

CBX Technical: Basics



Team Leader: Dave Ditner (acting / photo at right)

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.**

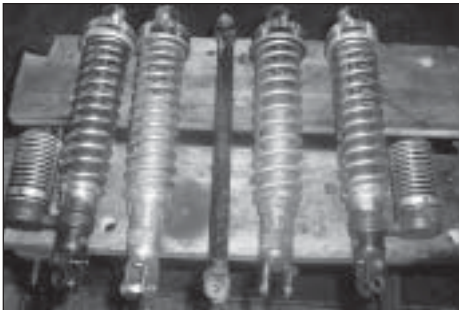
1100F Shock Conversion

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

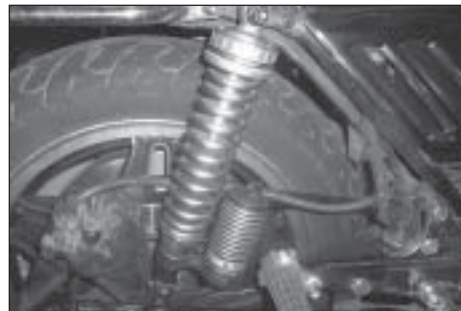
to install these. I will start with the least desirable which involves grinding the bottom from the chamber of the right side shock.

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

From The Rock (Newfoundland)

www-ICOA Tech Library Tricks, Tips & Easy Fixes

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Restorations

Q. Looking for a good paint match for 79 Grey

A1. I found by accident a perfect match in a basecoat/clearcoat paint. It is Daimler Chrysler Wheel paint "sparkle silver metallic". I had painted my ZX11 silver and when I compared the left side to it the match was perfect so I painted the right side with it andperfect match. Dupont code # C9517 Sherwin Williams 50783 AH2PAC B/C.

A2. I recently got some Peresus Silver for mine. I got it through a body shop with a PPG mix system. The guy had to call PPG to get the formula and they asked him if it was a car or bike. They gave him the right one cause I think the match is very good.

Q. Painting Valve Covers the original finish looks great, but the clear lacquer typically deteriorates. Should I strip and polish and leave bare (which will need constant rubbing) or how do I re-create the factory satin-look and clear it permanent.

A. Can't remember what stripper I used but it was a slow process.

Seems like the clear coat Honda used was impervious to damn near everything but bug splat. After I got the old stuff off, I hand finished all the above parts starting with 150 grit sandpaper, progressing to 220 and finishing with 00 steel wool. Very time consuming. Had over 40 hours in the cam cover alone. Found the right stuff to finish it with. Dupli-Color makes a clear engine enamel in a rattle can (Clear DE 1636) that really did a good job. Looks as good now as it did when I first put it on. Vowed never again to to it that way so bought a cabinet blaster. Next one will be much faster.

Q. Restoring Carb Tops

A. Dupli-Color makes a clear engine enamel in a rattle can (Clear DE 1636) that works on carb caps also, but first go to your nearest hobby shop that does radio controlled cars and buy a small bottle of liquid latex masking. They paint it on the inside of the lexan bodies they use when spraying them. Paint it on the lower portion of the carb tops that come in contact with the carb body so no paint will

adhere there. The slides will bind if the carb tops are not perfectly flat on the bodies. When you're done applying the finish coats and everything is dry, all you have to do is peel the latex film off and you're good to go.

Q. I want to get decals for my 79, any body know a source?

A. www.sunrisegraphics.co.uk
www.afegraphics.com
www.reproductiondecals.com
www.cbxman.com

Q. Any good painters that specialize in "stock" CBX paint jobs?

A. Contact ICOA Member Dick Gunderson from Columbus, Ohio. 614-868-0694. He does stock CBXs and pretty wild customs that win shows. Pricing is \$500-\$600 for painting the tank, tail, fender and side panels with possible extra costs for excessive prep and sanding. Dick can also do the tank/tail striping and install all the decals you want and has suppliers or you can provide them, but this cost is extra.

Q. I'm trying to freshen-up sun- faded plastic instrument bodies and indicator stalks...

- A1.** Back To Black by Mother's Polish Co. Its GREAT! Restored the nearly white blinker backs on my 79 to their original color. Sold at car parts shops as well.
- A2.** For the porous 79-80 blinkers I've found S-100 Engine Brite is better than my Mothers Back to Black and lasts MUCH longer.

Q. I am rebuilding the front master cylinder for my '79. Any suggestions as to which paint to use to get it looking decent?

- A.** I have painted many bike calipers and master cylinders, and my favorite by far is Duplicolor engine enamel, available at mainly autopart stores. I like the 'fan' nozzle on the can, makes for really nice application, easy to apply without runs, and pretty darn durable for the long haul. Of course, brake fluid ruins any of them. The black is great, and I used a 'cast iron coat' color on my Ninja cause they were dark grey to start with there. I really love that color now, and use it on lots of stuff! As with any paint job, preparation is key. Bead blasted then washed with something like Clorox is my method of choice.



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