750 #9
SUPPLEMENT
REV. 5/7/73

HONDA SERVICE BULLETIN

AMERICAN HONDA MOTOR CO., INC. MOTORCYCLE SERVICE DEPARTMENT

VACUUM GAUGES:

MODEL DIFFERENCES AND CALIBRATION INSTRUCTIONS

Vacuum gauge sets supplied by American Honda to date have utilized any one of the three types of gauges shown below. The non-adjustable Marsh gauge (Fig. 1) is superseded by, and interchangeable with, a Marsh gauge with a calibration screw (Fig. 2).

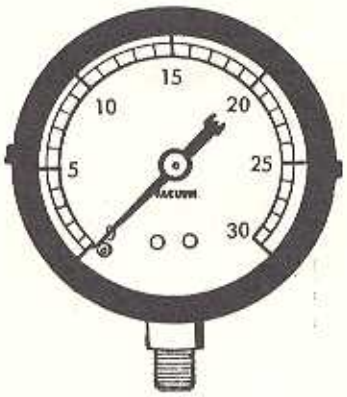

FIG. 1. MARSH GAUGE WITHOUT CALIBRATION SCREW; SUPERSEDED BY 07064-30301.

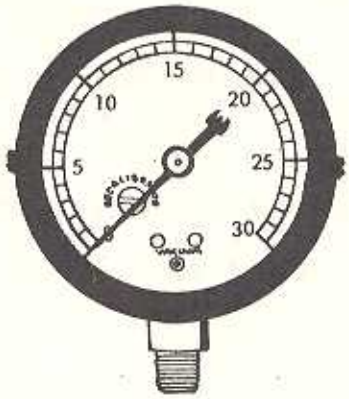

FIG. 2. MARSH GAUGE WITH CALIBRATION SCREW (07064-30301).

FIG. 3. U.S. GAUGE WITH ADJUSTABLE INDICATOR NEEDLE (DISCONTINUED).

U.S. gauges are made to fit hose connectors of greater diameter than are Marsh gauges and therefore are not interchangeable in the fittings originally provided with each vacuum gauge set. As an expedient measure in the temporary replacement of damaged gauges, it is possible to use both brands of gauges within a set by installing the appropriate size hose connectors.

ROUTING:

COPY 1 ☐ GENERAL MANAGER ☐ SALES DEPT ☐ OFFICE FILE

COPY 2 ☐ SERVICE MANAGER ☐ MECHANICS ☐ SHOP FILE

PARTS INFORMATION:

H/C	PART NUMBER	DESCRIPTION
20176	07064-30000	Vacuum Gauge Set, Complete
20658	07064-30301	Gauge, Marsh
23629	07064-40301	Adapter, Hose (for Marsh gauge)
23630	07064-40302	Adapter, Hose (for U.S. gauge)
05911	94101-10000	Washer, 10mm (for Marsh gauge)
10967	94101-14000	Washer, 14mm (for U.S. gauge)
17272	43434-286-000	Grommet (fits both Marsh and U.S.)
11448	07504-3000000	Hose, Attachment, and Valve Kit
11449	07510-3000300	Hose
11450	07510-3000400	Valve, Damper
11451	07510-3000100	Attachment A (long)
11452	07510-3000200	Attachment B (short)

GAUGE ADJUSTMENT:

The Marsh gauge shown in Fig. 1 has no provision for adjustment. If necessary, calibration reference marks may be scratched on the bezel around the face of the gauge.

The Marsh gauge shown in Fig. 2 is adjusted by means of a calibrator screw in the face of the gauge. To recalibrate, loosen the two screws at the sides of the gauge, remove the bezel and lens, and turn the screw.

The U.S. gauge (Fig. 3) may be adjusted by turning the indicator needle on its shaft. To recalibrate, pull the bezel and lens off of the gauge, hold the indicator needle hub with a small screwdriver, and carefully turn the indicator needle to the desired position.

CALIBRATION PROCEDURE:

Before using the vacuum gauge set, the gauges should be checked, and calibrated if necessary.

When assembling the vacuum gauge set, apply a sealant to the threads of the gauge fittings and tighten the hose connectors securely to prevent air leakage. Check for air leakage by connecting each hose to a vacuum source, then closing the damping valve. The gauges should retain their vacuum readings when the hoses are removed from the vacuum source, until the damping valves are opened again.

METHOD 1: ADJUSTABLE VACUUM SOURCE

1. Connect one gauge to an adjustable vacuum source, such as a Sun 400 Distributor Tester (available at any tune-up shop).
2. Adjust the vacuum source to 7 in. Hg (reading the gauge of the vacuum source).

3. If the gauge tested does not read 7 in. Hg in accordance with the gauge of the vacuum source, calibrate the gauge tested to the true reading. Check accuracy at 8, 9, 10, and 11 in. Hg also.
4. Repeat this procedure for the remaining gauges.

METHOD II: CONSTANT VACUUM SOURCE

1. Assemble a manifold as shown in the illustration below to allow simultaneous calibration of the vacuum gauge set.

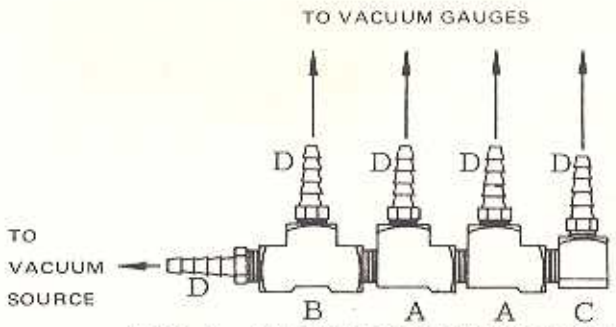

FIG. 4. CALIBRATION MANIFOLD

A. TWO 1/8" FEMALE-FEMALE-MALE PIPE TEES
B. ONE 1/8" FEMALE-FEMALE-FEMALE PIPE TEE
C. ONE 1/8" FEMALE-MAKE PIPE ELBOW
D. FIVE 1/8" PIPE-HOSE FITTINGS

2. Connect the vacuum gauges to the manifold.
3. Connect the assembly to one carburetor of a CB-750, running at a steady idle.
4. Calibrate all gauges to the average reading obtained.
5. Connect the assembly to another carburetor to check the readings.

NOTE

Close the vacuum gauge damping valves before starting the engine. Opening the damping valves only when the engine is running and you are ready to use the gauges. If the engine is started with the valves open, the initial vacuum fluctuation may damage the gauges by causing the indicator needles to oscillate against their stop pegs.

AMERICAN HONDA MOTOR CO., INC.
MOTORCYCLE SERVICE DEPARTMENT

9-636

This supplement forms a part of and amends Service Bulletin CB750 #9, dated 11/9/69, and should be filed immediately behind the amended bulletin.

This revision supersedes Service Bulletin CB750 #9 Supplement dated 11/10/70. The previous supplement should be removed and destroyed.