

COMPARISON OF CB750K1 to CB750

ENGINE MECHANICAL

LUBRICATION SYSTEM

DRIVE CHAIN OILER

The oil which lubricates the chain is fed from the center of the shaft, through the porous sintered oil reserve element ⑦, along the outer surface of the rubber orifice ⑤, out the oil passage ④ and along the surface of the drive sprocket.

To simplify the procedure for regulating the feed of the lubricant, it is performed by the adjusting screw ① in the chain oiler. Turning the screw clockwise (A direction) will force the rubber orifice against the oil reserve element, causing it to expand and restricting the flow of oil around the rubber orifice. Turning the adjusting screw counter clockwise (B direction) will permit the rubber orifice to shrink toward its normal size and allow greater oil flow. In other words, the change in the diameter of the rubber orifice regulates the amount of oil to lubricate the drive chain.

ADJUSTMENT PROCEDURE

1. Remove the rear crankcase.
2. Wipe the oil on the drive chain thoroughly with a rag.
3. The adjusting screw is adjusted to maximum oil flow on all motorcycles leaving the factory. After riding for a short period, if excessive oil is noticed by indication of chain oil on the rim, fender, spokes etc., turn the adjusting screw about 1/4 turn in the clockwise direction and recheck the oil flow condition after riding for one minute at 50~70 mph (80~110 kph). The adjustment is proper if the chain link plates and rollers are

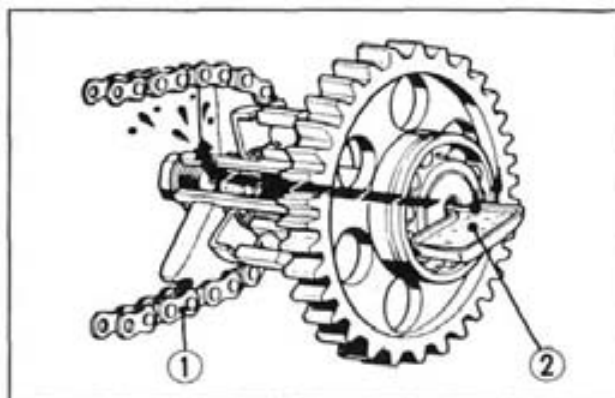


Fig. 20-1 ① Drive chain
② Oil guide

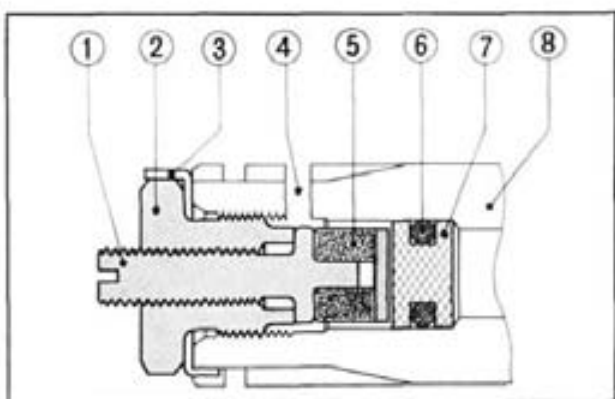


Fig. 20-2 ① Adjusting screw
② Final shaft plug
③ 14 mm lock washer
④ Oil passage
⑤ Rubber orifice
⑥ 6.5x3 O-Ring
⑦ Oil reserve element
⑧ Final driven shaft