

CBX Technical: Basics



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To headup 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 5/1/2004.**

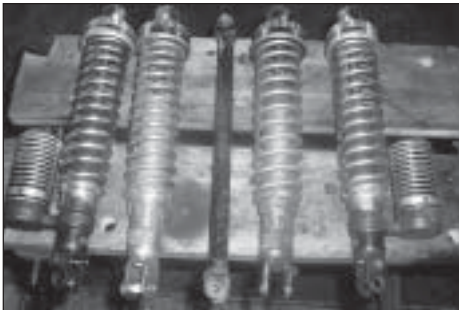
1100F Shock Conversion

by Bob Brook

From The Rock (Newfoundland)

One of the easiest suspension modifications we can make on the early model "X" is the substitution of the shocks from the 83 Honda 1100F model.

Unfortunately this is not just a straight bolt-on change unless the shocks are to be mounted backwards. Even then, complications can still arise as will be explained later.



In the first photo you will see the 1100f shocks along with the stock 80x shocks and the stock brake torque arm. The 80 shocks were a slight improvement over the 79, but were still inadequate for even reasonable handling if the X was to be ridden to its potential.

As you can see the 1100F shocks are what is known as "piggy back" shocks as they have an extra chamber mounted on the rear. One thing to look out for when buying these from a bone yard or similar place is to make sure you have a left and a right because unlike the stock shocks they are not interchangeable. The chambers are offset and unless you want one pointing to the rear and the other pointing to the front you need a left and a right. This would not normally be a problem if buying from an individual.

INSTALLATION METHOD 1

There are three common methods used

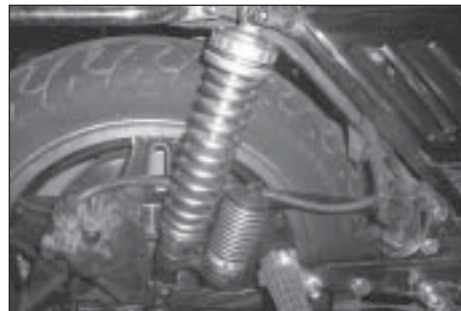
to install these. I will start with the least desirable which involves grinding the bottom from the chamber of the right side shock.

The reason this has to be done is the cause of the only problem, the rear brake caliper. Mounted in the correct position, with the chamber pointing rearwards, the brake caliper is in the way.

To get around this problem you can grind away a lot of metal from the bottom of the chamber so as to clear the caliper. This metal is very thick and you can grind a good amount from it without going through. As I first stated, this to my mind is the least desirable method of the three.

INSTALLATION METHOD 2

Another method is to mount the shocks backwards. i.e.. with the chamber towards the front as in Pic #2.



This will work with some exhaust systems but not all. When I tried it with my bike it was clear on the brake side but would hit the exhaust on the left side. Apart from that it does not look right to me but that again is up to the individual. Definitely the easiest method if it will clear. Also the number settings on the top ring will be toward the back and compressing the shock and rotating

the numbers to the front will be necessary.

INSTALLATION METHOD 3

Method #3 is by far the best but does involve a bit of work. Doing it this way involves extending the brake torque rod or better still making a new one.

In pic #2 you can see one made from aluminum. In pic #3 you can see the modified rod on Jeff Bennetts 79 and highlighted in the last Xpress. This one is made adjustable. These are both neat jobs and uncomplicated for a welder to make up.



To modify the stock arm it must be cut in half and a piece welded in the middle. I welded 3/4-inch in mine but it is not quite long enough. The next tire change I will be adding another 1/2-inch.

One last thing, be sure not to be fooled into buying other piggy back type shocks by mistake such as the 900F shocks which look the same as the 1100F shocks.

The 1100F's are the only shocks where the top rebound adjuster can be turned by hand without the use of the C spanner.

Whichever method you choose, the difference you will find is amazing.

Install and enjoy.

Bob Brook

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