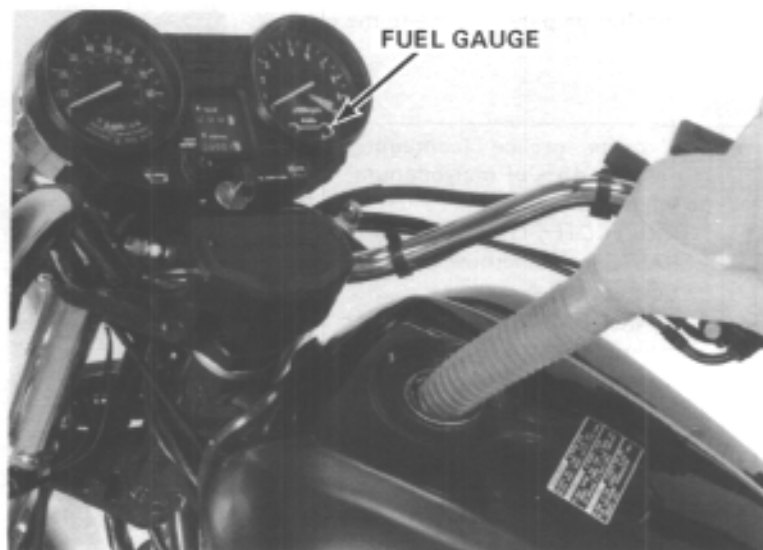
Place the motorcycle on the center stand and completely drain the fuel tank.

#### WARNING

Keep gasoline away from open flames or sparks. Wipe up spilled gasoline at once.

Amount of gasoline	4.8—6.9 liters (1.27—1.82 US gal, 1.06—1.52 Imp gal)	7.1—10.7 liters (1.88—2.83 US gal, 1.56—2.35 Imp gal)	12.9—15.9 liters (3.41—4.20 US gal, 2.84—3.50 Imp gal)
Gauge position	RES	1/2	FULL
Resistance	58.5—80 $\Omega$	28.5—36.5 $\Omega$	4—10 $\Omega$

1. Fill the fuel tank with the measured amount of fuel indicated in the chart for reserve. Turn the ignition switch on and note the fuel gauge reading.

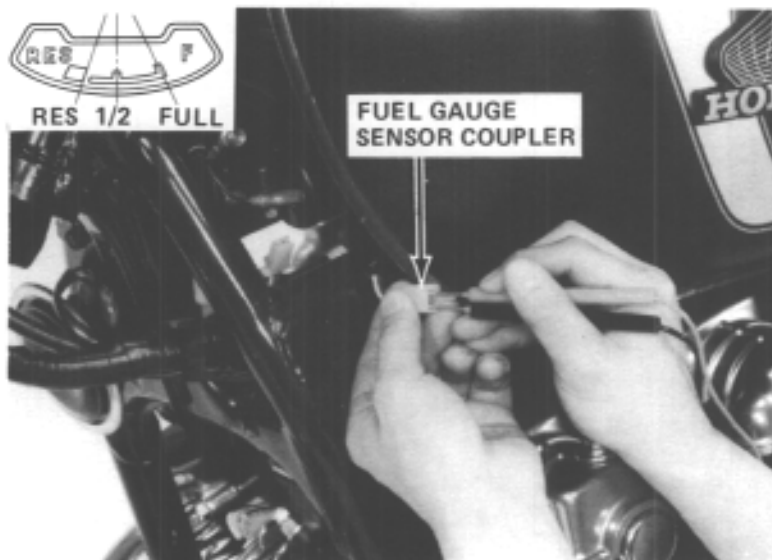


2. Turn the ignition switch off and disconnect the fuel gauge sensor coupler. Measure the resistance of the sensor between the Y/W and G terminals.

Repeat steps 1 and 2 for the 1/2 and full gauge positions.

If the fuel gauge readings are incorrect, replace it as an assembly with the tachometer.

If the fuel gauge sensor resistances are not within specifications, inspect the sensor as described on page 27-23.





## ● FUEL GAUGE SENSOR

Drain and remove the fuel tank.

### WARNING

Keep gasoline away from open flames or sparks. Wipe up spilled gasoline at once.

Remove the fuel gauge sensor nuts and sensor.

### NOTE

Do not bend the float arm.

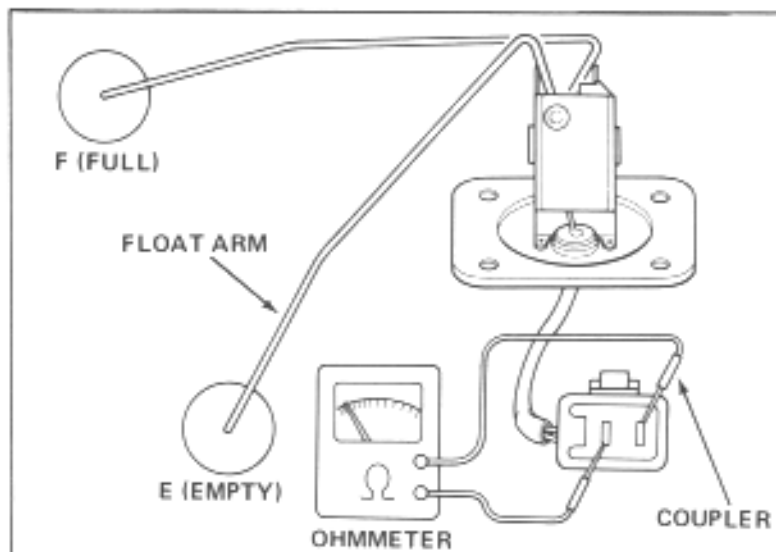
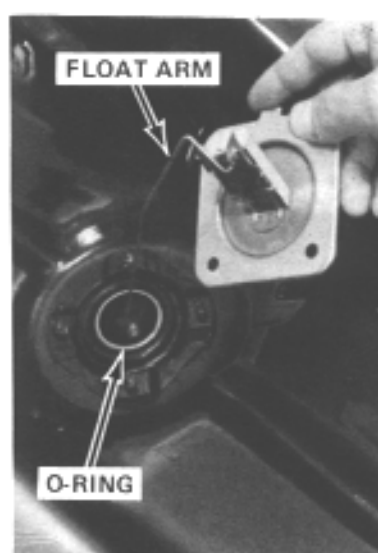
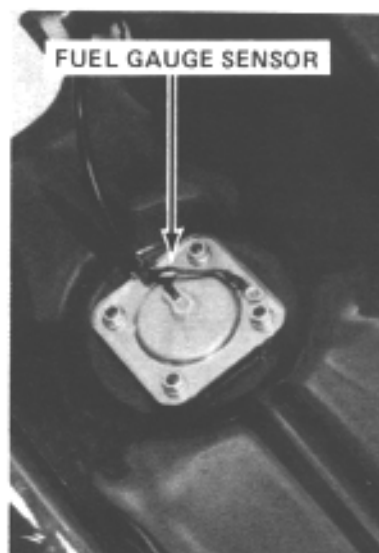
Check the O-ring for deterioration or damage and replace it with a new one if necessary.

Check that the float arm moves up and down smoothly.

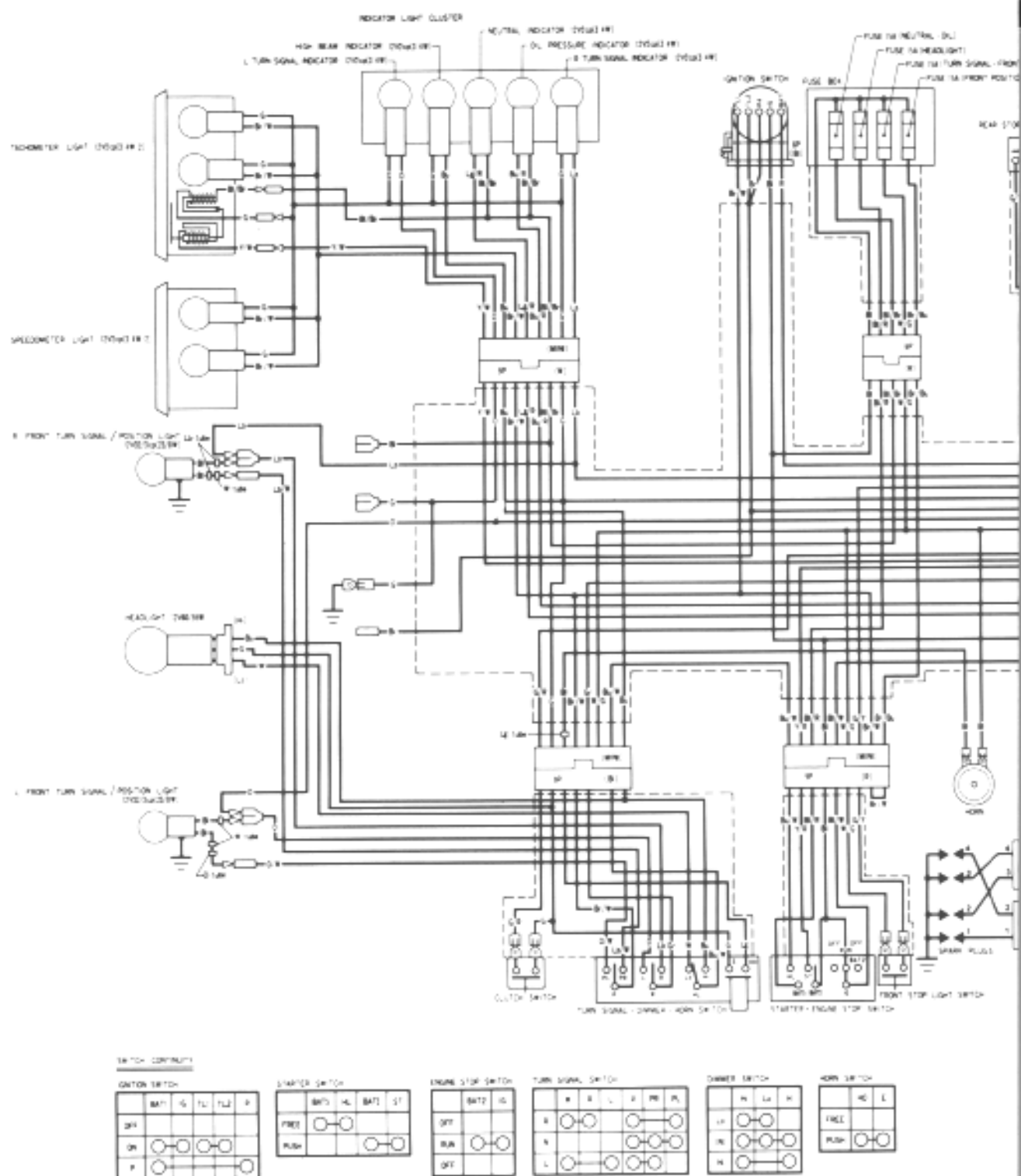
Measure the resistance between the Y/W and G terminals with the float arm at the F (FULL) and E (EMPTY) positions.

Resistance should be: 1—6 Ohms at full  
103—117 ohms at empty.

Make sure that the float arm is not bent or twisted.



## 7. WIRING DIAGRAM

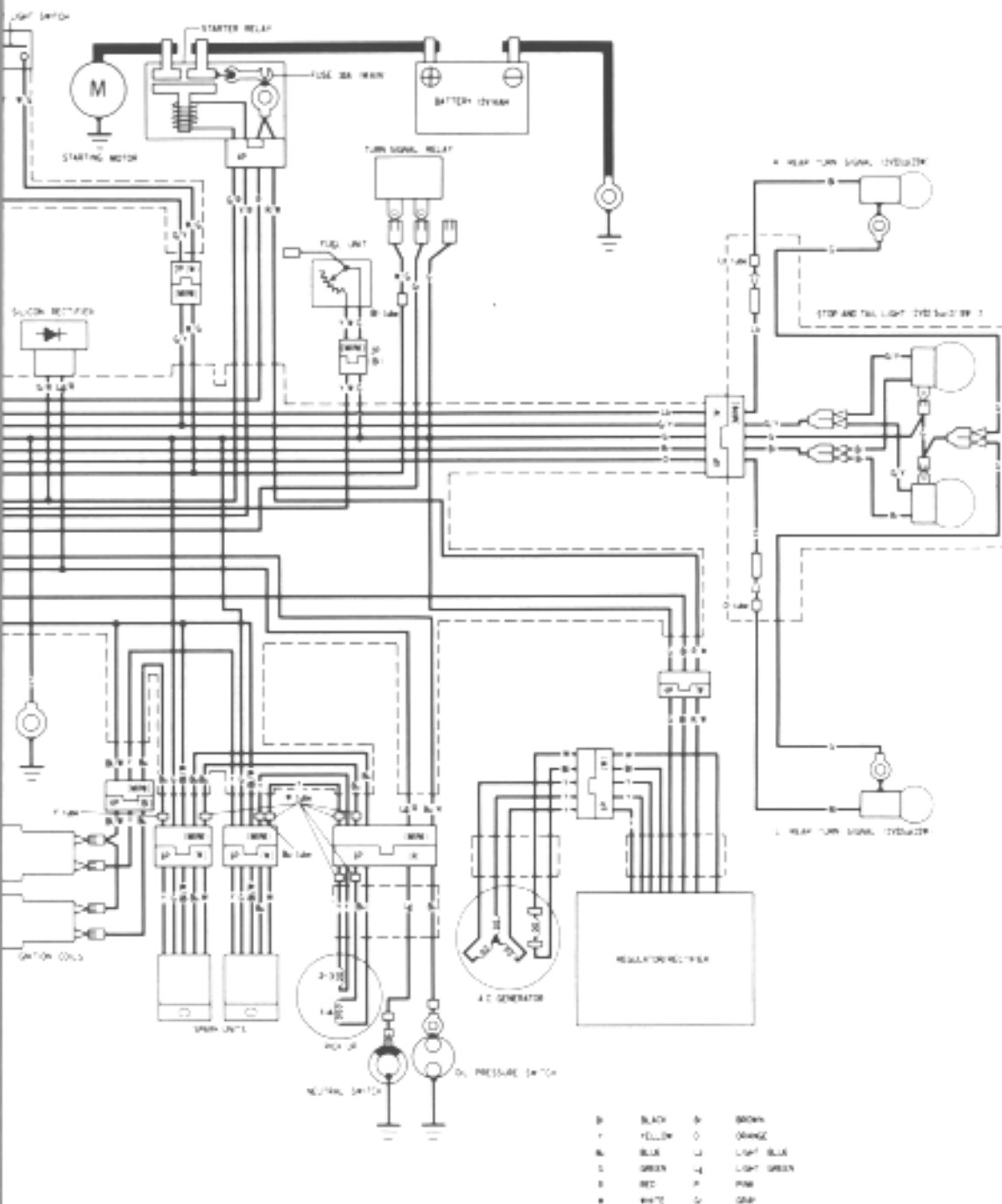






**HONDA**  
**CB750K • CB750C**  
**CB750F • CB750SC**

REAR BRAKE - HORN  
 METER LIGHT - TAIL



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