

Fig. 15-1 ① Main pipe ④ Center pipe  
② Sub tube ⑤ Muffler setting stay  
③ Under sub tube

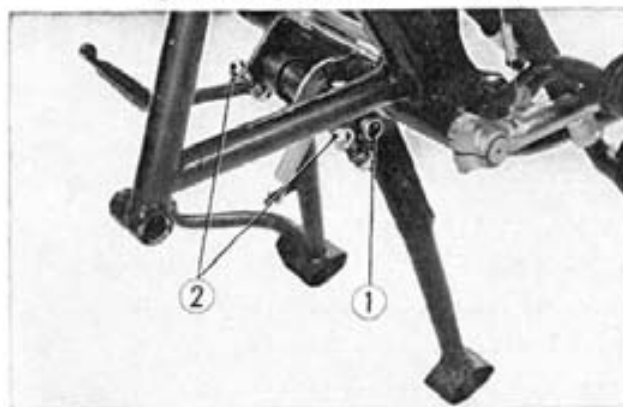


Fig. 15-2 ① Cotter pin  
② Main stand mounting bolts

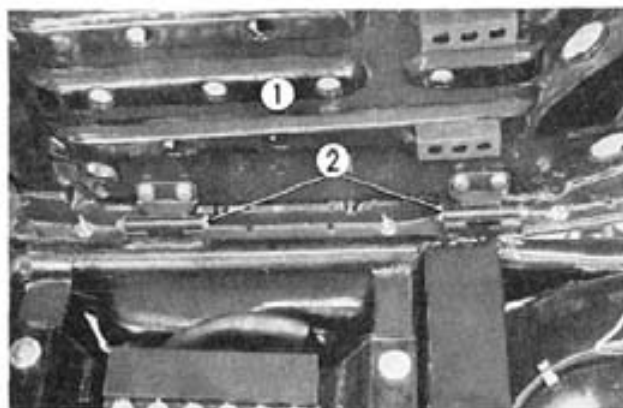


Fig. 15-3 ① Seat  
② Seat hinge bars

## 15-2. BODY

### a. Description

The frame of the CB750 is of a double cradle steel tubing construction with a triple down tube head pipe section to provide the higher rigidity required for high speed riding. (Fig. 15-1)

### b. Disassembly

1. Refer to engine removal section on page 17~18 to remove the engine.
2. Refer to steering group on page 117~118 to remove the handle, steering stem.
3. Refer to wheel group on page 132 and 137 to remove front and rear wheels.
4. Refer to suspension group on page 120 and 125 to remove the front and rear suspensions.
5. Refer to electrical instrument group on page 160~167 to remove the electrical still going.
6. Remove the cotter pin from the main stand shaft collar and remove the two mounting bolts. (Fig. 15-2)
7. Unhook the main stand spring and remove the main stand.
8. Remove the two seat hinge bars and remove the seat from the frame. (Fig. 15-3)
9. Remove the two 6mm and two 8mm bolts and separate the rear fender, rear fender B from the frame.
10. Remove the upper and lower ball races from the steering head. Use wood blocks to prevent damage when driving out. (Fig. 15-4)

### c. Inspection

1. Check for bend and damage to the frame and repair using a press. (Fig. 15-5 shows the dimensions of the frame body.)
2. Check the damages to the lower and top ball races and replace if necessary.

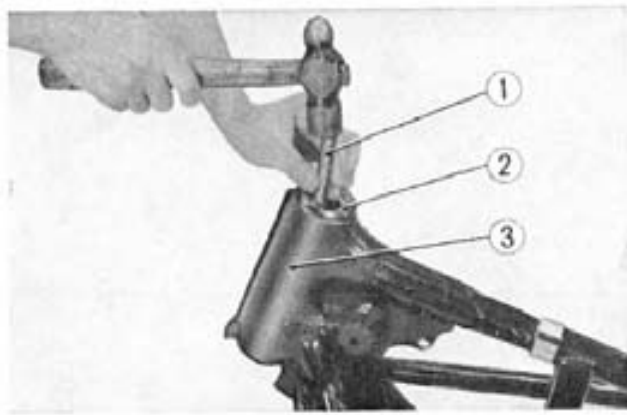


Fig. 15-4 ① Wooden drift ③ Head pipe  
② Ball race