

CB750F2/K7

18. LIGHTS/SWITCHES

19. TROUBLESHOOTING

18. LIGHTS/SWITCHES



HONDA
CB750

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SERVICE INFORMATION

WORKING PRACTICE

All electrical wires and connectors are color-coded. When two or more different colored wires are connected, a colored tube that matches the major color of the other wire appears on the wire near the connector. Observe the color codes before disconnecting any wires. All plastic plugs have locking tabs that must be released before disconnecting, and must be aligned when reconnecting.

The color codes used on the motorcycle are indicated throughout this section and on the wiring diagram by the following abbreviations:

B = Blue	LG = Light Green
Bk = Black	O = Orange
Br = Brown	P = Pink
G = Green	R = Red
Gr = Grey	W = White
LB = Light Blue	Y = Yellow



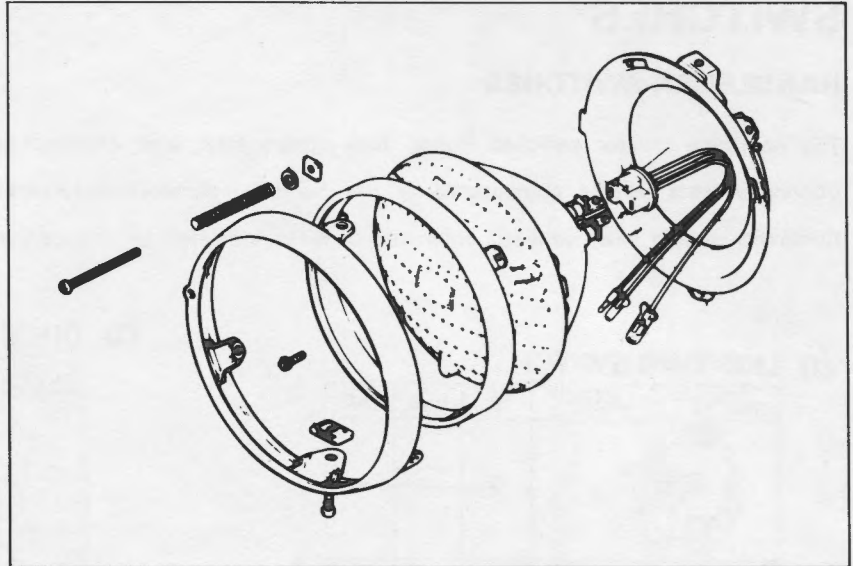
LIGHTS

HEADLIGHTS

12V 50/40W

NOTE

Adjust the lamp after reassembling to conform to applicable state laws.



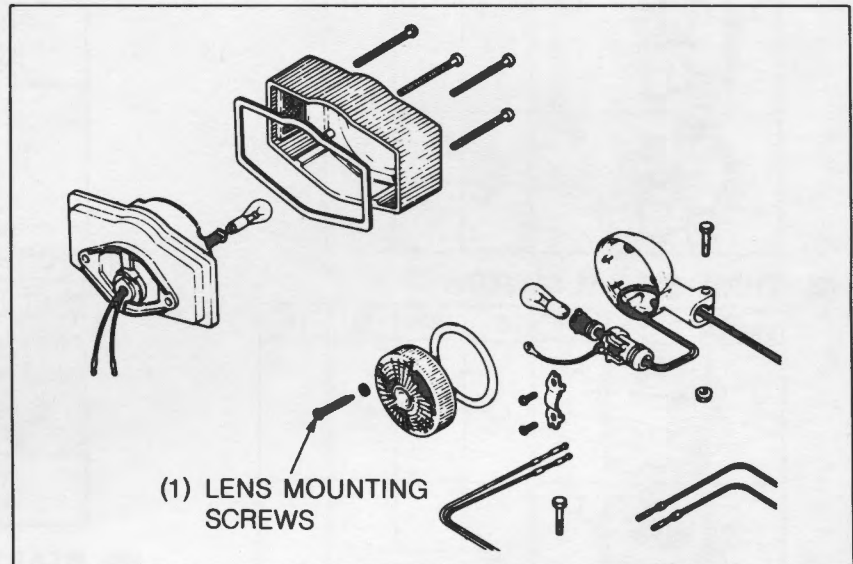
TAILLIGHT/STOP LIGHT

Remove the lens to remove the bulb.

12V 32/3CP

CAUTION

Do not overtighten the lens mounting screws.



TURN SIGNALS

Remove the lens to remove the bulb.

12V 32/3CP (FRONT)

12V 32 CP (REAR)

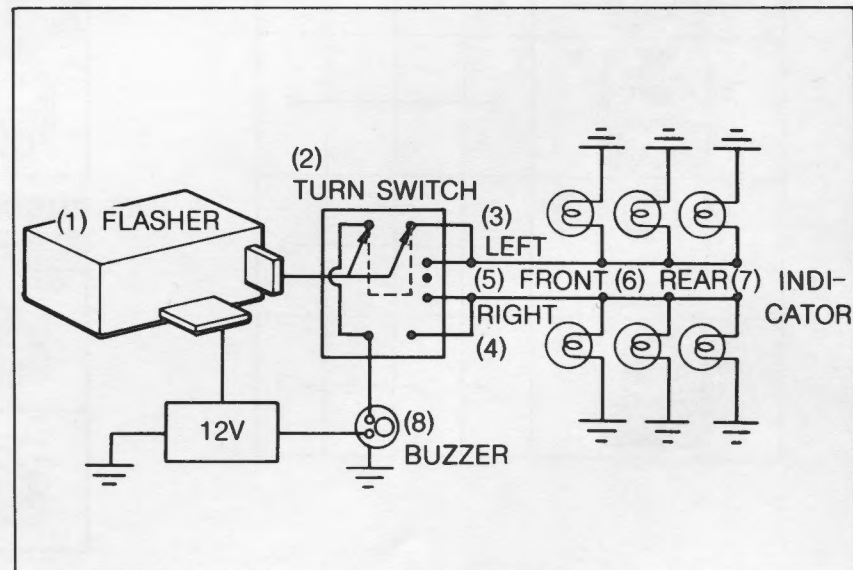
CAUTION

Do not overtighten the lens mounting screws.

TURN SIGNAL FLASHER AND BUZZER

Flasher should flash 60 to 120 times per minute.

If flasher does not work or flasher frequency is incorrect, check the components and connections shown in the circuit before replacing flasher.





SWITCHES

HANDLEBAR SWITCHES

The handlebar cluster switches (lights, turn signals, horn, start, and stop) must be replaced as assemblies.

Continuity tests for the components of the handlebar cluster switches are as follows:

Continuity should exist between color coded wires indicated by interconnected circles on each chart.

(1) LIGHTING SWITCH

SWITCH	COLOR	Bk	Br/B	Bk/R
		X	X	X
	P	○	○	
	H	○	○	○

(2) TURN SIGNAL SWITCH

SWITCH	COLOR	G	Br/B	O	LB
	L ₂	○	○	○	
	L ₁	○	○	○	
	N	X	X	X	X
	R ₁	○			○
	R ₂	○	○		○

(3) DIMMER SWITCH

SWITCH	COLOR	B/R	W	B
	L ₀	○	○	
	(N)	○	○	○
	H ₁	○		○

(4) HORN PASSING SWITCH

SWITCH	COLOR	B/k	LG	B
	HO	○	○	
	PA	○		○
OFF (FREE)				

(5) STARTER BUTTON

SWITCH	COLOR	Bk	Y/R
		○	○

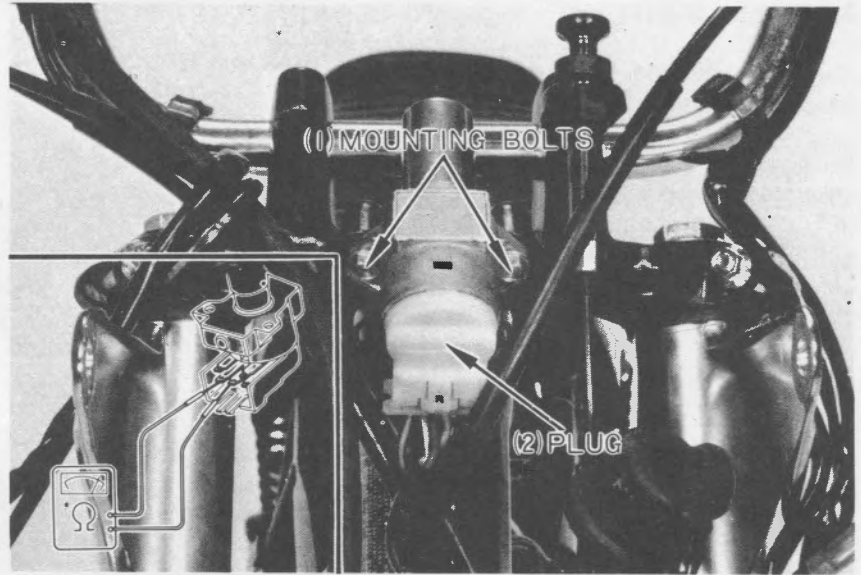
(6) ENGINE STOP SWITCH

SWITCH	COLOR	Bk	Bk/w
	RUN	○	○
	OFF	X	X



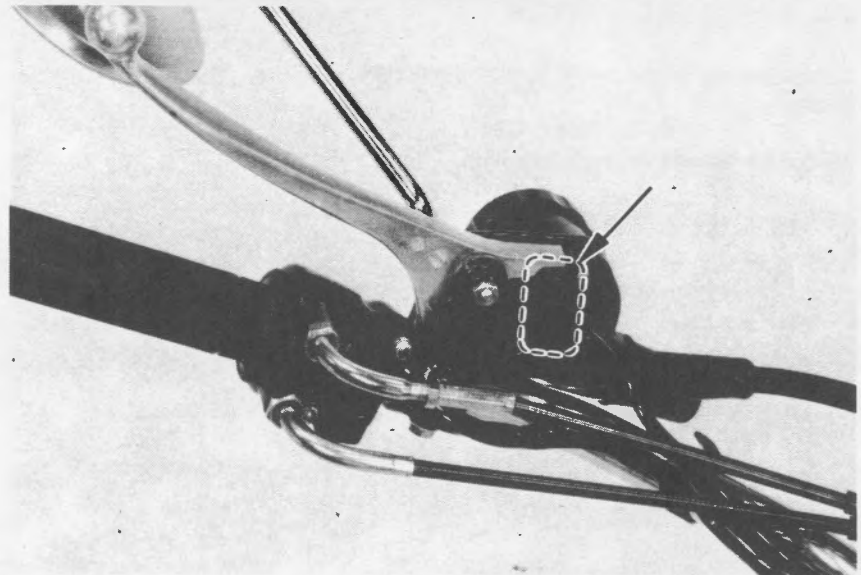
(7) IGNITION SWITCH

SWITCH	COLOR	R	Bk	Br/W	Br1	Br2
	LOCK	x	x	x	x	x
	OFF	x	x	x	x	x
	ON	○	○	○	○	○
	P	○	○	○	○	○



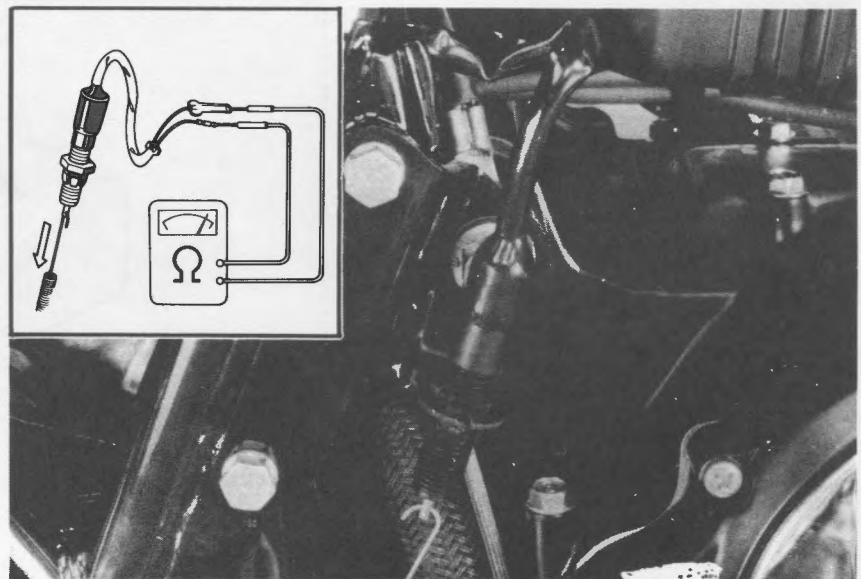
FRONT BRAKE STOPLIGHT SWITCH

Continuity should exist when the front brake lever is operated.



REAR BRAKE STOPLIGHT SWITCH

The switch should be adjusted so that the rear brake stoplight comes on just when the brake pressure is applied.

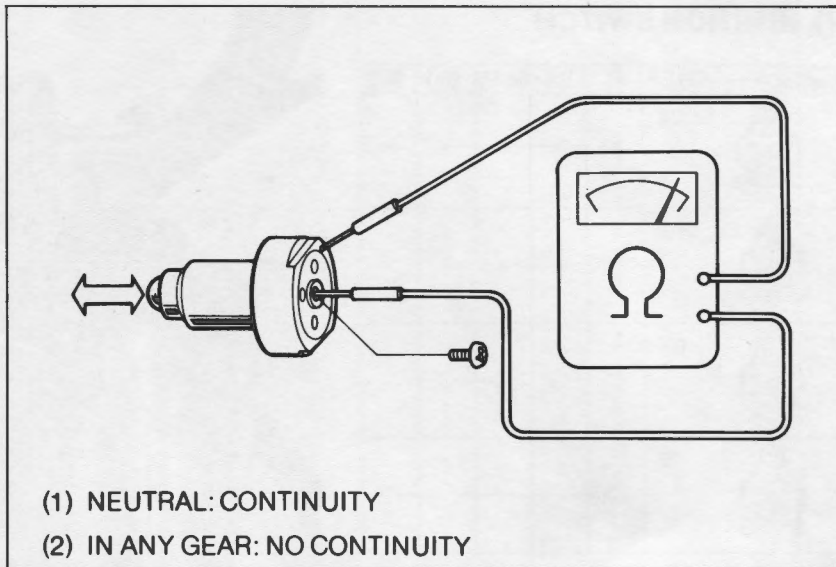




NEUTRAL SWITCH

Continuity with the transmission in neutral (steel ball released)

No continuity with the transmission in other than neutral (steel ball depressed)

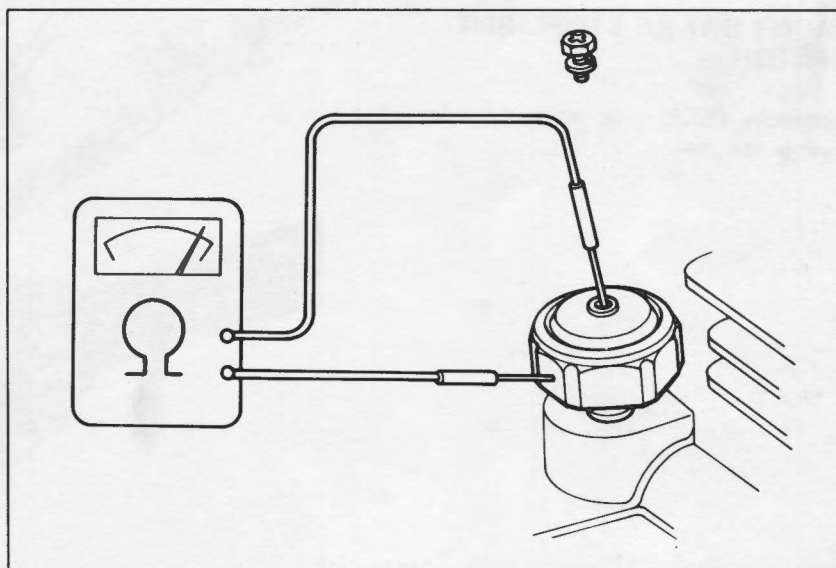


OIL PRESSURE SWITCH

Before testing, check the oil level in the engine oil pan.

No continuity with the engine running

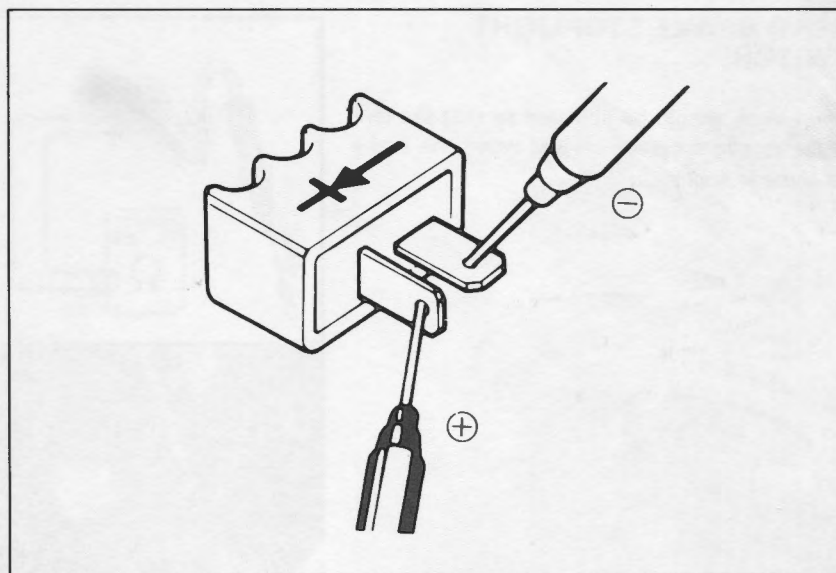
Continuity with the engine at halt



DIODES

Continuity must exist only in the arrow direction.

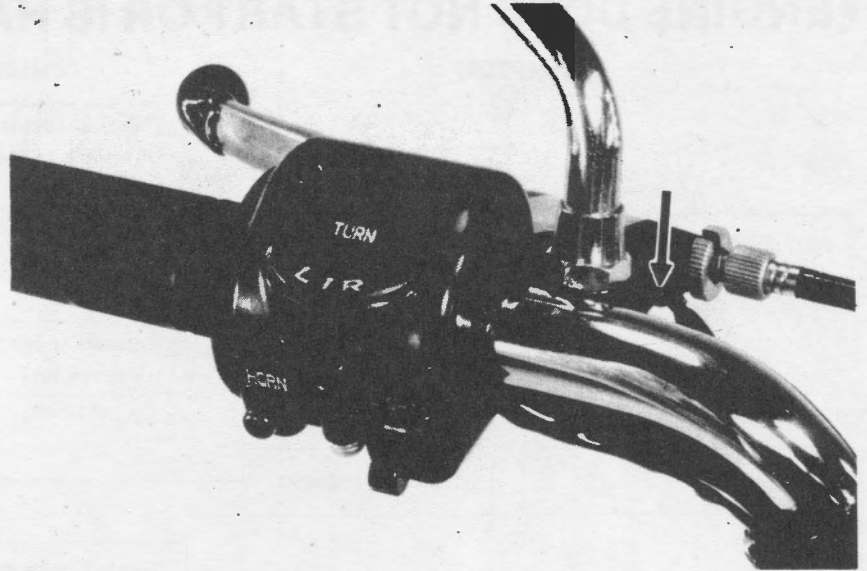
Diodes must be replaced if there is continuity in the reverse direction.





CLUTCH SWITCH

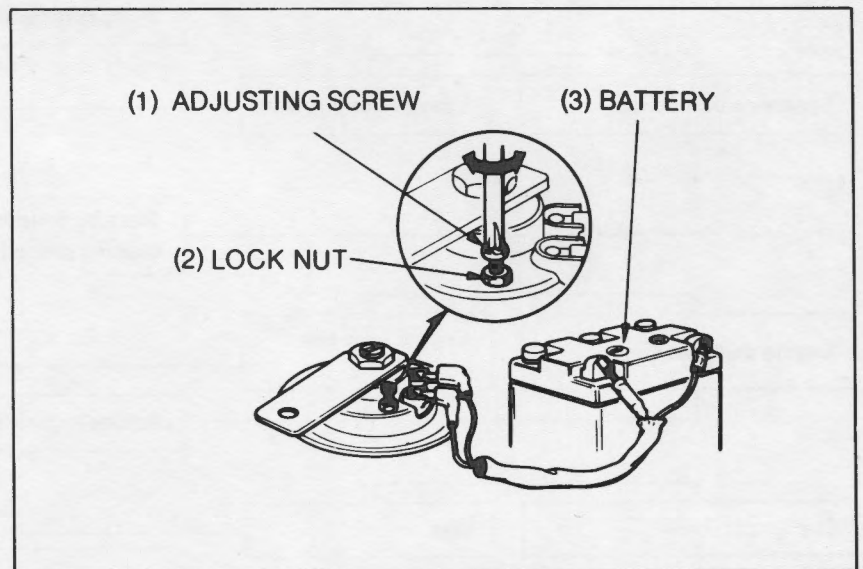
Check continuity of clutch lever switch with clutch released and applied. Replace if necessary.



HORN

Check continuity of horn by connecting to a 12-V source.

To adjust tone, loosen the lock nut and turn the adjusting bolt.

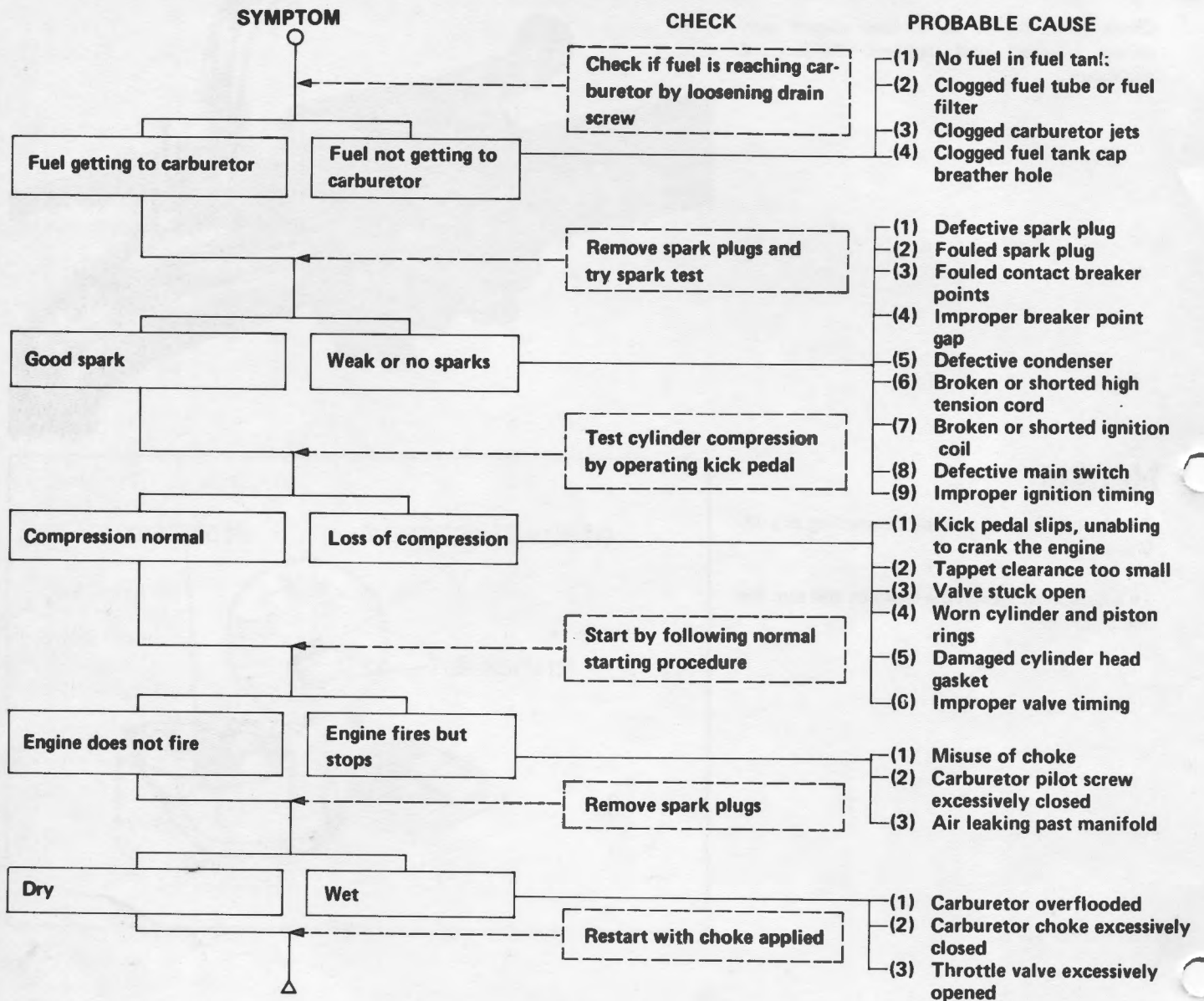


19. TROUBLESHOOTING

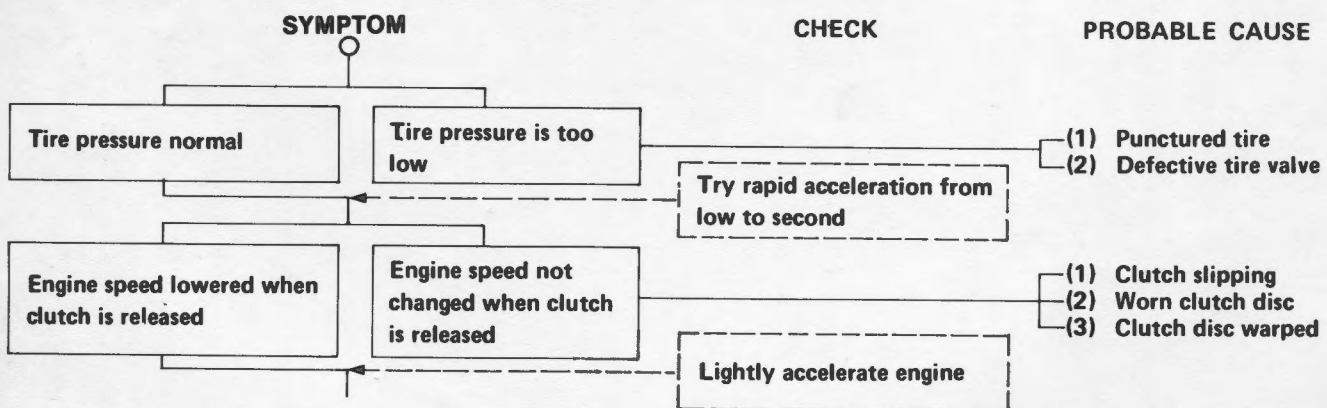


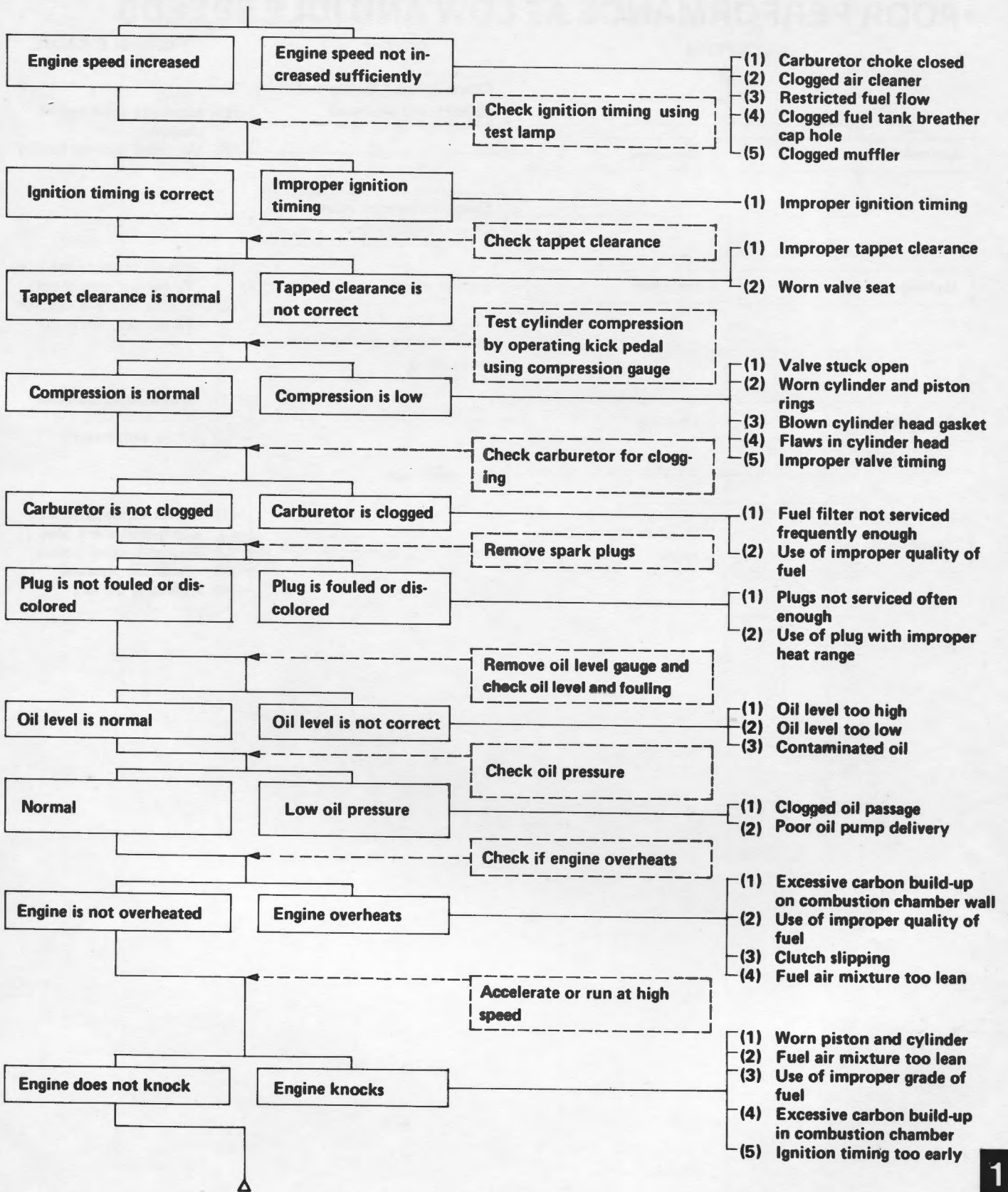
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• ENGINE DOES NOT START OR IS HARD TO START



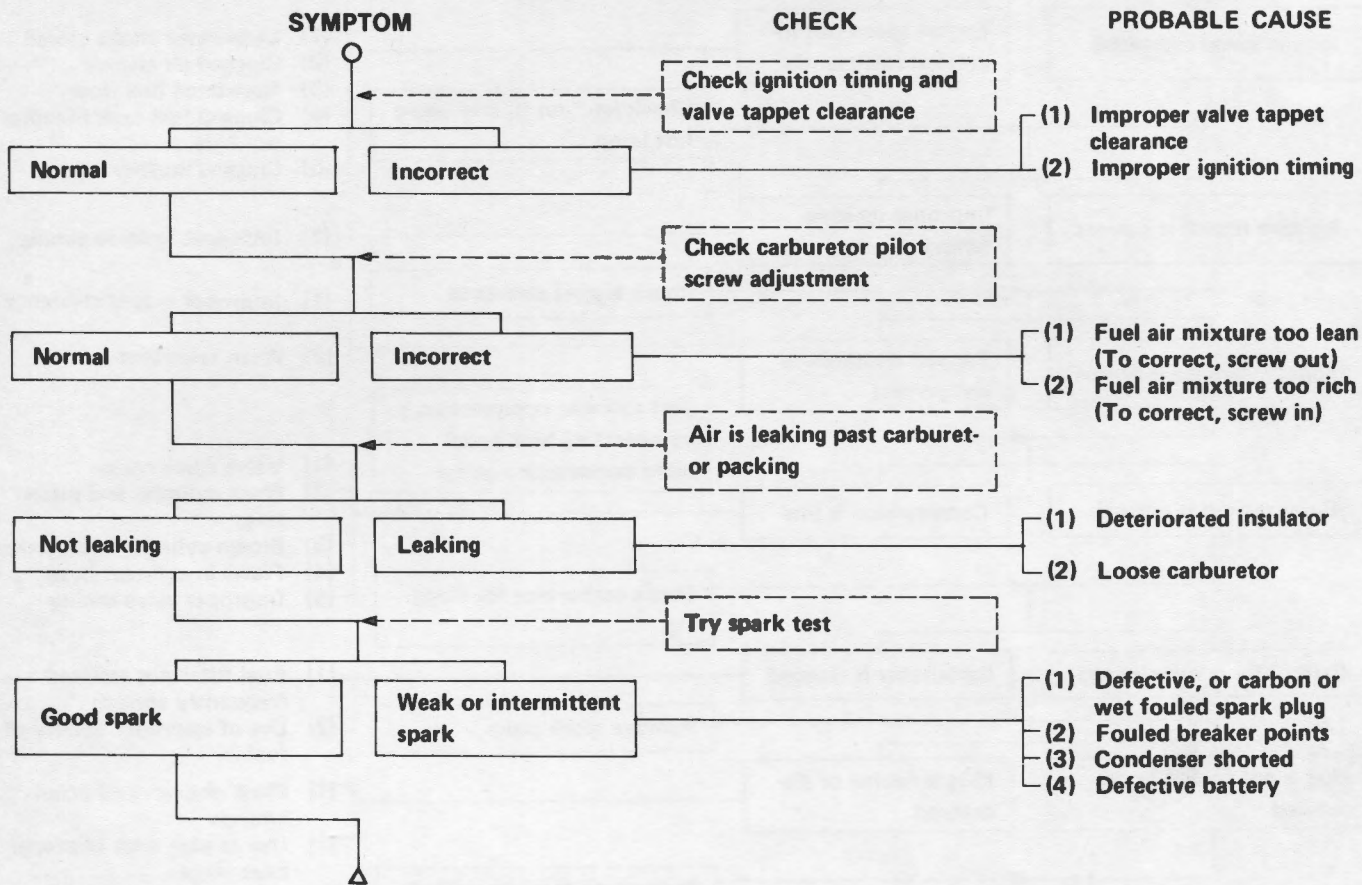
• ENGINE LACKS POWER





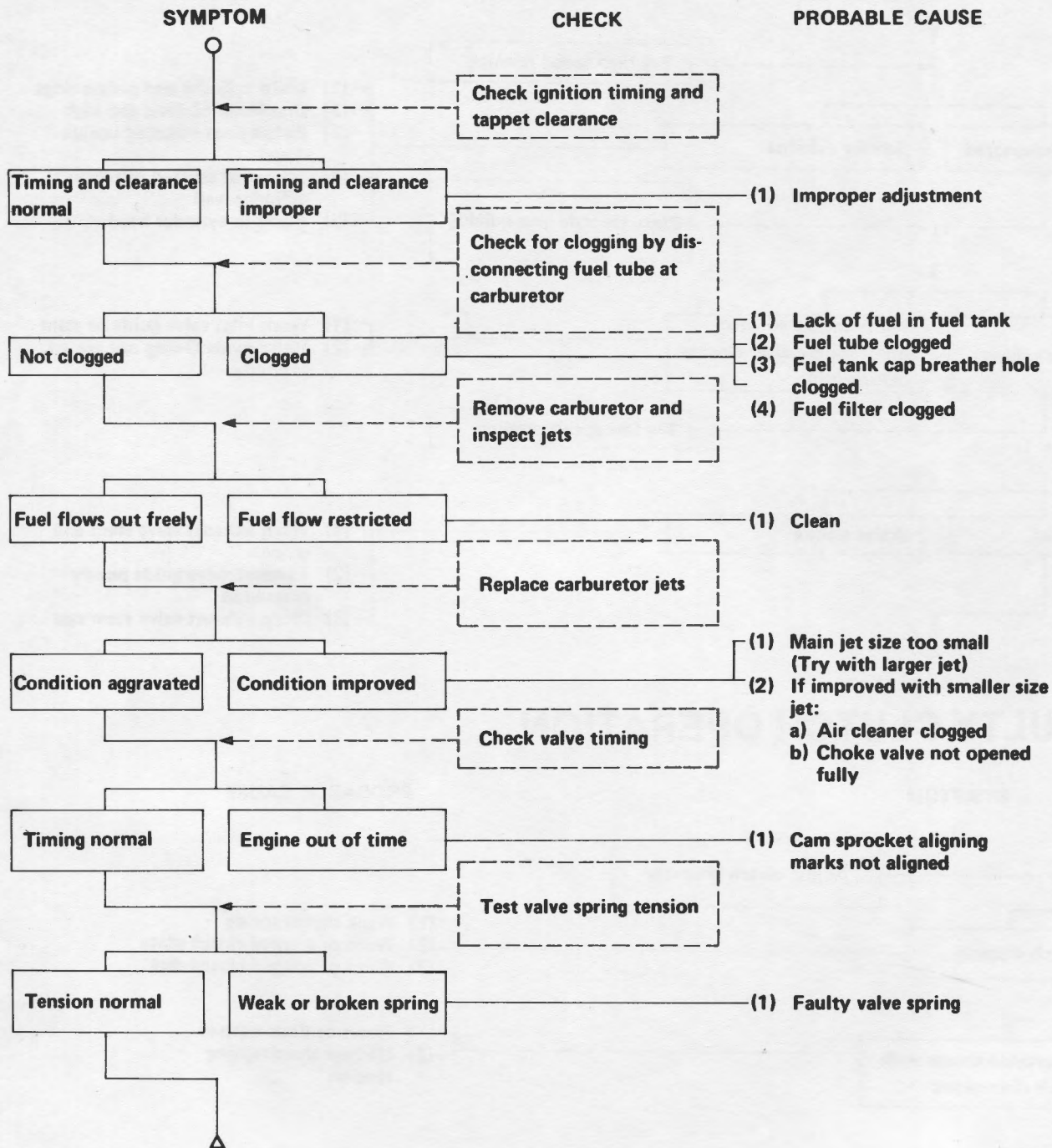


• POOR PERFORMANCE AT LOW AND IDLE SPEEDS



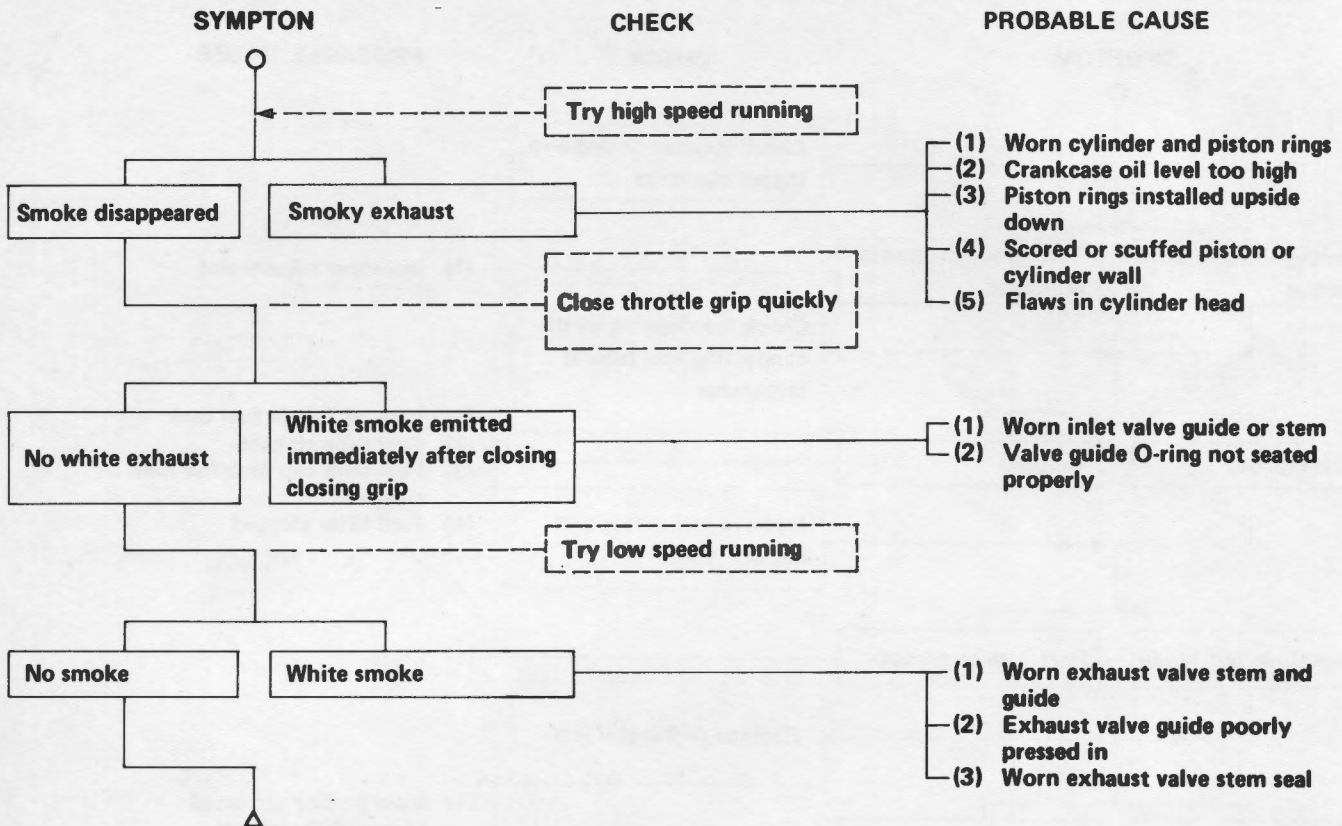


• **ENGINE LACKS HIGH SPEED PERFORMANCE**

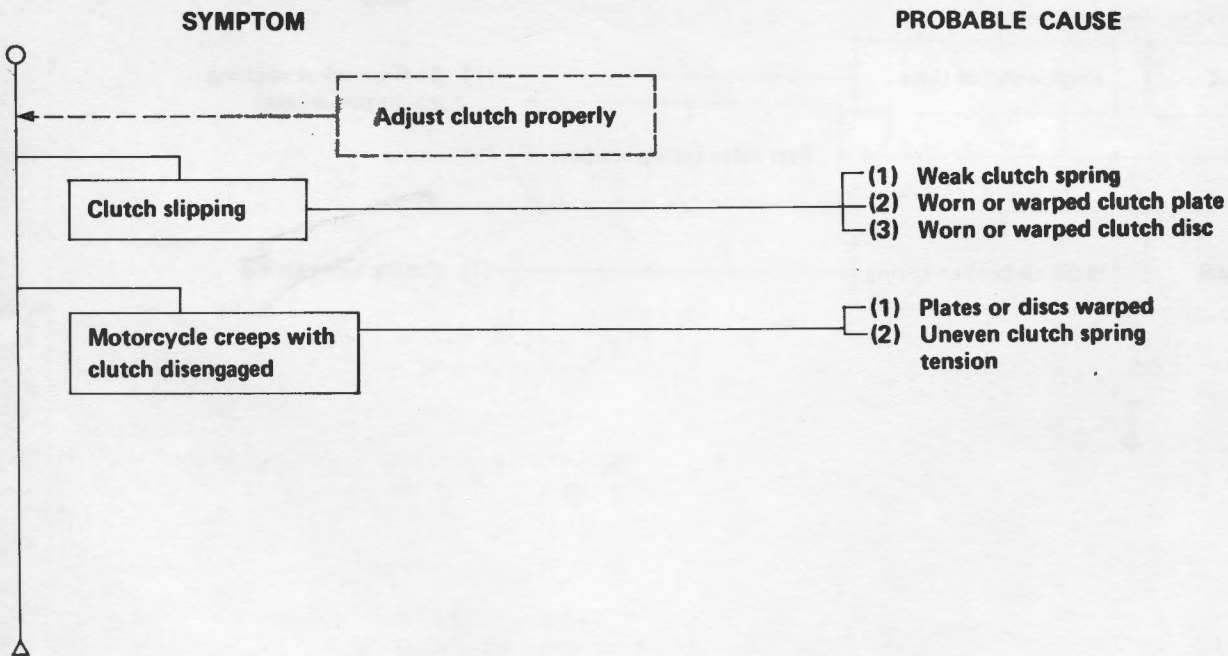




• **SMOKEY EXHAUST**

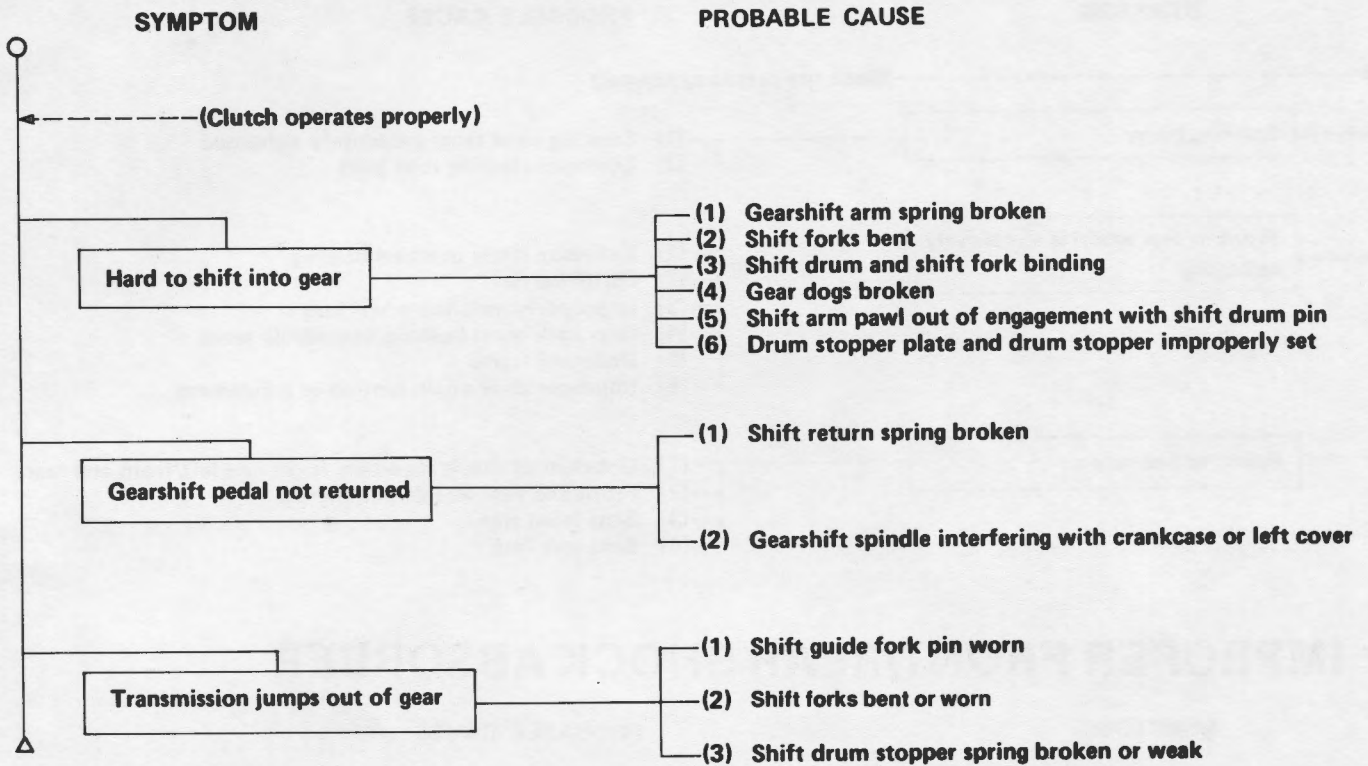


• **FAULTY CLUTCH OPERATION**

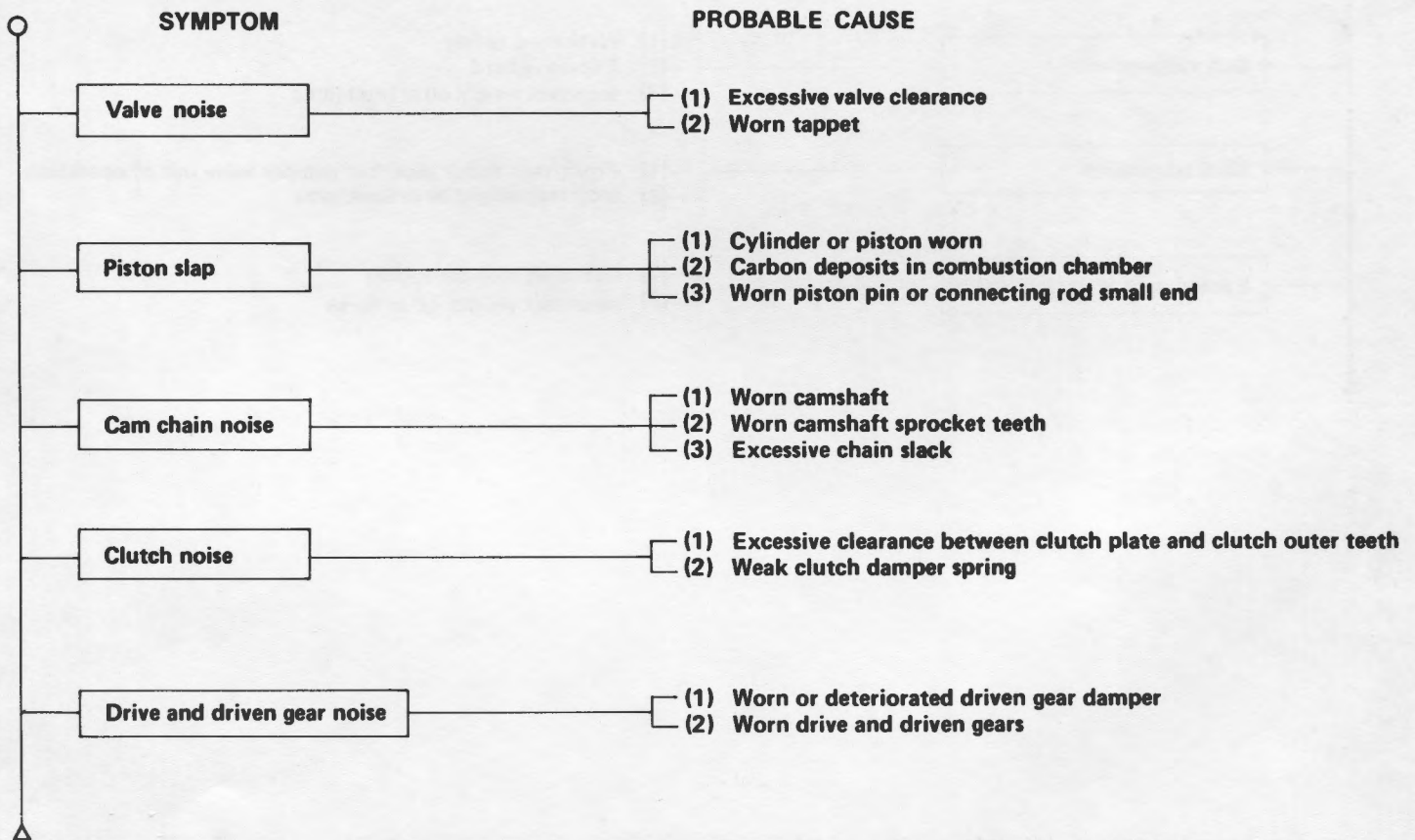




• **FAULTY TRANSMISSION OPERATION**

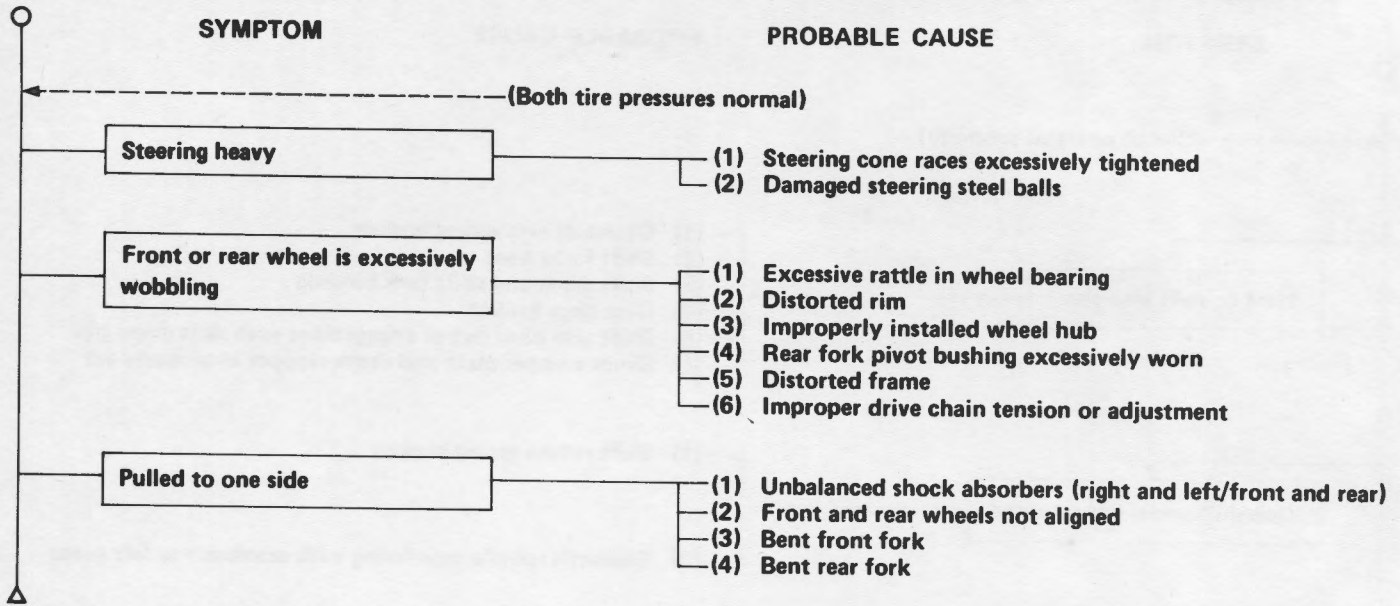


• **ENGINE NOISE**

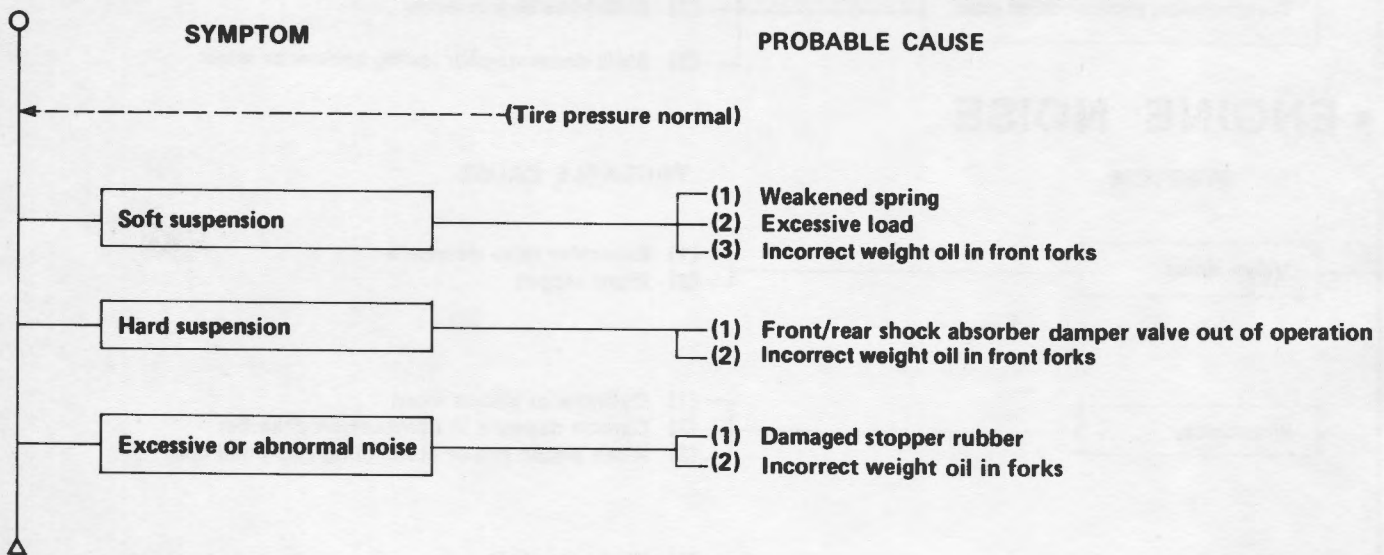




• **STEERS TO ONE SIDE OR DOES NOT TRACK STRAIGHT**



• **IMPROPER FRONT/REAR SHOCK ABSORBER**





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