



**A 1975 slightly tired CB400F**



**Frame:**

**Stock 1975 CB400F frame, all brackets that were not required have been removed and sanded smooth. I have fabricated new rear set hanger brackets and a front fairing bracket and tig welded them to the frame, sand blasted and spray painted gloss black.**



**Swingarm:**

**Steel box section unit with roller bearings, stainless wheel axle, alloy wheel spacers and an alloy chain guard. The design is similar to the Dresda item that was manufactured in the 70's.**



**Triple trees:**

**CNC machined lower tree with a hollow stainless steel stem, hard anodised. The top tree is also a machined item, basically a proto item for race use only, anodised a natural finish. All fitted together with a set of taper roller bearings.**

**Rear wheel:**

**Stock CB400F hub that I have bead blasted and laced with h/duty spokes to a 2.15x18 alloy flanged rim, with a Dunlop KR124 3.50x18 race tyre.**



**Front wheel:**

**Stock CB400F hub also bead blasted and laced with h/duty spokes to a 1.85x18 alloy flanged rim, with a Dunlop KR8252.75/3.75x18 race tyre. For increased rigidity I have fitted 20mm wheel bearings with a 20mm hollow axle of my own design, Speedo drive is not used with this special axle. (This is a tip told to me in the 70's by Dave Degens of Dresda fame)**

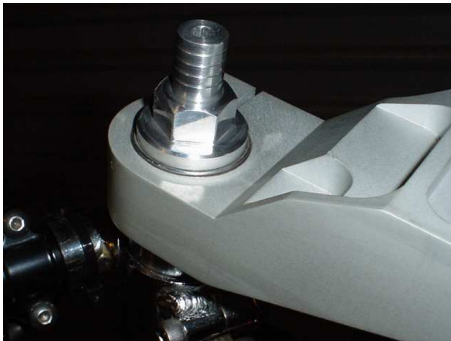
**Rear shocks:**

**A pair of brand new Koni's that I have had tucked away for the last 10 odd years!**

**Front forks:**

**Stock CB400F 33mm items fitted with S&W fork springs, a set of cnc machined spring pre-load adjusters.**

**Ohlins 10wt fork oil with an air gap of 100mm, measured without springs, tubes compressed, gives fair damping for a 30 year old design. Front fender brace is used with a fibreglass fender. (In manufacture)**



**Brakes:**

**Stock but drilled disc with stock calliper fitted with AP racing brake pads (LMP101). The calliper has been black ceramic coated and has a KSM speed bleeder fitted; still to fit is an s/s-braided hose. Rear brake has new stock shoes fitted. Front master cyl is the classic design on order from AP racing in the UK.**

**Electrics and controls:**

**I have used an Elliot 16000 RPM rev counter from Harris performance, the throttle is from a VFR/RVF 400 or 750, and the stock CB400F cables fit perfectly. The engine kill/starter switch is also from the VFR/RVF.**

**The battery is from a Yamaha R6 and fitted in a custom alloy battery box, I have kept the starter motor, but removed the entire charging system and generator. Wiring harness is a custom job of my own design; the on/off switch is run through the engine kill switch.**



**Ignition system:**

**Boyer Bransden electronic unit, coils are stock at the moment but soon to be replaced with a set of boyer or dyna coils and leads. Spark plugs are NGK DP9EV (some tracks I will use DP10EV).**

**Fuel tank:**

**Stock CB400F, lifted 20mm higher with a special kit I have developed, I have moved the fuel outlet 10mm forward to clear the CR carbs and fitted a Pingel fuel tap, I have also cut and re-welded a pocket on the right hand side to give better clearance for the throttle cables.**

**Seat:**

**A replica, single Rickman style fibreglass seat unit.**

**Fairing:**

**From Meadspeed in the UK, I have used the Honda 250/350K4 top half fairing, very good quality. I have fabricated my own front and side mount brackets from aluminium.**



**Test fitting the bodywork, before Painting.**





**Rear sets:**

**CNC machined with GP style levers etc, anodised in a natural finish.**

**Chain & sprockets:**

**520 O-ring chain, 15 tooth (14 optional) front sprocket, rear is a 40 tooth (42 optional)  
Rental blank that I machine to fit,**

**Other CNC machined parts:**

- Front motor mounts,**
  - Set of 8 tappet covers,**
  - Set of 4 rocker shaft bolts,**
  - Race oil filler cap,**
  - Race oil drain plug,**
  - Blanking plug to replace kick-starter shaft,**
  - Blanking plug to replace rev- counter cable,**
  - Ignition cover,**
  - Generator cover, carbon and alloy,**
  - Top triple tree nut,**
  - Top triple tree bearing retainer cap,**
  - Oil filter housing with feed from oil cooler,**
  - Oil cooler frame mount bracket,**
  - 4 exhaust clamps,**
  - Stainless steel exhaust studs,**
  - Special steering damper bracket,**
  - Spring pre-load adjuster caps,**
  - Rev counter mount bracket,**
  - Special rear lower motor mount bolt (EN19 steel),**
  - Rear brake torque arm,**
  - Rear sprocket drive pins,**
  - Rear wheel axle, spacers and chain adjusters,**
  - Special 20mm front wheel axle,**
  - Fuel tank mount brackets,**
- All Allen cap screws are machined to a taper or wasted head style.**





***The Motor:***

***Yoshimura 56mm (492cc) 10.5-1 balanced 2 ring slipper pistons,  
Spun cast iron liners (meanite), modified block to fit,  
Enlarged crankcase to accept new liner size,  
Ported cyl head and STD size valves, inlet carb mounts ported to match CR carbs,  
Copper head gasket,  
Yoshimura Ontario race camshaft, modified rocker cover to fit,  
Machined cam sprocket, to degree cam,  
Rocker springs removed and machined spacers used to line rocker to valve tip,  
S&W race valve springs with TTR titanium retainers,  
RSC Honda race balanced con rods with 15mm small ends,  
Balanced STD crankshaft,  
Yoshimura h/duty cam chain,  
TTR lower tensioner arm, (cam chain),  
Under cut Std 6 speed gearbox,  
Bushed selector forks,  
Barnett clutch plates and springs,(a dry clutch unit is under development),  
Keihin CR26mm smooth bore carbs,  
Pingel fuel tap and fuel line,  
Yoshimura 4-1 exhaust system,  
Titanium fasteners on crankcases and side covers,  
Modified sprocket cover,  
Up rated oil pump, with take off for 7 row curved plot oil cooler,  
TLML anti friction coating is used on the complete gearbox, main and big end bearings and the piston skirts,  
The piston crowns are ceramic coated,  
Crankcases, block and cyl head have been glass bead blasted,  
Rocker, clutch, sump and sprocket covers are spray painted a matt bronze colour.***

