



Copyright © 2023 Keith Jones, All Rights Reserved

HONDA CBF 1000

RESCUE and RENOVATION

Acquired 17th June 2023

Updated 12th July 2023

These first images below show the 2010 Honda CBF 1000 being rescued from the Welsh Borders on Saturday 17th June 2023. This bike was in the possession of the previous owner for seven years but sadly had not been used for quite a few of those years. It sat in his garage gathering both dust & rust (Hey! We've all been there). On *collection day* I also became the proud owner of a 'Two-Bike Trailer' which we hitched-up 'on-route' the same morning from my very good friend Steve (of Laverda Fame). "Thank You Steve". I must add an enormous and resounding "Thank You" to Dave (for the Honda). And finally . . . a mega-BIG "Thank You" to my best friend & business partner Debz for helping me collect both trailer & bike using her trusty Land Rover Discovery. It was an enjoyable, but long journey that was rewarded with a fish & chips meal for both of us at the Craven Arms Village Fish & Chip emporium.



I said 'long journey' because I got us lost on the way back. I turned right instead of left and ended-up travelling an extra ten plus miles or so out of our way through the beautiful countryside . . . "Shropshire and England's green & pleasant lands" quoted Steve, who reminded me it was from a poem by William Blake (b.1757 – d.1827). *I imagine Blake would have been a Harley Man! That, or a Hobby Horse Man!*

So, pulling *trailer & bike* for the first time down these extremely narrow lanes proved a challenge at times as we encountered several on-coming vehicles, fortunately for us, they all reversed back into various farmers field entrances and/or the usual 'cut-outs' placed along the lanes to enable cars to pass each other.



As can be seen from the photos on this page, there is quite a lot of rust on all metallic surfaces, plus a few parts seized &/or of questionable repair (plus a flat tyre).

From the condition of the radiator & hoses it is apparent there has been coolant leakage where hoses, radiator & water pump are joined. So I'm expecting to have to replace a fair few parts as work progresses. I also need to check if the radiator fan is still working too.



Rusty footrests & rear Swing arm (photo above).

(Photo Left): The swinging-arm is also very rusty and as CBF 1000 swing-arms are renowned for rusting 'from within' (as well as from the outside) it will need a thorough inspection to properly evaluate the condition and ascertain the extent and type of work needed to bring-it back up to MOT standards.

It's obvious that quite a lot of time, work & money is needed to get this lot sorted.



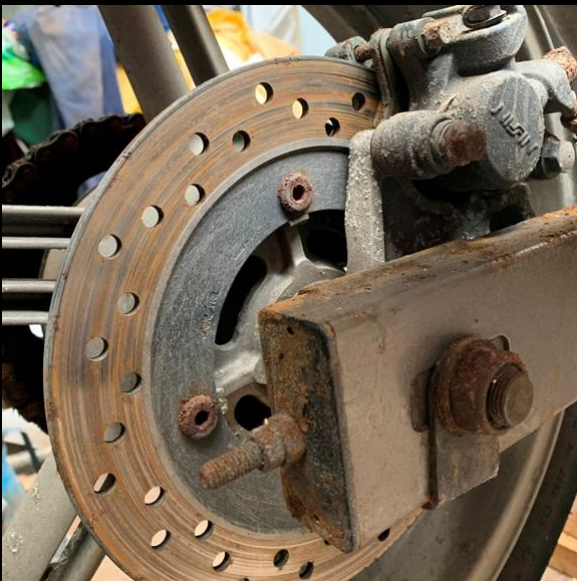
Rusty front brake callipers.



And . . . a very rusty old horn too.

My intention, at the start of this project was to use this bike 'For Spares' to use on my own Honda 1000 (that I've owned for years), or even use it as a *Donor Bike* for a future project maybe. Items such as forks, wheels, levers, switches and electrical fittings, etc). BUT . . . after having a good look over the bike, and looking past the obvious rust issues, the general 'Tattyness' and long-list of parts and/or work needed . . . I now think it's too good to 'Break' even though it is going to require quite a lot of work and money spending on it, to get it back on the road legally again.

So, instead of using it for spares I think it may be viable to try and revive it '*for the road*' (where it belongs). But only further investigation will determine whether it will be worth it, or not!. Also, because this Honda has been '*laid-up*' for such a long time, I need to give it a more detailed examination as I dismantle various sections of the bike. I think it deserves a '*long-over-due*' Service, i.e ALL fluids replacing, including the brake & clutch fluids, engine oil & filter, plus air filter (and the list goes on). The rear chain & sprocket is totally knackered and in need of replacement) too.

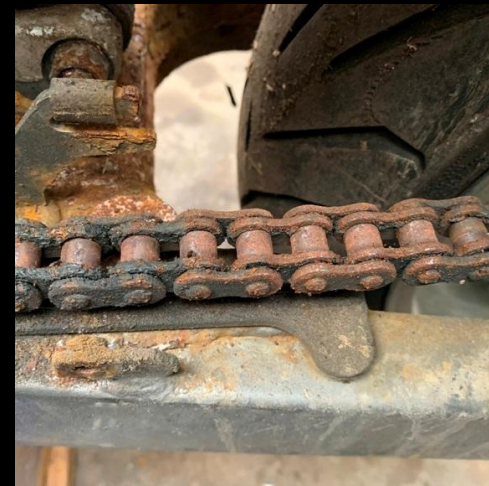


As the CBF 1000 is such a powerful & nifty touring bike, at this stage I think it both prudent and a matter of best practice to replace the front & rear brake pads too.

Two of the easier 'Fixes' are; (1) replace the Horn; which looks well past its '*best by*' date and no amount of paint is going to do justice to that sort of corrosion.

And; (2) The 'flat' rear tyre which will not hold '*air*' so not sure if it's a leaky valve, a puncture or even if it needs a new tyre ? Both of which rare easily fixed.

Once all of the main structural and critical systems have been sorted, it will then be time for a really good clean, polish & shine *everywhere* before being presented for the dreaded Ministry of Transport Road Test (or the MOT test as it's affectionately referred to here in the UK).

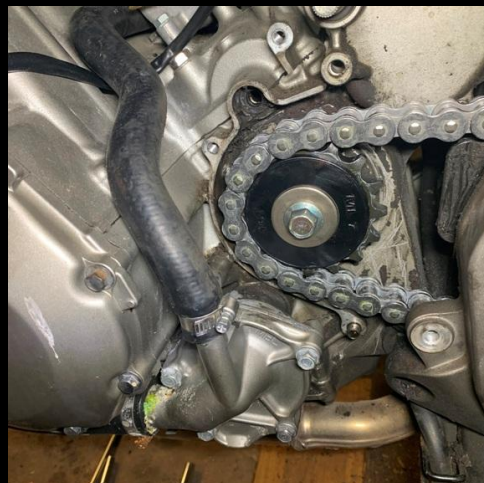




As can be seen from the previous page (above), the bike has a new air filter fitted.

The rust on the swinging-arm and other corroded parts fortunately was not as serious as it first looked – being mainly surface rust I managed to remove it by ‘scrubbing-down’ with a wire brush, followed by a good ‘rubbing-down’ with various grades of carborundum paper and a thorough degrease with acetone before applying phosphoric acid, zinc primer and then a top coat of silver paint (that matches the original colour – or as near as “Damb-it” is to swearing!). The end result is tidy and a looks much better than it did before. Same process for the chain adjusters too.

Regarding the rear tyre loosing air, I took the wheel to Addison Tyre Centre, of Tipton where they removed said tyre and checked it for a puncture before fitting a new Valve after cleaning up the rim and half-an-hour later the Honda wheel was re-balanced and back in the Defender and on its way home. Job Done! As you can see from the photos below; I’ve fitted the new front & rear sprockets, as well as the new chain. All of which are genuine Honda parts. RESULT !



The wheel has *cleaned up* really well (photo left) and looks pretty good now, especially with the new rear sprocket and new chain fitted.

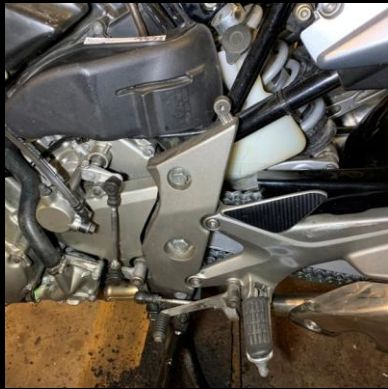
I also cleaned-up the brake disk (on the other side of the wheel) and that also looks good to go now.

The chain needs adjusting and when the rest of the components are re-fitted & adjusted, this will be the ‘Back-End’ done & dusted.

Regarding paintwork and bodywork generally, all looks good apart from a coating of some sort of sticky, dirty mess probably tree-resin (or is it tree-rosin? – whatever!!!), but once all of the bodywork / painted areas have been cleaned-off with acetone & degreaser it will be ready for a good polishing. I'm sure this bike is 'gonna-gleam & come-up-lovely'. An example of the sticky-stuff mentioned; see photo below right (Honda light).



I rubbed-down, treated & painted the side-stand & central-stand and refitted the cleaned exhausts. The wheel, chain & hugger all look good now.



As I collected the trailer on the same day as the Honda I thought I would include my latest modification.

I made a wheels carrier out of some scrap metal (that I had in my metal store), to enable me to carry a spare wheel when using this trailer.

Another **RESULT!**



I finished-off the trailer by making a 'Locking' mechanism for the spare wheel, plus I fitted two captive nuts to hold the 'Ramp' onto the trailer.



Following on from working on the bike trailer (spare wheel carrier) . . .

I re-started work on the CBF 5th July 2023, by draining the cooling system by removing the drain plug and proceeded to flush-out the radiator and hoses, etc with clean running water. Quite a bit of cruddy, discoloured coolant came out and when it was running 'Clear' again I refitted the drain-plug (with a new copper washer). I then proceeded to remove the hoses & re-flushed again. As can be seen (photos below) Radiator is very rusty.



The next step was to rub-down the corroded areas on the radiator and prime it with etch primer, followed by gloss black paint. The photographs on the next page show the 'Before', 'During' & 'After' stages.



Once painting was completed, I removed all of the masking paper & tape and 'Flushed-out' the cooling system / radiator for a third time with clean water before re-filling the Radiator with new Anti-Freeze (obviously after reconnecting the main radiator to the water pump hose with new clips). I also threw-away the rusted-up Horn and fitted a newer 'higher decibel' sounding Horn, which I think is always a good 'mod' to have on bikes these days. Below (next page) I have written-out a list of work carried-out so far. Its getting close now to *firing it up* and taking it for its first MOT in quite a few years. I have put the Honda on 'SORN' until it passes the MOT and until I can afford the road tax & insurance.

HONDA CBF 1000

WORK COMPLETED SO FAR.

- Jacked-up the Bike and removed the petrol tank and drained-out all of the stale petrol. Flushed it out with fresh petrol, ready for re-installation.
- Removed the rear hugger, brake calliper, the rusty rear chain, wheel and both silencers.
- Puncture repaired to rear wheel with new valve fitted and tyre balancing (job done but not by me).
- Removed both drive sprockets and replaced with new genuine Honda sprockets & new chain set. This involved removing the gear-change mechanism and front sprocket cover & clutch slave cylinder.
- Freed-up the rear brake calliper and checked brake pads (which are within serviceable limits).
- Cleaned-up & checked the rear brake disk, rear wheel and the rear 'Hugger' mudguard.
- Removed all of the corrosion on the rear swing arm. Sanded-down & treated with anti-rust & Zinc primer before painting swing arm with silver top-coat.
- Removed corrosion on silencers, rear footrests, rear wheel spindle & nuts and rear wheel adjusters (ready for reassembly). Fitted new nuts & bolts on silencers.
- Removed corrosion on the side & centre stands, treated, primed & painted black top coat.
- Refitted everything back onto the 'Rear' of the bike (that had been removed for reconditioning so far) and adjusted the rear chain and torque'd everything back up to Honda spec.

The Back end is now finished and work began on the rest of the bike (see blue text box right).



The List continued

- New air filter fitted. New oil filter fitted. Engine oil drained & replaced.
- Drained engine coolant via water pump drain plug and flushed-out system.
- Removed lower radiator hose (to the water pump) and removed the corrosion from the radiator body before priming and painting (in black).
- Replaced water pump drain plug with new copper washer, then flushed-out system again, then refitted lower radiator hose with new hose clips and refilled system with new anti-freeze. Bled system & refilled the overflow bottle to recommended level.
- Painted horn bracket and replaced the old corroded horn with newer air type horn.
- Refitted petrol tank (and added new fuel), fitted new battery (ready for start-up).
- Checked-out lights, horn, indicators, ignition & oil lights and brake lights, etc.

It's getting there (as they say!) all that's needed now is to clean-up the bodywork / paintwork and the rest of the bike (ready for the first test ride). Then it should be ready for that MOT that was mentioned earlier. And as soon as it is MOT'ed . . . it will be ready for the road.



As can be seen from these photos here-on, the Honda CBF 1000 is now finished and all of the necessary work completed ready for MOT testing.

So . . . Fingers crossed, all goes well with the test ride tomorrow prior to taking it for its annual health & safety check at the Bike Doctors (aka; the MOT Testing Station).

The final two photographs on the next page represent the 'Finished Article'.

The beauty of Mr Honda's CBF 1000 was captured from both sides (below).

This wonderful one litre legend.



Last updated on Wednesday 12th July 2023

