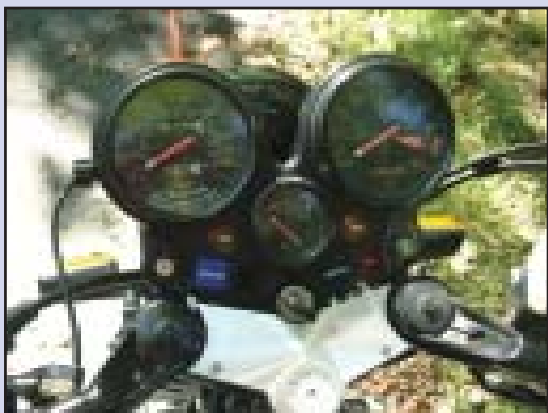


# IT'S ALL IN **John Swift**

ICOA #4341



My fascination with mechanical things probably started with my erector set at age 5. I changed my first automobile engine for a neighbor at 14 years old. Right out of high school in 1961 I worked at a Chevrolet dealer as a trainee. I progressed to become an automotive electrical, carburetor, and tune-up specialist. Corvettes and 409 SS's were my loves of the time. I was very fortunate to have directly experienced the best of the muscle car era.



My first motorcycle was a Parilla 175 I bought in 1963. I knew I wanted more performance. In 1965 I got a 1961 Triumph Bonneville! Fast forward to 1982. I bought a new Yamaha Seca Turbo in April 1982. What great fun on boost! Then in September of 1983 an ad in the Washington Post for a 1979 CBX with 1200 miles caught my eye. A former employee of a Honda motorcycle dealer who saw it come out of the crate in June 1983 was selling it. He had to sell it before going back to college. I paid \$2200.00 for it.

I still loved riding my Seca Turbo so the X did not get ridden very much (though I did admire it frequently!) and the CBX carbs gummed up due to my stupidity. I did not have a decent place to clean them myself in 1985, so I took the CBX to a Honda dealer that supposedly had a mechanic with CBX experience and told them to remove the carbs and clean the jets and passages but after giving them 2 tries to do it properly, I gave up, forced them to refund my money and return the original jets to me.

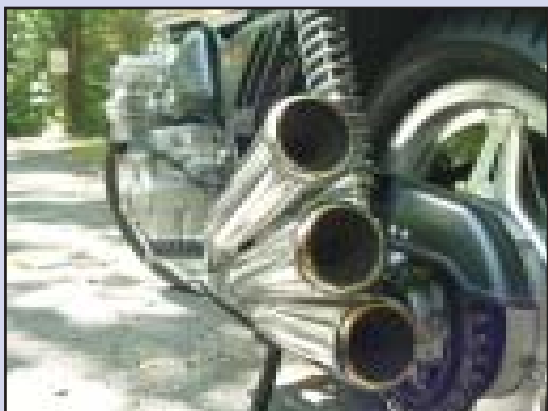


I just let the CBX sit for a few years. I finally had a decent garage/shop built in 1988. I took the carbs off in 1992 and found that the idiots at the Honda dealer had put #74 jets in two carbs mains and #110's in the other 4!! I put the original jets back in, synced'em up and it has run perfectly ever since. Having driven a couple of X's with individual air filters and feeling that they were not as smooth as stock I kept the OE air box and dropped in a K&N filter. My CBX only accrued 441 miles in 8 years (10/84 to 8/92)

Several bits have been machined in my amateur machine shop. I wanted smaller turn signal light assemblies and had to make adapters for the rear Lockhart Phillips stalks to fit in the stock bracket.

I rounded, smoothed, polished, and clear coated the "filler" bolts for the crash bar attachment holes in the motor mounts and for the mirror stalk holes in the handlebars. A left bar end mirror with a machined brass arm effectively "lowers" the bike.

I never liked the "cheap looking" fuse box cover. So with my circa 1898 Brown and Sharpe



# THE DETAILS

## 's 1979 CBX

Washington, DC

Milling machine, I carved one out of a 1" thick hunk of aluminum. It only took about 40 hours. (I said I was an amateur!)

My "little hand" valve caps came attached to a British Bike magazine several years ago; people just smile when they notice them.

The master cylinder cover and the oil fill cap came from Tim's. As did the cool Taylor braided SS covered red spark plug wires.

I do, of course, have all of the original parts plus some extra items I have collected over the years.

I finally got some "real" tires after I wore out the short-lived Metzlers in Marlinton this past June. I installed the Avon AM23 130/650VB18 series rear tire and AM22 110/80-18 front tire. The 130/650VB18 series rear tire can be mounted on rims as narrow as 2.15 inches. Even on these narrow rims, Avon's 130/650VB18 series rear tire maintains the same contour and width as if it were mounted on a 3.0 inch rim. There is ample clearance all around. The SKINNY TIRE syndrome is eliminated! They feel stable and sticky.

I expect to own this CBX until I can't throw my leg over the seat and ride away.

In 2002 I logged the most miles in one year @ 2000+ miles including Marlinton, WVA and Wellsboro, PA.

### Detail Items

- Custom Fuse cover
- Chrome finned cam end caps
- Chrome bolt "kit" for the front end
- SS Covered Plug wires
- SS brake lines
- Bar End Mirror & stalk
- Pingel Fuel valve
- VDO Oil pressure gage
- Fork Brace, Polished aluminum
- Throttle Lock, upside down but works great
- Lockhart Phillips turn signal lamps front and rear, required machining of rear mounting adapters
- 6/6 Pipemaster
- Hands on valve caps
- Chrome motor mounts and oil cooler brackets
- Modern Alternator Conversion (German, Kawasaki KZX 750 1991-1993)



*John working on the "details"*

