

Team Leader: Jan Ringnalda

To submit an article please email Jan Ringnalda at mrcbx@att.net. Current article format/content, but be creative. 250-500 word count in MS Word or email format. Jpeg pictures please. Submit text files and picture files separately (do not embed pictures in article). Regular mail/photos acceptable. Next Xpress submissions due by 12/15/2003.



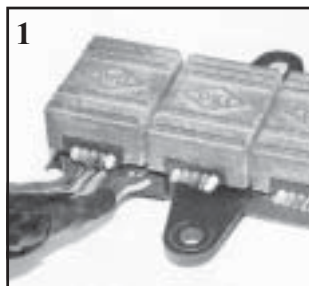
## Spark Unit Repair

by Dennis Lodge #5699

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Spark Unit failure is one of the more common problems which can be encountered on machines which are now in many cases 25 years old.

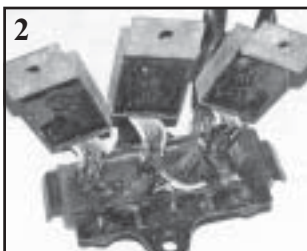
The unit on the "Z" is to be found underneath the battery compartment and as such is subject to all the elements nature provides.



**Picture 1** shows the original unit which consists of 3 individual spark units assembled as one.

Each unit is attached with a single 6 mm cross head to the tray however the wiring from each unit is combined so as to provide the 3 separate connector block feeds.

**Picture 2** shows the 3 units unscrewed and pulled away from the tray.



The wiring within the tray is encapsulated to provide weather resistance. The main compound used is a hard epoxy type material, on top of which is a layer of sticky tar like substance.

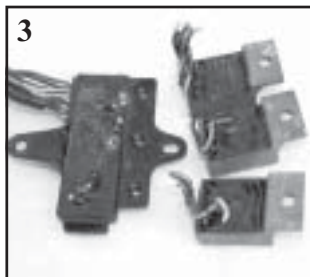
Each Spark Unit has five separate wires emerging from it. These are colored: YELLOW, GREEN, BLUE, BLACK / WHITE and WHITE.

Emerging from the tray are the following wires YELLOW x 3, WHITE x 3, BLUE x 3, GREEN x 1 and finally BLACK / WHITE x 2.

Therefore within the potted wiring (epoxy area) the 3 GREENS are combined to form a single exit GREEN wire and the three BLACK / WHITE wires are combined to form 2 exit wires.

The original method of joining the wires within the epoxy is quite simple, the wires are bared and sandwiched in small FOLDED pieces of brass sheet.

**Picture 3** shows the separate spark units cut off close to the tray.



The same type of spark units are used on other HONDA models around the same period including the CBX Pro-Link. However these models use separate Spark units which have separate connector blocks. Therefore on the other bikes each Spark Units connect directly into the bikes wiring without the complexity of the encapsulated tray as on the "Z".

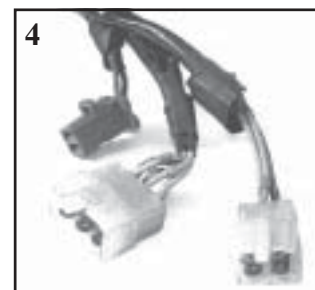
So these separate spark units can provide a replacement source whether replacing one or all three. However you may/will need to visit some breakers etc.

I used a Dremel and small carbide burr to remove the epoxy. However you need to remove it carefully so as not to damage the wiring.

Also the long grommet which holds the wires as they exit the tray needs to be preserved.

I soldered the new joints in the wiring between the new units and the old wires also the junctions for the GREEN and BLACK/WHITE wires, (remember to refit the grommet before commencing to solder the wires. All the soldered joints were sealed using heat shrink tubing. The wiring was replaced in the tray using a combination of 5 minute epoxy to hold and finally silicone rubber to seal the assembly.

**Picture 4** - connectors.



It is essential that all the wires are connected correctly. Do not for instance mix up the YELLOWS etc. mark each end as you go.

I found numbering the spark units 1, 2 & 3 left to right helped. Although replacing a single unit is possible it would involve almost as much work as all 3. Also you may wish to simplify the whole set up and place the units somewhere less vulnerable on the bike. I hope you have found this of interest, obviously it is intended as an insight rather than a complete procedure.



**Team Leader: Dave Ditner** (acting)

To head up this Team or submit an article please email Dave Ditner at CBXDAVEY@cs.com or Florida phone 352-330-0162 through the beginning of May, after this Michigan 246-628-4288. Current article format/content, but be creative. 250-500 word count in MS Word or email format. Jpeg pictures please. Submit text files and picture files separately (do not embed pictures in article). Regular mail/photos acceptable. **Next Xpress submissions due by 12/15/2003.**

## **Leaky Valve Cover**

### ***Don't Over Tighten the Bolts and New Bolt Grommets Just Might Be The Fix***


Sounds like a fairly long job, removing the lowers if you have a late model, then the crash bars, front engine mounts, and plug wires, wrestling the cam cover out, installing the new gasket, reinstalling the cover, yada, yada, yada....

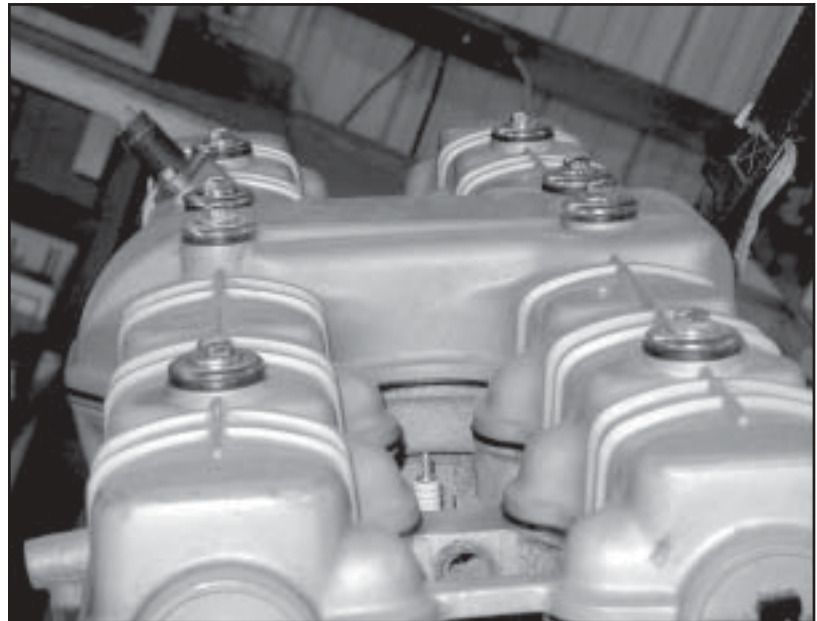
**BUT WAIT!!!!!!** There might be an easier solution.

Ever think about the balance between the cam cover gasket itself and the 8 little rubber grommets that apply the sealing pressure to it? You might want to do that for a minute or so. Obviously the forces are balanced or the cam cover would move, right?

Now if we look at the areas of each we'll see that the gasket has a little more than 7 1/2 times the area that the upper rubbers have, so again, obviously they are under 7 1/2 times as much force.

If you look at 'em and see that they're all cracked and smashed, you might want to consider replacing just the grommets. You can't get them any tighter than they are.

Also, the through bolts have a boss on them just above the threads to limit their travel into the cam caps to prevent over tightening and distortion of the cam cover. That's cool but it leaves no room for take up once the grommets start to deteriorate. Once the retaining bolts stop turning, don't force 'em. They won't go any deeper. You'll either strip the cam bearing cap or break the bolt, neither of which is fun. 



*Dave Ditner, Tech Editor #1942*

# CBX Member Bios

**Team Leader: Richard Sheridan**

To submit an article please contact Richard Sheridan at rsherda@optonline.net or call (203) 322-3140 EST. Current article format/content, but be creative. 250-500 word count in MS Word or email format. Jpeg pictures please. Submit text files and picture files separately (do not embed pictures in article). Regular mail/photos acceptable. **Next Xpress submissions due by 12/15/2003.**

## Tony MacNeill

LUMBY, BRITISH COLUMBIA

Hello! I am Tony MacNeill, ICOA member #0006.

My family and I live in the village of Lumby, British Columbia located in the Monashee Mountains about 300 miles northeast of Vancouver. My lovely wife Cheryl and I amuse ourselves by raising our two teen girls; Jennifer (15) and Christine (17).

I am an Industrial Mechanic at the Owens Illinois Glass Plant just down the road. As a member of the millwright crew, I help the plant produce over 350 million bottles a year. Besides my bag 'o hammers, I use crescent wrenches, screwdrivers and sockets.

In between family time and work, I try to ride at least nine months of the year. We are located a few miles east of the Okanagan Valley, which has fantastic riding roads through orchards and vineyards. Just to our east, in the Kootenays, are some of the twistiest mountain roads you will find anywhere. To the south, I ride with the 'Mericans throughout the western states.

### HOW IT ALL STARTED

I joined the ICOA in January 1982 after I saw a blurb in a motorcycle magazine for a new club. This fella named Stan Carpenter of Arizona had a vision. I remember getting hand written notes from Stan and his wife Fay. I still have the picture of Stan on his CBX with his official ICOA yellow T-shirt. He included this picture with every membership kit, and he had already mailed out four before I joined. I met Stan and Fay for the first time in 2000, when me 'n the two Petes (Ahrens and Ruff) went on a trek from Death Valley to Mesa Arizona to "see his holiness".

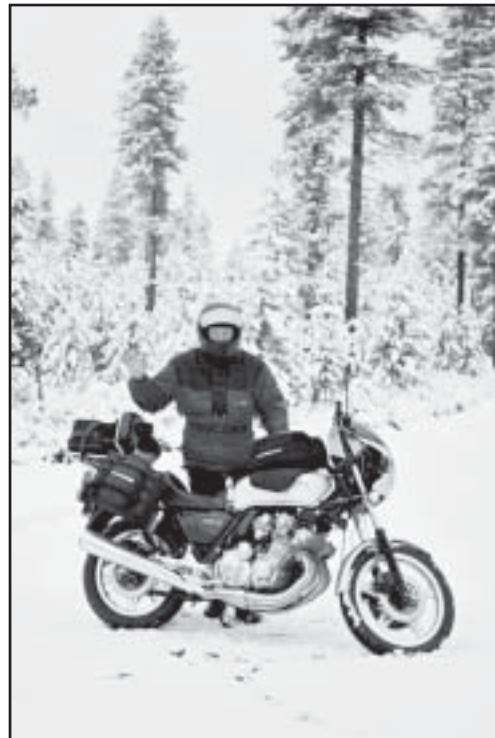
I bought a new silver CBX in July 1979 in 100 Mile House B.C. At the time, I owned a 78 CB750F and recall the day, in the spring of that year, the CBX appeared in the showroom. Dennis the salesman, said I just had to hear it run. He fired it up inside and revved the heck out of it a dozen times or so. That was it! I had to have one. I pinned a CBX brochure in my room at a nearby mining camp.

One day, a friend drove up in a brand new Mazda RX7. He told me a friendly bank lady loaned him the full purchase price. They had lots of money! I strolled over to the bank to make an appointment that same week, to get me some of the bank's money, and walked back into the Honda shop with a sly grin. Dennis said, "You are buying the CBX, aren't you?" He helped me load the stuff off my trade-in CB750 and I rode up the hill in the dark, looking down at the glowing red instruments on my first ride. I have been hooked ever since.

### ONE IS NEVER ENOUGH

Two years later, I bought another 79 CBX, as I wanted a keeper CBX as a back up to my rider one. Being a 21-year-old, I routinely scared myself so bad on the CBX that I would have to pull over. Many times I looked down to see my leg literally trembling from the fear. Ten or twenty cars need passing? No problem, wick'er down a couple gears and hang on! The adrenaline rush was the fix I required.

After Cheryl and I became "Mr. & Mrs. the CBXs were still polished and admired, but logged very few miles. Being in mining, we followed the mines as they closed and opened. I sold my original tired CBX in 1985 and went two years with only one CBX...sniff...



*Mid-summer riding in British Columbia, Canada sometimes requires special preparation as illustrated by Tony in this photo.*

### OBVIOUSLY AN ADDICTION

I bought another silver 79 CBX in 1987 in Vancouver from a fellow who was moving to Australia. This CBX was unfortunately destined to be parked on it's sidestand and suffer the dreaded "hydraulic gas lock in #1 cylinder" in 1989. Thus began a four year total rebuild and restoration to "as new" condition. Now I realize that this was the perfect time to undertake the restoration, as you could still buy every part you wanted. This keeper CBX now has NOS red bodywork and a new OEM exhaust and the Sport Kit. I ride it a thousand or so kilometers every year to keep it running like a top.

My silver CBX is ridden 10,000 kilometers or more every year. Since I met Terry Keene, the former Alberta Director in 1992 at the Three Valley Gap Rally, I have taken a renewed interest in



the riding and wrenching of the ol' "X". Sadly, Terry passed away a few years ago, but I still remember Dal and me going waaay too fast for fifty miles or so, waiting for Terry as he casually rode up on his Vetter Fairing equipped 80 black CBX puffing on a cigarette. He could only shake his head at our shenanigans!

### THE CBX PASSION

is it's raw turbine-like power that comes on strong above 6500 RPM. I like setting the 24 valves to within .02 millimeters and syncing the carbs to within 0" Hg. After checking/tightening/setting/ syncing/polishing for a couple weeks, I can look down at the bike as it purrs along for thousands of kilometers on one of my many trips to CBX Rallies. My only dislikes of the CBX are it's crappy handling above 160 KPM and skinny tires.

The bad handling imposes an upper speed limit, which must be obeyed - "which is a good thing" as Martha would say. Because I like to keep the bike

basically stock, I have learned to live with the skinny tires. The only improvements I have done are: braided SS brake lines, Progressive rear shocks, Corbin seat, bike computer (as recommended by Pete Ruff in the Xpress), wiring for heated vest and gloves, stick-on cheap clock that I can read while riding, rear AMCO "period" rack, soft saddle bags and a tank bag with a map window. My rider CBX has the original long bars, but I do have a Sport Kit waiting to be installed.

### THE SOCIAL SIDE!

Since becoming B.C Director in 1992, I have ridden to a couple of dozen CBX Rallies. As I host the Three Valley Gap Rally almost every year, I usually start out with that Rally and then attend Terry Muskopf's Washington State Rally or Bill Rathgeber's Alberta Rally and the occasional rally further away. I rode on the Drunks and Bums Tour in 1998 to the National Rally in Morro Bay California and met Tim Ware and his wife Betty. In April 2000 I rode to the Death Valley Rally with Terry Muskopf,

Tom Whaley, Orin Gosrand, and another of Tom's friends. Me 'n the two Petes left Death Valley and went on the trek to see Stan Carpenter in Mesa Arizona. I rode home solo and clocked 1062 miles in one day from Mesa to Boise, Idaho!

These CBX Rallies are what make up the majority of my ICOA memories, along with our recent annual rides through the western states with "the Seattle CBX'ers". Oh yeah, I usually make it to Plumber Dave's Montana CBX Rally. I really like the fantastic roads I can ride to Bigfork Montana and back. Dave and his wife host a good old down home type rally which the Drunks and Bums Tour crowd crash every year.

My future Rally plans are to attend an Oregon Rally and RIDE to Ray Korpan's Iron Nutt Rally on the November 11<sup>th</sup> weekend in Saskatoon, Saskatchewan. I am patiently waiting for above freezing, no snow conditions, just so I can say I was the only stunned bugger to actually ride to his Rally in the middle of winter. Funny, last year, only three attended.

### ICOA

I am a big supporter of the ICOA and everything it stands for. The club is only as dynamic as it's members. I have met hundreds of ICOA members at the various Rallies, and have had some of the best times of my riding life going to or from the Rallies and enjoying the moment as another great rally follows it's course. Like most other ICOA members, my biggest dislike concerning the ICOA is the on-line bickering. All I can say to you couple of dissidents is, go to a Rally, volunteer for a Club position and see what you are missing.

So that's it. I hope to meet many more of you out on the road and at a Rally or two. As Stan said, "Ride With Pride"



From left: Phil Johnson, Art McGoogan, John Seltzer, Terry Muskopf, Tony McNeill and Oren Gostrand

## RALLY PICTORIALS WILL BE FEATURED IN THE NEXT XPRESS

EMAIL OR SEND YOUR PHOTOS REGULAR MAIL TO THE NATIONAL DIRECTOR  
team222@paonline.com 717-697-5559 late eve