

CLASSIC & MOTORCYCLE MECHANICS

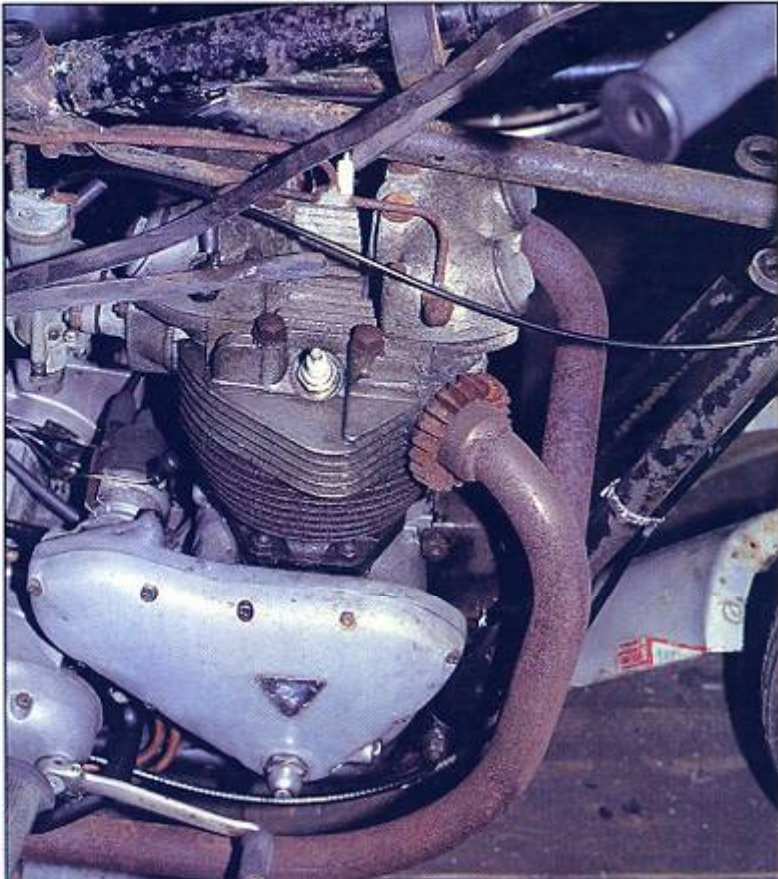
Now with
more colour

No 58

August, 1992

USA \$4.00

£2.00



TRIPLE RESTORATION



Honda 400/4 camchain mods

PLUS

**BSA A10,
Honda 350 K4,
Guzzi electrics
Buying Lathes
Staff Bikes**



Z1/CX500 engine strips

Triumph 6T

we follow a professional restoration

**Biggest and best
Thousands of rare
'Bikes and Bits'
inside!**

...including new
...speedo and tach.
...613110.

FOR SALE CB250 Dream S reg parts:
forks £15, engine £35, carbs £10,
silencers £20 pair (genuine Honda),
frame and log book £10, tank and side
panels £15, wheels £10 each, shocks
£10, wiring look £5, new
helmet size 4 full face and Frank
Thomas gloves. Tel: 0698 457625
[Scotland].

KEITH Ansell! Bishop grot 1979
special, CBX1000 base £4000. Ring
John Taylor (cryptic clue) Lincoln
752069.

WEISE leather racing trousers, approx
32in waist, never been used, 2-piece
leathers but no jacket, £60 but would
rather swap for Honda 400/4 frame or
air cooled RD250 frame. Tel: 0329
832348 (Wickham/Hants) ask for John.

TRIALS Tiger Cub, 1968, red, not
rebuilt to original but looks good. A run-
ner, excellent value at £525 ono. Tel:
0993 377777 (W-ends).

TRIUMPH T140...
for inspection £465, clocks £40, seat
£30, rear light £13, 6V coils £12,
cylinder £28, carbs £30, when
5 gear... can post. Tel: 0592 262603
(File).

SUZUKI GT380 P reg, unfinished bike
restoration project, rebuilt engine,
replated frame, new tyres, many
...for sale

...alarm, ...
Pampered and ...
SUZUKI GT750 (2) 120 year old model
with 4 leading shoe brake, etc. One
later 1976 twin disc model. Good pair
to restore. Also loads of
classic ...
Offers for the lot or will split.
Also 750 Triumph chop, MOT'd £675.
For details tel: 0773 749296 (Der-
byshire).

...2000 miles.
Spares or repair — prefer to sell or
swap complete — buyer collects. Best
offer secures or swap for Datool IV
exhaust, new sprockets, stainless chain
guard or new seat. Tel: 0223 425384
after 7pm (Cambs).

YAMAHA XS650/750 large tank,
red/maroon with cap, new £60, Craven
black top box £15, heated gloves £10,
Fendix handlebar muffs £5. Tel: 0223
357569.

HONDA CD175, 1971, 18,200 miles,
complete original condition, ideal
restoration project £60. Honda CD175,
1976, 15,800 miles, good original con-
dition, 11 months MOT £175. Yamaha
XS250 T reg only 7700 miles, good
original condition, T&T £495. All with
Haynes manuals. Tel: 0473 645531
daytime (Suffolk).

FOR SALE 366 Classic
Bike/Mechanics plus a few old motor-
cycle mags all in good condition. Offers.
Tel: 0709 528493.

...tank, seat, clock,
sw

and nu
T&T, lots se
dying £375
Sussex).

TRIUMPH
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£2500. Te

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Number 58, August 1992

On sale from July 15th

8 'Show Us Yours'

More interesting bikes in various states of decay or renovation. More wanted please. Just pop us a colour print or two in the post with some details.

16 400/4 camchain mods

The adored little Honda four suffered along with everything else from camchain tensioner problems. Guy de la Bedoyere explains how to improve the complicated set-up.

22 T-bird restoration

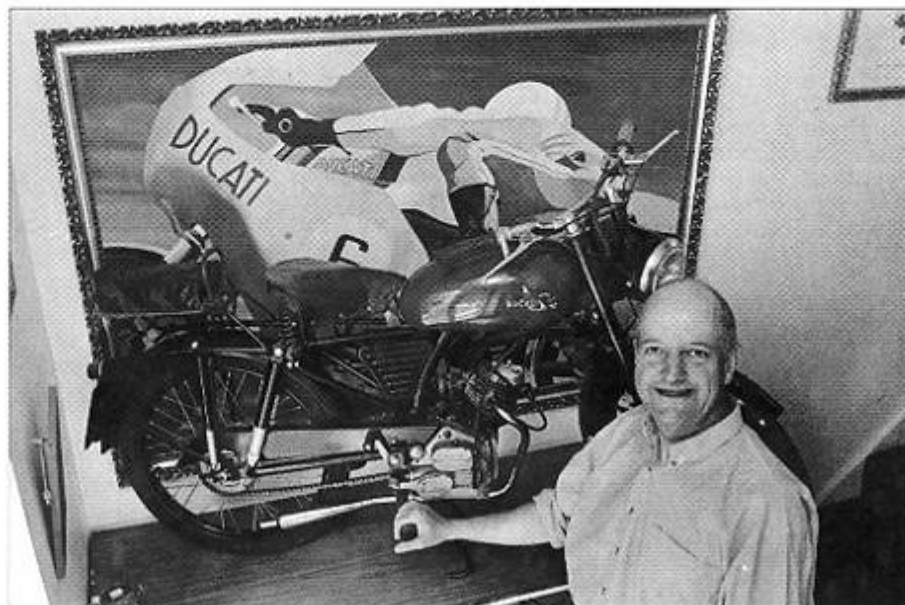
This Triumph Thunderbird has been sitting around Kettering dealer David Mason's workshop for some time and now he's decided to professionally restore it. We follow his work.

28 Lathes, part two

Having explained what different types of lathes there are on the market, we take a look at what extra bits you need and what to check when buying.

40 A10/CBX/RD400

Yes, news of Brian Woolley's BSA A10 project at last. Is he having regrets? Is he just. The CBX engine is installed and the RD receives some replacement bits for the MoT.



We visit Mick (pictured) and Rick Walker at their service centre in Wisbech.

• Our promised Honda CX500 engine strip (part three) has had to be held over to the September issue. Our apologies.

44 All about rust

Why does corrosion occur in certain places? What can you do to prevent it?

48 The Ducati experts

What Mick Walker and his brother Rick don't know about Ducati motorcycles isn't worth knowing.

52 Kawasaki Z1

Looking at the bottom end problems of the big four cylinder bike. Haven't they all been saying over the years that there aren't any?

65 Heartbreak H2

Roger Ledsham went to buy a light lens for his 250cc Kawasaki triple. He ended up with a complete 750cc money-eater.

REGULARS

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MISCELLANEOUS Bivariable Workshops Ltd 100, KILNICK, LONDON Tel: 0181 498 0000, 0181 498 0001	The Tent Doctors We can repair, clean, dry and re-upholster your tent. Call or visit today. 100, KILNICK, LONDON Tel: 0181 498 0000, 0181 498 0001	max. perfect tuning & good looking. 0400 and. Tel. 0428 75470. BSA 1966 Super Rocket motorist condition. TAT 1965 to now 1982 0470 42500. 40 others. TAT 0470 42500. 40 others. TAT 0470 42500. 40 others.	BSA 1966 Super Rocket motorist condition. TAT 1965 to now 1982 0470 42500. 40 others. TAT 0470 42500. 40 others. TAT 0470 42500. 40 others.	BSA 1966 Super Rocket motorist condition. TAT 1965 to now 1982 0470 42500. 40 others. TAT 0470 42500. 40 others. TAT 0470 42500. 40 others.	BSA 1966 Super Rocket motorist condition. TAT 1965 to now 1982 0470 42500. 40 others. TAT 0470 42500. 40 others. TAT 0470 42500. 40 others.	BSA 1966 Super Rocket motorist condition. TAT 1965 to now 1982 0470 42500. 40 others. TAT 0470 42500. 40 others. TAT 0470 42500. 40 others.	BSA 1966 Super Rocket motorist condition. TAT 1965 to now 1982 0470 42500. 40 others. TAT 0470 42500. 40 others. TAT 0470 42500. 40 others.	DR ADVERT
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• TEN pages of bargain 'Bikes & Bits' start on page 55.

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ascertained:

- Inlet, exhaust ports, combustion chambers were near perfect. Not easily improved.

- Cams. Perfect except for out and out racing.

- Pushrods. State of art. Cost more to make than Honda sell them for!

- Rockers, cam followers. Good design. Materials not up to scratch. New ones made up to BMW specs. Last forever. Tap-pets never need adjusting afterwards. Adjuster screws snap easily, take care when tightening.

- Valves, guides, springs. Guides too short (common Japanese practice). Replaced with higher quality units. (Radial engine alloy). The others are OK.

- Bearings. OK for road. Changed to racing quality.

- Rest of engine is OK. New, heavy duty, Barnett clutch plates were made up.

Then they went all out and made a dirt racer. They achieved 90bhp I think but that engine was a real hot rod, and peaky with it.

K&N even modified one of the road bikes with all the goodies mentioned above and the man I talked to rode it to and from work along the twisty canyon roads on evenings and weekends.

The day the CX project officially ended the Japs turned up in a truck and stripped the K&N emporium of all CX bits and the modified road bike.

Sverre Helgesen, Sweden.

Tigress in Oz

FURTHER to your March, 1992, issue and Triumph Tigress scooters, I have three complete scooters and many spares plus a service sheets book. I did not see the first letter in your magazine so do not know what was wanted.

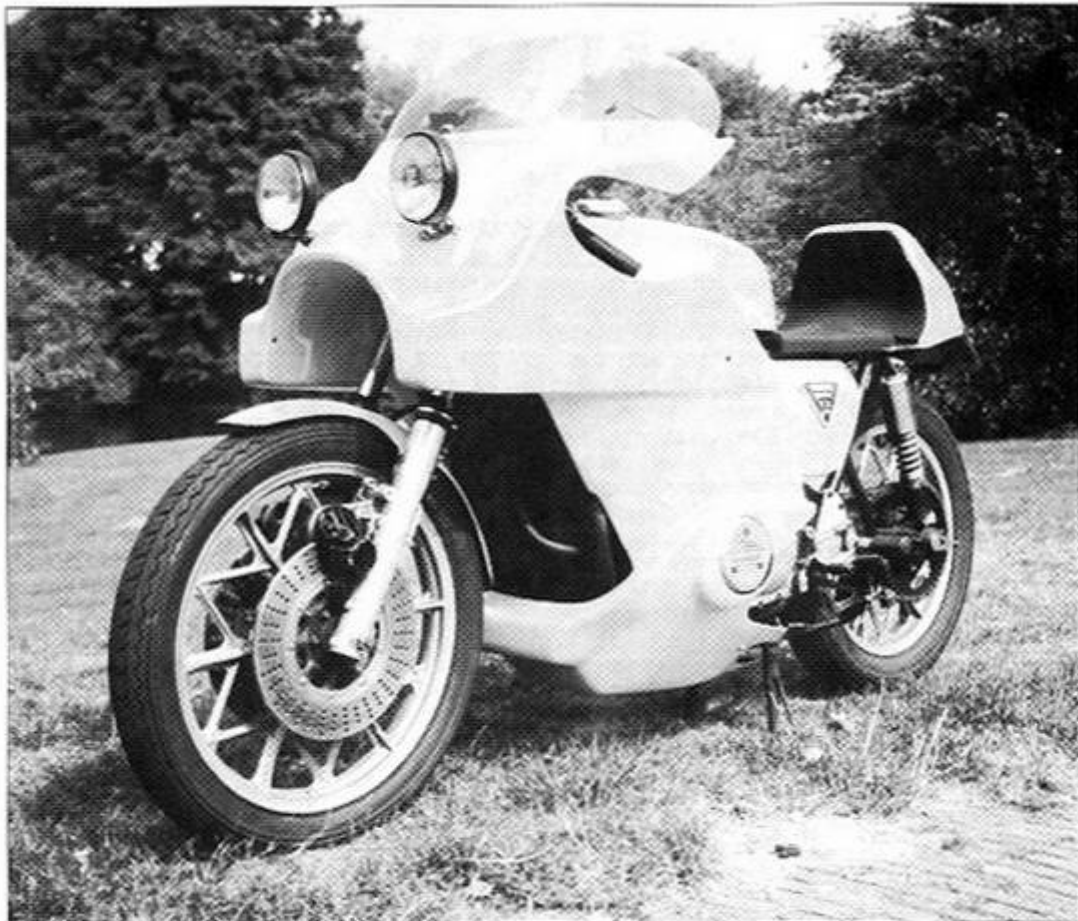
There were 175 and 250cc models. The 175s were two strokes and the 250s, four strokes. I have 250s.

R Miller, 38 Valentine Way, Australind 6230, Wesetrn Australia.

his Ajay on the road at last. So what's the next project and who's the next virgin restorer (victim) going to be? It would be nice to see another small British bike restored. What do you think?

Simon Bisley, Fareham

- I don't think we've heard the last of the Webster AJS for one thing. He's only ridden it the six miles to my garage where it's dripping oil! As for future projects and victims there are irons in the fire and we'll keep you posted. BB



More frame information wanted about this Japauto. Dutch reader Fred Kraag is looking for fellow owners and spare frames.

I WONDER if there is anyone in your country with a bike like mine? It is a very rare Japauto 1000VX and finding spare parts is very difficult.

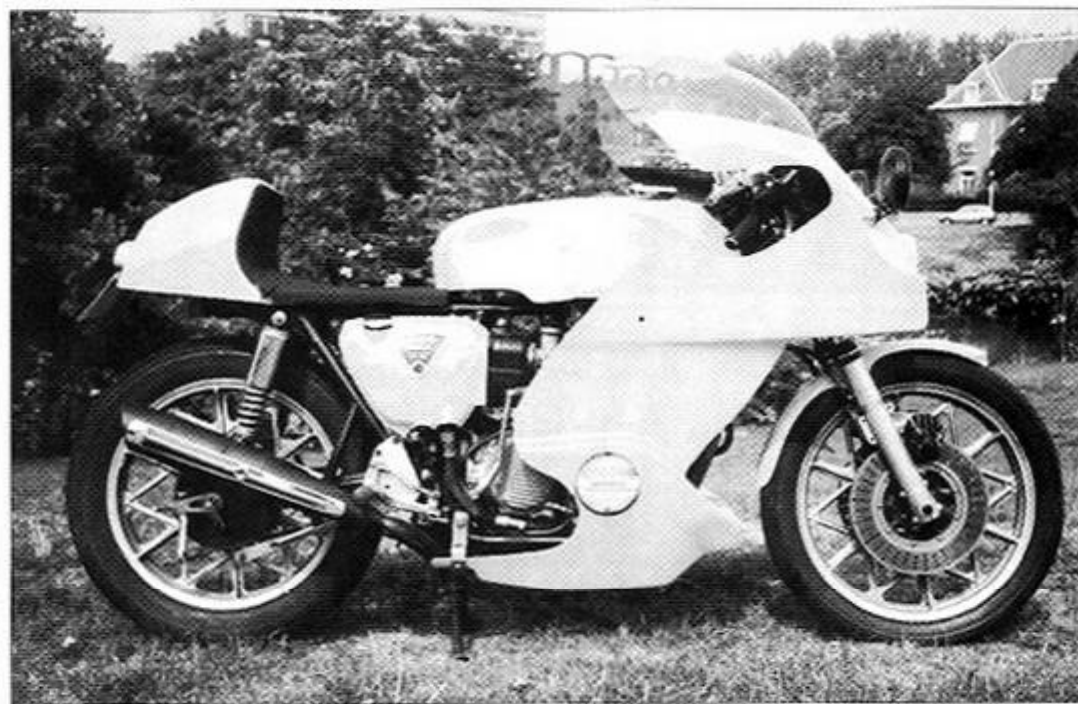
Over the years I have owned the bike I have been searching for someone who could sell me a Dresda frame built by Dave Degens in London. I spoke to Degens who told me that in the early seventies he built five frames for Japauto in Paris.

I realise that finding one is like looking for a needle in a haystack but Degens built a lot

Frame wanted

more frames that will accommodate a Honda sohc four cylinder engine. If I could locate one of these I would be an extremely happy man.

Also I invite anyone who is interested in the Japauto 1000VX or Japauto 950SS, or has spare parts or documentation to call, write or fax me it! **Fred Kraag, c/o Maarseveensestraat 5, NL-2574 RW, The Hague, Netherlands. Telephone/fax: 010-31-70-356-3252.**



SOLVER



Dai needs a Suzuki to modify

COULD you please tell me how to fit a Superdream regulator/rectifier to a GS1000, a modification that was recently mentioned in your magazine? I hope that doing this will give me a reliable electrical system.

A Horsley, York.

● Um, I haven't done that article yet! After mentioning it in the magazine the supply of dead and dying GS and GSX Suzukis around home dried up — I suspect it's because I've done them all.

It's a shame you live so far away from Dorset, I could do with a GS/GSX to work on for aforesaid article. If anyone in the West Country has one write to me at the magazine.

The conversion should only take about 45 minutes but allow at least three hours so we can make notes and take photographs for a feature in *Mechanics*. I'll only charge for the parts, maximum £25. DG

I HAVE bought a KH250, frame number KH250B-003743. The year on the logbook says 1976 but the engine (number S1E052548) is from a later bike. Could you suggest what year it is?

Do you know of any books that I can get a good number of colour photos from, excluding the Haynes manual. So far I have done all the work myself but I have come up against difficulty in rebuilding the wheels. Is there any workshop method of doing this? I have minimal access to specialised tools, but somebody suggested using a coat hanger to set the wheels up!

I have set the ignition using a multi-meter. Will the bike run okay like that until I can get it to a dealer to have it set up properly? Finally, where can I get some tank transfers?

R Leigh, Fleetwood

● You are quite right, your KH250 is not kosher. The

Triple hybrid

frame number is indeed from a 1976 KH250B1 but the engine is a 1978 KH250B3.

There aren't a great deal of colour photos available because the workshop manual and even the Kawasaki recognition book is in black and white. Perhaps joining the Vintage Japanese Motorcycle Club and placing an ad in their autojumble section may elicit some response.

Wheel building is best left to experts who make it look embarrassingly easy, which of course it isn't. I'm not sure what you can do with a coat hanger. Nothing immediately springs to mind... An expert should only charge £15 to £20 and having tried it myself, this is worth every penny.

If the bike runs after setting it up with a multimeter it should be fine until the dealer can get it spot on using a strobe light. Tank transfers are no longer available from Kawasaki. DM

CAN you help me with a few problems I have with my Honda CB500/4. Are the front forks for the 500/4 the same as those for a 500T, as I am not sure which has been fitted? Are they the same overall length when fitted?

Secondly, does the 500T rear wheel fit a 500/4 as again I am not sure which has been fitted.

I must also thank John Wyatt for his previous letter and ask for his business address regarding spares (we did speak on the phone but he has forgotten to send me the address). Also could I fit a set of 550/4 barrels and pistons and if so would I need the 500/4 or 550/4 gasket sets or head? Brian Galway, Dunstable

● The forks from a CB500T are not the same as the forks on a CB500/4 but I suppose they could be made to fit with little difficulty. I am afraid I can not tell you whether the overall lengths are the same.

The 500 to 550 conversion requires everything from the top of the crankcases to be 550 so you will need 550 pistons, barrels, gaskets and head.

The 500T rear hub is not the same. The 500T has pressed in rubbers where the sprocket bolts directly to the hub. The 500/4 has a separate sprocket flange. Readers can find my address every month in my regular advert in this magazine. JW

I OWN what appears to be a Honda-Britain CB750F2. First registered on February 19, 1979, the frame number is CB750G 1010494, engine number B750GE1008823. I would appreciate any information regarding this bike.

Jon Taylor, Birch Vale

● The only information I have is that there were 500 made. Conversions were done by Colin Seeley, 200 of them Phil Read replicas and 300 Honda Britain replicas styled the same way as the race bikes of the time. JW



Here is Phil Read himself on his Honda-Britain race bike at Mallory Park in 1978.