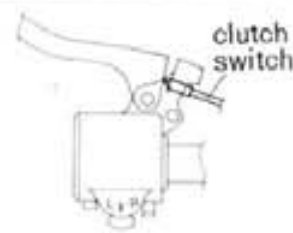
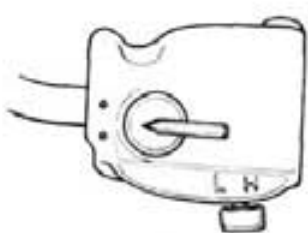
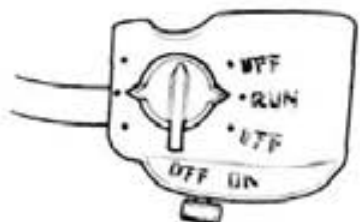
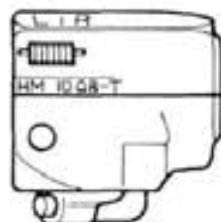
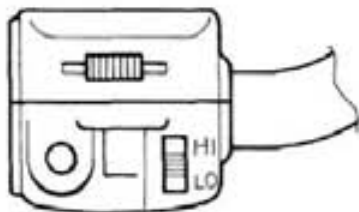
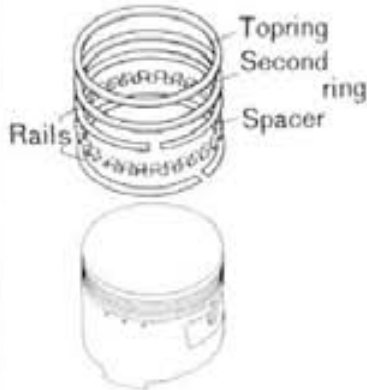


Part of item	CB 750 K2	CB 750 K3	Modified part
Safety unit Clutch switch	none	 <p>clutch switch</p> <p><b>Fig. 20-63</b></p> <p>A safety unit and a clutch switch were added to prevent the motorcycle from running out as soon as the engine starts. For the operation see page 215.</p>	
Lighting kill switch	 <p><b>Fig. 20-64</b></p>	 <p><b>Fig. 20-65</b></p> <p>The kill switch was changed in operating pattern from the up-down motion to the right-left motion.</p>	
Horn switch Dimmer switch	 <p><b>Fig. 20-66</b></p>	 <p><b>Fig. 20-67</b></p> <p>The switches were changed in shape and installation positions. The turn signal knob is of an automatic return type.</p>	
Oil ring	 <p><b>Fig. 20-68</b></p>	<p>The three-piece type oil ring was changed reg.</p> <ul style="list-style-type: none"> <li>• The key points of assembling procedure are described below.</li> </ul> <ol style="list-style-type: none"> <li>a. When installing the oil ring, first place the spacer the spacer and then the rails in position.</li> <li>b. The spacer and rail gaps must be staggered above 2~3cm (0.787~1.18 in.).</li> </ol> <p>Note: The gap of the oil refers to that of the spacer.</p>	<ul style="list-style-type: none"> <li>• Rails</li> <li>• Spacer</li> </ul>