

retors from the main fuel supply. Turning the fuel valve to the "RES" (rearward) position allows fuel to flow from the reserve supply. When the main fuel supply is exhausted, the fuel valve should be turned to the "RES" position thereby allowing you to proceed to the nearest service station. The fuel valve also incorporates a filter screen and sediment bowl which requires periodic inspection and cleaning. (See page 45)

NOTE: When changing from the "ON" to "RES" fuel valve position and while operating with a minimum "RES" fuel supply, it is recommended that moderate speeds be used. If high vehicle speeds are maintained during the two conditions mentioned above an uneven fuel flow to the carburetors may cause a temporary lean fuel-air mixture and excessive engine heat.

When adding fuel, avoid overfilling into tank filler cap neck.

● Oil Tank

The oil tank ① is located on the right side of the motorcycle below and to the rear of the seat center. This tank serves as a reservoir containing oil which is supplied to engine, transmission and clutch components by an oil feed pump. A scavenge pump returns the oil to the oil tank. The CB750 engine incorporates a "dry sump" lubrication system, therefore, oil level inspection and oil change are performed at the oil tank.

The oil tank capacity is 2.1 U.S. quarts. The motorcycle should be on the main stand when checking oil level. To check oil level, remove oil tank filler cap ② and observe oil level as indicated on the oil dipstick. If the oil level is between the upper ③ and lower ④ oil level marks on the dipstick, the engine can be operated. If the oil level is at or below the lower mark ④, yet some oil is visible in the tank, do not add oil to the tank