

FAT BOB CB Part Three

PHOTOGRAPHY: PAT BROLLIER



Smaller, lighter, tighter, Honda's CB750 Four finally achieves sporting look it so rightfully deserves; better appearance and handling without sacrificing comfort. You might also try fitting fatter Hondamatic alloy wheels for better handling.

If you are a Motorcyclist regular, especially a CB750 Honda-owning regular, you are aware of the Fatbob Project started in the May issue. We skipped June to do some parts chasin' and wrenchin' and came back in July with Part II, which got into the rear fender, taillight and license bracket. Now the time's come to ice ol' Fatbob's cake with saddle, front fender, bars, mirrors and paint. A snap.

The front fender is easier since no wiring is involved. Remove the Four's chromed stocker and drill-out or Dremel-grind the heads off the top side of the rivets that hold fender to brace. Punch the rivets out and separate the two components. Now do the same to the CJ360 fender, but this time grind the heads off the underside of the fender so you don't slip and scarf the plastic top. We're going to marry the plastic fender to the Four's original steel brace since the CJ brace is too flimsy and might let the bigger bike's forks flex more than we'd prefer; besides, the CJ brace positions the CJ fender too close to the tire.

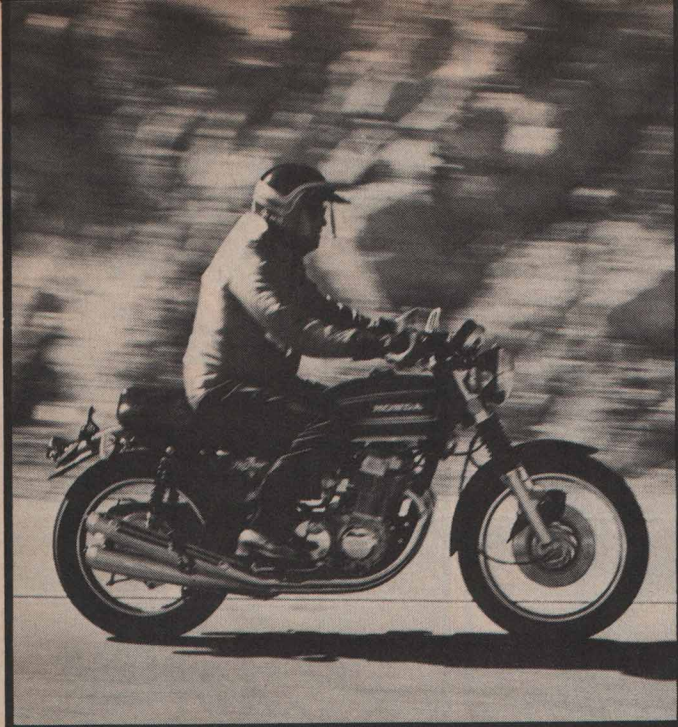
Next, saw or Dremel-cut off the bottoms of the plastic fender skirt, leaving 1½ inches of material extending *below the thin side valance*, enough, as shown in the photos, to accept the new rivets we are going to use to wed this plastic fender to the Four's steel bracket, using two rivets each side. Again with the Dremel (might as well get one; they are really handy) or a file, taper these newly trimmed plastic ears.

I used four five-cent aluminum rivets with ¼-inch shank and ⅝-inch head; these get ample purchase with their wide heads, especially considering they're going against plastic, and look professional. The front fitting is tedious in one respect; being flexible plastic, the fender is not necessarily true to form and, further, it wants to move around when being worked. So you can't use pure geometry to measure off X inches from middle or side and drill, as you might with a steelie. If you do, it may wind up sitting cattywompus over the tire. So here's how I made it happen my way. It takes four fittings to be dead sure, one for each rivet hole drilling; the

time consuming part being the bolting up and removal of the fork brace each time. It seems like a drag, especially about time the little woman starts calling you to dinner, but it is worth the effort. Mine came out right-on in every plane, and I'm blind.

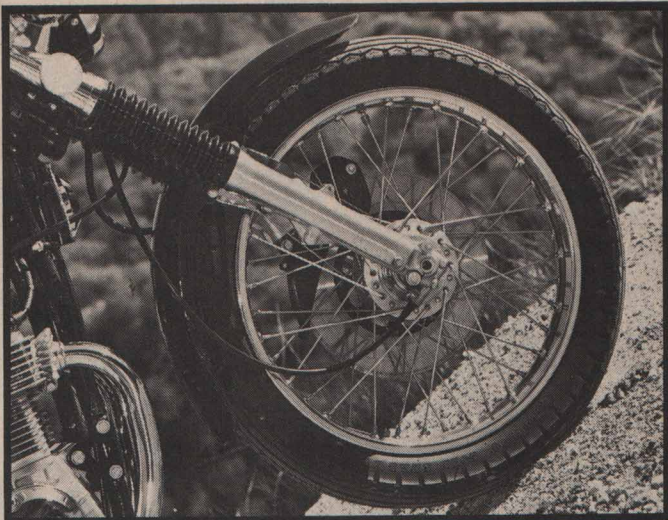
Bolt the brace onto the fork legs and position the plastic fender atop it, forcing the fender down firmly against the bracket. Holding it tight, eyeball for side clearance and concentricity around the tire, then raise up off your haunches and, still holding it down hard, get a visual reading on lateral alignment from both front and rear. When convinced she's right, take that electric drill at your side, with a small drill chucked up, and drill your first pilot hole through the plastic valance and only far enough into the steel brace behind it to just nick the metal. Remove fender and brace and, using a larger drill bit compatible with the diameter of the rivet being used, drill the finish hole in fender and brace separately.

Bolt the brace back onto the fork legs. Position the fender atop it once more and just slip the rivet in the

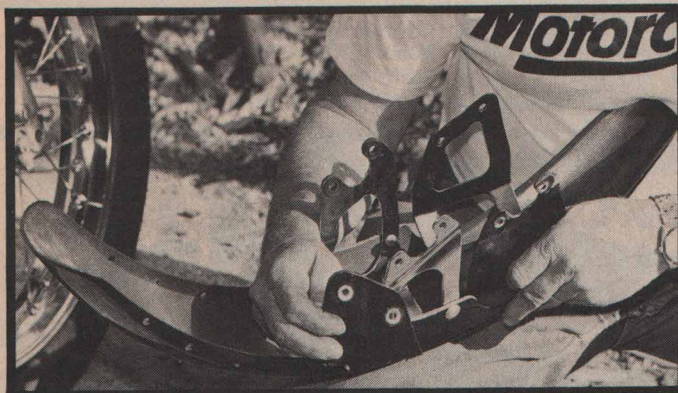


Seating position, though slightly lower due to New England saddle, is still comfortable. This 5'11" rider could stand an inch lower footpeg relocation to match saddle.

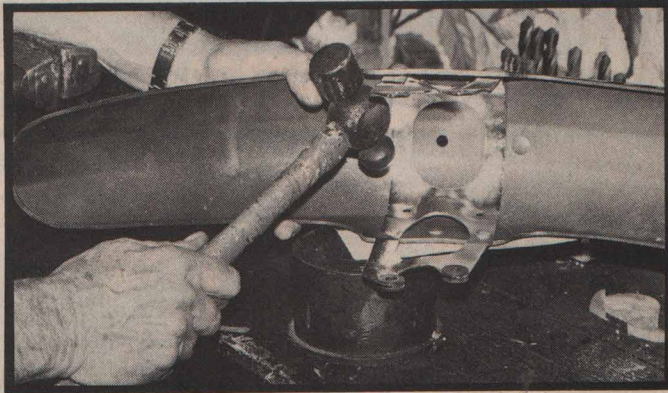
How To Fall In Love With Your CB750 Honda All Over Again . . . The Oriental Gets The Continental Look and Feel • By Bob Greene



Isn't this a sharp front end? CJ360 fender, grafted onto the CB750 bracket, is perfect complement, uses no braces. Color-impregnated fender accentuates chrome.



Hands hold CJ360 plastic ear that was trimmed off, and the lightweight black brace that was unriveted from CJ360 fender to permit fitting of chrome CB750 brace.



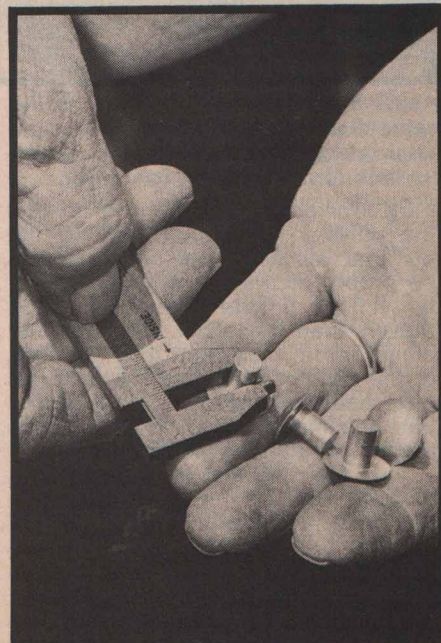
Once properly aligned over CB750 brace, and holes drilled, CJ360 fender is riveted, using cardboard under head to prevent scarring. When secured, fender is rigid.

hole to hold that end of the fender in place while you bear down on the fender top one more time and repeat the eyeballing technique. When the fender is once more true in all planes over the tire, and holding it firmly in position, drill your second pilot hole with the smaller drill bit, just nicking the brace beneath. Remove fender and brace and individually drill the second full-size hole in each. Bolt the brace back on and repeat this procedure two more times, being ever more critical of fender position each time since, although each additional hole makes fender positioning easier, it also becomes more dictatorial as the rivets take over even though they are just a press-fit at this point. Finally, when all holes are finish-drilled and fender alignment is true, remove fender and brace for the last time and peen-over the undersides of the rivets against the steel brace, using a piece of cardboard backing under the heads, between rivet and anvil, to prevent unnecessary disfiguring of the rivet heads. Should misalignment exist after the last rivet is in place, prior to peening

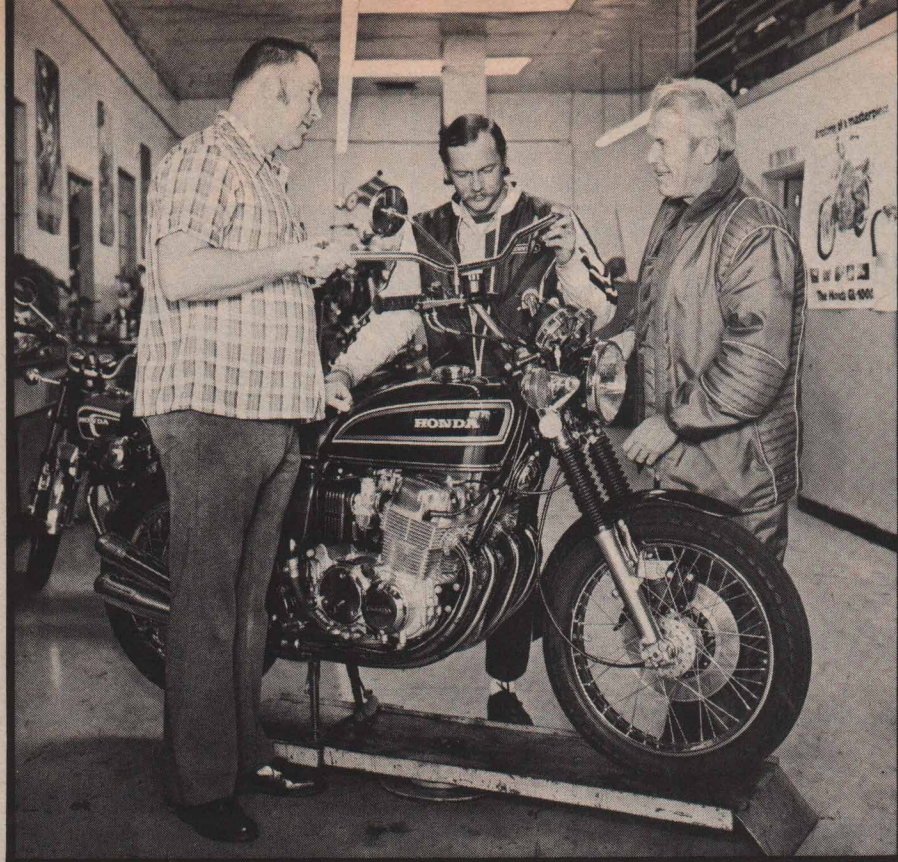
them over, it will be necessary to slightly elongate one or two of the holes to permit moving the fender around to bring it into true.

Right about here you've got it made; the rest is duck soup. Drill the ATV bars with holes corresponding to those in the Four's handling tubes, bolt on the saddle, using existing CB hinge and lock hardware, snap on the Konis and screw in the Stadium mirrors. Perfectionists will want to glass-up the original side holes in the SL rear fender and repaint it with Lubritech Candy Antares Red. Only a few hot tips remain.

Use a drill to duplicate the Four's wiring holes and retaining pin holes in the ATV handlebars, measuring carefully from the ends of the Four's original bars to establish proper hole contour and placement. Open up the larger holes with the Dremel tool or rat-tail file, carefully deburring all edges, especially the inner ones, to preclude chaffing the wires. I passed when it came time to R & R the bars, leaving this chore to Ed Kretz & Son Honda Shop. Ed and his son Eddy run a righteous agency in Monterey



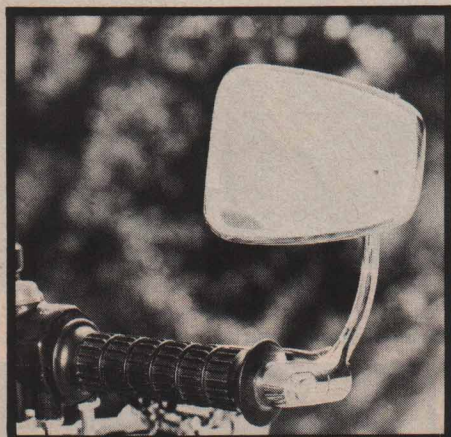
Oversize aluminum rivets with big heads are expensive at nickle apiece but easy to work, professional looking.



Eddie Kretz, left, and shop foreman Gil Williams saved the old man a fate worse than death when they volunteered to install the prepared ATV90 bars.



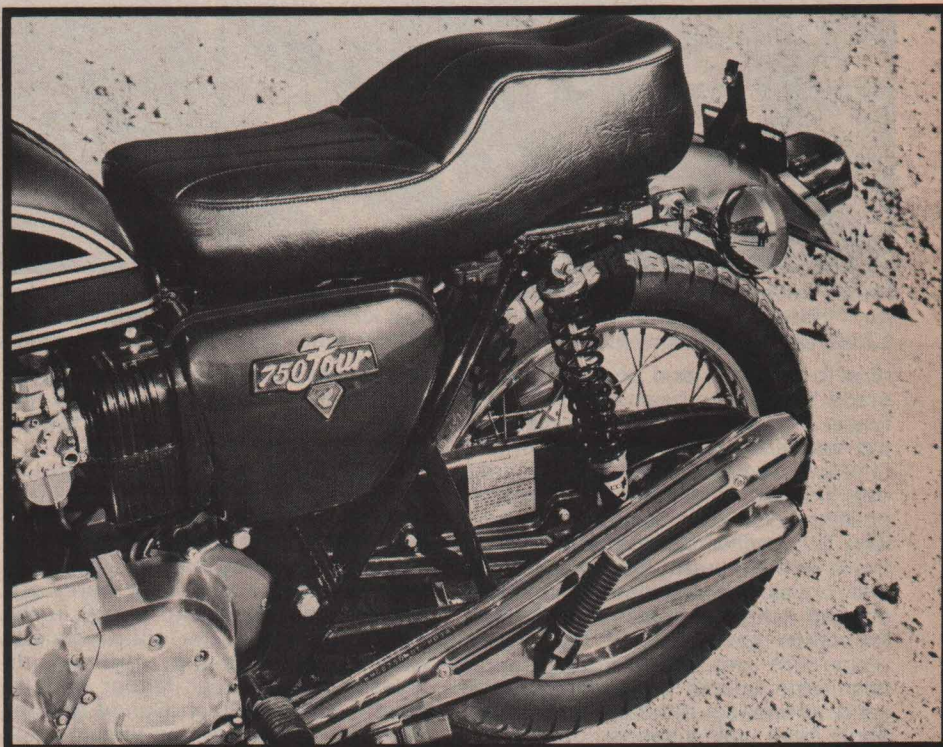
Of course I did the hard part, cutting holes in these undiscovered Honda tri-cycle bars for wires, etc. These bars come plain, without any wiring holes.



Auger a hole in the tip of grip rubber same diameter as Stadium mirror retaining plug, shove plug in and tighten up bolt. Mirrors have a fine finish.

Park, California. Just be sure to drill the holes in a position around the bar that will allow bar and levers to be proper at the bar angle you prefer; it'll be a little different position radially than the stock bar. The Stadium mirrors plug right into the ends of the bar tips once the rubber grips have been augered out to accommodate the mirror plugs. These mirrors are almost infinitely adjustable.

The New England saddle is a straight bolt-up, merely transpose Honda attachments to the custom saddle just as they come off the stocker. Owner Chuck Bower does a sanitary job on these genuine Naugahyde-covered saddles and they drop right in place the first time. The Koni shocks go on without hassle too, if you do it the easy way: with the bike on the centerstand, loosen



No run-of-the-mill workmanship here; these New England Specialty Seat saddles are top quality Naugahyde, well sewn. Though slightly firm, comfort is good.

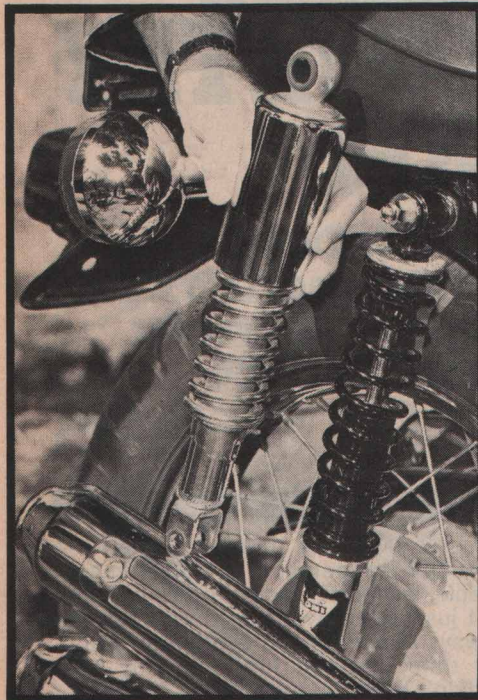
the right muffler mount bolt and remove the right shock, top first. As you remove the bottom bolt, crowbar the muffler out if necessary to ease the bolt the last few threads. To install the Konis, insert the *bottom bolt first*, running the bolt all the way in, but not tightening, before attempting to hook up the top. Since the eye of the top mount slips over a fixed bolt it is easy to engage it and tap the

shock eye on with a mallet. If you start with the top bolt first, you'll never make it. Now tighten top and bottom nuts and, finally, lock up the muffler bracket. Ditto for the left side, except that here it is unnecessary to loosen the muffler bracket.

Although the finish on the CJ360 plastic front fender is Antares Red, identical to that on the '76 CB750 Honda, and will not need repainting,



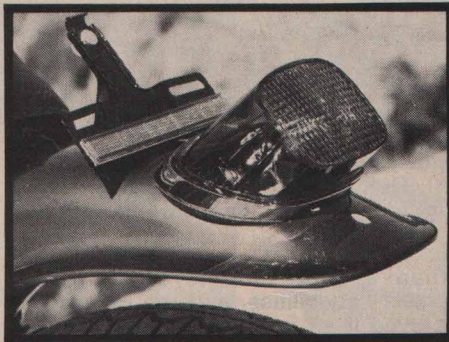
To make oval-shaped holes in ATV bars, first drill adjacent holes, then grind out walls between with Dremel tool or a file. Smoothen sharp edge.



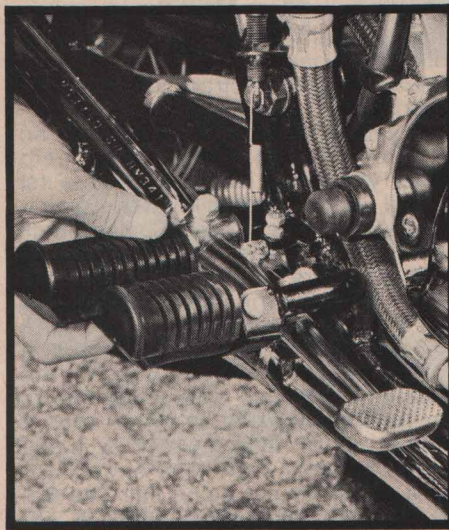
Black is beautiful. Webco's Koni shock absorbers must be installed bottom bolt first. These are 110-pound springs but proved too stiff; try 100.

the red on the SL350 Honda rear fender is a slightly lighter shade and you may want to shoot it for a perfect match. This calls for four aerosol spray cans from Lubritech; a gray primer, a special silver base coat, an Antares Red candy top coat and a clear top coat. If your Honda is any other factory color, Lubritech has that too.

Know somethin'? We're done. And



Harley taillight is best looking of all but backside curvature doesn't match up with Honda's fender. Gaposis is handled with handmade rubber shim.



This is how much we shortened pegs and rubbers in May Motorcyclist. They don't tear your legs off now, still give ample purchase, ground clearance.

there's an unexpected bonus. Frankly, I was going strictly for cosmetics in the beginning, but when Fatbob was all tricked out and I finally got the opportunity to swing a leg over it, I was amazed to find that the whole nature of the motorcycle had changed in respect to ride and handling. Three things account for this metamorphosis. The inch lower saddle, aside from being comfortable,

PARTS LIST

PART	BRAND	PART NO.	SUGG. RETAIL
Rear Fender	Honda	80100-310-010CM	20.40
Front fender	Honda	61100-388-670ZA	26.00
Handlebar	Honda	53100-918-020XW	13.60
*Taillight	Har-Dav	68008-73A	32.10
License bracket	Har-Dav	59995-73	7.25
Saddle	New England	73-210R	52.75
Mirrors (pair)	Stadium	Bar-end type	13.90
Shocks (pair)	Koni	2092-00 & 1225-00	80.50
Paint primer	Lubritech	GP-16-300	2.59
Paint base coat	Lubritech	UC-16-102	2.59
Paint Antares Red	Lubritech	HC-16-210	2.59
Paint topcoat	Lubritech	CL-16-800	2.59
Rivets (four)			.20
Misc. nuts, bolts			.50
Total			\$257.56
*option: Taillight	Custom Chrome 12-24		29.95



The Lubritech Company makes every Honda color in book, plus all kinds of preps and lubricants, etc. Lubritech advisory team can answer questions.

drops the c.g. The Koni shocks reduce wiggle and pogo. And the lower, shorter bars create a oneness between rider and mount that enhances control and is actually less tiring than the stock CB750 attitude. This comes from a guy with a broken back only three years on the mend. You might consider only two things. The 110-pound shock springs are a tad on the stiff side, and you may prefer 100-pounders. Also, lowering the saddle an inch ideally calls for a corresponding drop in footpeg height. Although quite acceptable as is, I suggest the pegs be lowered an inch since, now being sectioned 1-1/8 inches, cornering clearance should be about the same as a standard CB.

If I weren't so damn modest, and if it wouldn't run the risk of offending the giant of the industry, I'd say that Fatbob made a motorcycle out of the CB750 Honda Four. And those who have ridden it concur.