



Carburetor Information

U.S. CB750 Models 1969-1978

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Boring 77-78 carb pilot jets for pods and open headers

Note: Boring the pilot jets on the 77/78 CB750 carbs is only necessary if you intend to run freeflow air cleaners such as a breadbox or pods, and if open headers such as drag pipes are planned as well it's almost mandatory. Here's a list of what is needed:



1. WD-40 or other cutting oil to help prevent bit binding.
2. Small bit chuck or older X-acto knife with the crossed slots. I've also been told a pin vise will work also.
3. A .45mm high speed jobber bit. These bits are designed to be used on brass alloys and have a different cutting pitch as well as flutes than a standard bit. I picked up mine through [KBC Tool and Machinery](#) for about 77 cents each, their part number: 1-091-0045
4. Small milk jug lid or similar to hold the cutting oil so you can dip the bit in it between jets.
5. A piece of tape to hold the jets at the edge of the bench and a piece of wood to clamp down on them while you bore them out. The reason I do not use a vise is because it is not difficult at all to distort the jets and eventually ruin them. It doesn't take much to hold them in place while you bore them out. Of course a couple of small bar clamps or C-clamps to clamp the wood down.

Before we get started, no comments about my knarly greasy hands! I turn my own wrenches and it's just something that happens when I do.

These bits are extremely small so use care! The image directly below shows a bit next to a ballpoint pen to give you an idea.



Spray/pour a small amount of the cutting oil or WD-40 into the milk jug lid, just enough to dip the bit in. Here I have it tipped a bit to form a puddle at the lower edge of the lid (below).



Tape the jets down to the edge of the bench with the bubbler tubes pointing out over the edge (above). The bore is too far in to reach with the bit from the other direction. .

Place the board on top of the jets and clamp it down enough to keep the jets from flopping around but not so tight they can't be nudged with just a little force (below).



Be sure to leave your hands enough room to easily access the jets but clamp as close as possible to apply pressure as evenly as possible across all four.



Carefully dip the bit in the cutting oil. This should be more than enough to help prevent binding as the oil will wick up into the flutes.

Place the bit in the bubbler tube and with just the slightest pressure gently start twisting and the bit will lead itself into the bore on its own. USE BOTH HANDS AS SHOWN AND STEADY YOUR HANDS WITH THE EDGE OF THE BENCH! Take your time!!! I can't stress this enough. Pushing the bit in too hard or twisting too fast can break the bit off in the jet and the game is over. It AIN'T coming out then! The bit will pull itself through on its own and soon will go all the way in with no resistance. Keep twisting as you pull the bit back out, blow off any debris on the bit, and gently run it back in then out again to be sure no burrs are left behind. Simply repeat the process until all the jets have been bored.



Use an air pistol to clear any debris left behind and be sure to inspect them closely when you've taken them loose. ANY debris left behind could clog the passage in the carb and that can be a pain in the rear to clean out. Those brass alloy shavings are stubborn.



They're ready to go back in the carbs. Remember your low mixture is going to be richer now so set the bleed screws to the stock number of starting turns and then adjust from there. That's it, you're done.

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