



Installation Instructions for KPMI Part No: **30-0800**

HONDA • CB 750 SOHC • 1969-'78

Black Diamond™ Cylinder Studs

- 1) Using two standard M8 X 1.25 nuts, remove old cylinder studs from case in the order shown on Figure 1. Remove the studs by tightening both nuts back to back on the stud. With a wrench on the lower nut, back out the old stud. A small amount of heat may be required to loosen the studs.
- 2) Properly clean case stud holes using a M8 x 1.25 D5 bottoming tap. Be careful if the engine is assembled, not to allow the debris into the lower crank case. KPMI suggests using a small amount of grease on the tap. After tapping the hole, carefully remove the grease and any chips that may now be adhering to the grease from the tapping process.
- 4) Each end of the cylinder stud has a different thread type; one standard and one interference. The OEM head nut will not screw completely onto the interference end. Install studs by using the same technique as the stud removal process, using two nuts, and paying careful attention that the **interference end is threaded into the case**. Also be sure to install the four shorter studs in the same locations they were removed from (2, 6, 12, and 16). Torque the studs into the case (17 - 18 lb-ft).
- 5) KPMI recommends using Loctite™ (blue) on case studs only when threads in the case are worn or loose. If threads are too loose or worn, proper case repair must be made.
- 6) Using the same torque sequence as show below in Figure 1: Tighten the head nuts down evenly to achieve **18 lb-ft minimum to 22 lb-ft maximum**.

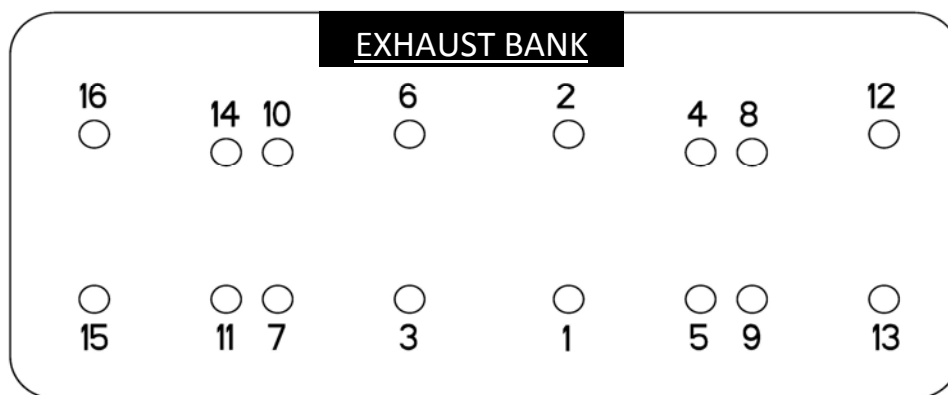


Figure 1 - Head Nut Loosening/Tightening Sequence

Packaged By: _____

Date: _____