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Honda CB750 Four 1969

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LARGE IMG

The King of 750cc motorcycles, with 600,000 units sold in the series.

The CB750K was launched in 1969 as the world's first fully mass-produced 750cc four-cylinder model. The improved first model, which appeared in 1970, was named "K1" after its initials, while the 1969 model was retrospectively called "K0". At the time of its release, there were no plans for full mass production, and sand-cast parts were used for the crankcase and oil pan. However, it recorded explosive sales in the North American market immediately after its release, and die-cast parts for full mass production were hastily adopted from September 1969. It was then launched into the market as a global strategic model. Subsequently, minor changes were repeatedly made, mainly focusing on ease of riding and handling, and it evolved from the K1/K2/K4/K6 models to the K7 (this was the domestic specification; there were also K3/K5 models overseas). Later, it passed the baton as the domestic flagship model to the CB750K with a twin-cam engine, released in 1978, and the CB750F series, released in 1979.

The early models' unnumbered mufflers and HM300 mufflers had fantastic exhaust sounds, and there was a constant stream of people fitting these early mufflers onto K2 and later models. While four-cylinder engines typically opt for manifold exhausts as custom parts, for this first-generation series, the vast majority of fans prefer the four-pipe muffler.

Vehicle Information







Honda DREAM CB750 FOUR | Dream CB750 Four

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The K0's classic meter dials and indicators integrated into the instrument panel. A distinctive feature of the 1969 model is the lack of a speed warning light.



The large protruding side covers and unique emblem are distinctive features of the K0. Due to poor foot placement, the covers were made smaller on the K1.



produce a fantastic sound, come with protectors. The K0 model is unique in that it has a special plating treatment that gives it a matte finish.



Kawasaki Z650B



Kawasaki KZ1000J2 1982



Kawasaki Z400FX 1981



Seat leather is available from restoration shops and other retailers, and it's possible to have it reupholstered.



adopt disc brakes. It's a well-known fact that when it was unveiled at the motor show, it was just a mock-up.



The CB750 is a machine that deserves the word "majestic and imposing." Many fans say that it looks cool when viewed from a diagonal rear angle while in motion.

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SPECIFICATIONS - Honda CB750 Four 1969



- Overall length x overall width x overall height = 2,160 x 885 x 1,120 mm
- Wheel distance = 1,455mm
- Engine type/model = Air-cooled 4-stroke OHC 4-cylinder
- Total displacement / Bore x Stroke = 736cc / 61mm x 63mm
- Compression ratio = 9.0
- Maximum output/maximum torque = 67ps/8,000rpm · 6.1kg-m/7,000rpm
- Starting method = Electric starter & kick starter
- Transmission = 5-speed
- Tire size = 3.25-19 (front) / 4.00-18 (rear)
- Brake type = Disc (front) / Drum (rear)
- Price at the time of release = 385,000 yen

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