

CBX *Technical: Basics*



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Common CBX Problems

Carl, Mick & Geoff

<i>Problem</i>	<i>Possible causes</i>	<i>Solution</i>
Poor running on idle	<ol style="list-style-type: none"> 1. Carburetors 2. Pilot jet or air bleed - blocked following bike being laid up - can furr up or lacquer up 3. Possibly improves when choke used 4. Also if air cut off diaphragms punctured 5. Air leaks, holed vacuum tap 	<ol style="list-style-type: none"> 1.-2. Remove carbs, clean out offending jets. Some details in previous newsletters. Carbs when reinstalled must be expertly balance (see 1. below) 4. Remove and check for holes 5. Check for
Excessive engine noise especially on idle and when hot	<ol style="list-style-type: none"> 1. Clutch rattle 2. Carburetors out of balance 3. Clutch cush rubbers worn on early basket ("Z") 	<ol style="list-style-type: none"> 1. Balance carburetors (advise use set of 6 gauges and ensure all gauges read identically) If unsure seek expert help. 2. Remove basket (Z) and check for excessive wear before replacing. Can replace with later spring type basket from pro-link. If unsure seek advice.
Charging problems	<ol style="list-style-type: none"> 1. Battery connections / earth also 2. Alternator brushes worn 3. Commutator tracks 4. Alternator clutch worn also check for seized bearings 5. Regulator problems 6. Alternator windings 7. Battery 	<ol style="list-style-type: none"> 1. Check & clean 2. Check & replace if required 3. Clean carefully 4. Check tolerances with manual. Also examine mating surfaces 5. Have checked (by expert) 6. Have checked (by expert) 7. If using 14 amp battery possibly consider larger 18 amp. Also later alternator, if applicable has greater output.
No sparks on 2 cylinders	<ol style="list-style-type: none"> 1. Possible failure of spark unit 2. Check out all leads 	<ol style="list-style-type: none"> 1. Possibly transplant a single unit/consider dyna or similar. 2. Minor cost simply replace
Handling problems	<ol style="list-style-type: none"> 1. Straight line handling / weaving 	<ol style="list-style-type: none"> a. Check fork seals / oil b. Check rear shocks / dampers c. Check swinging arm pivots, are greased and free from wear. d. Steering head races e. Tyre wear critical no less than 3mm in centre of tread f. 36 lbs. pressure F&R is good