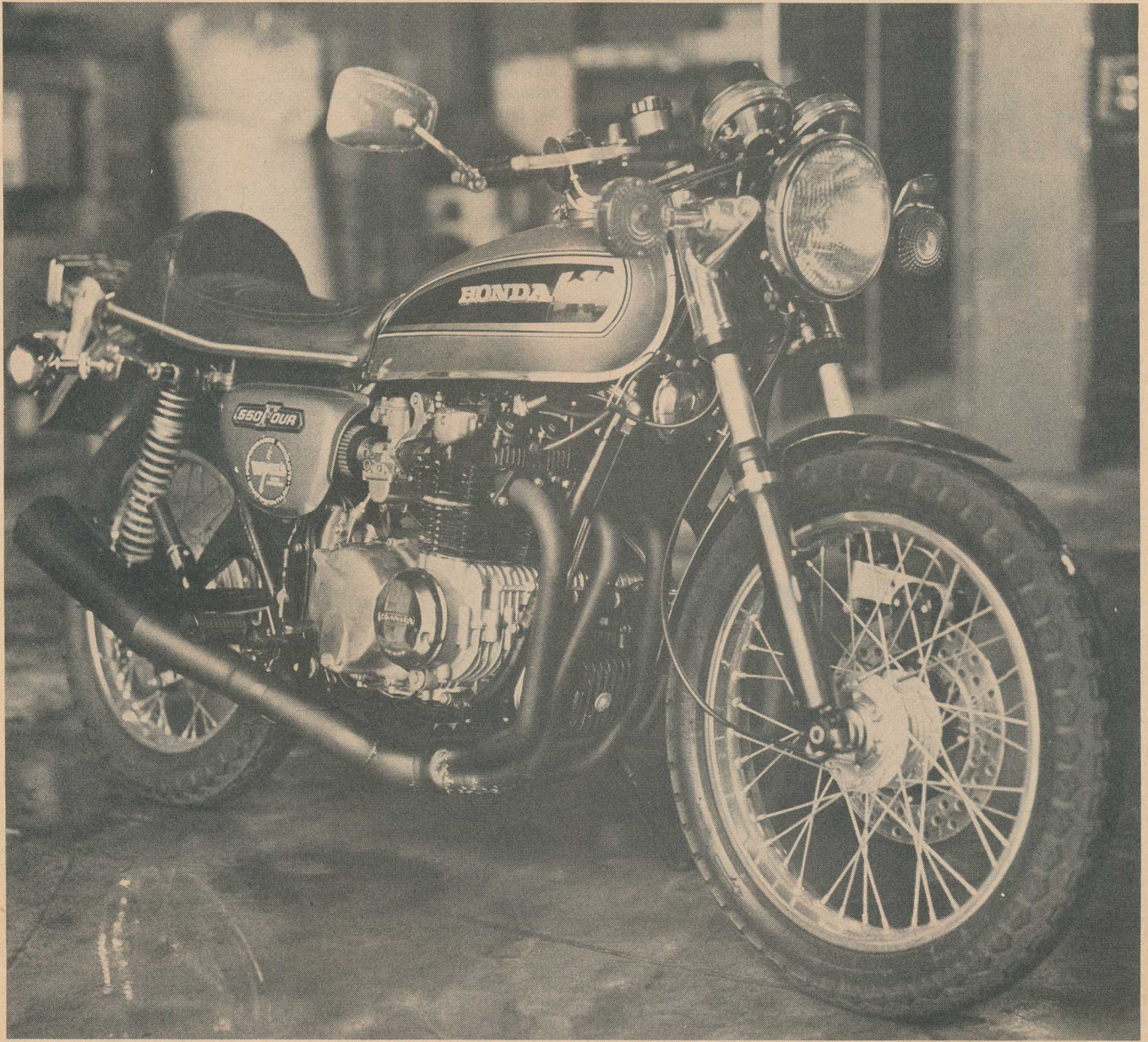


ACTION FOURS 590CC HONDA

An Incredible Difference

By Jeff Peck



In all the huzzah over the big cc bikes that are being built these days, people seem to forget about some of the smaller displacement machines. Admittedly, for all out go fast flying, there's nothing like a lot of cc's to make the earth fly by, but there is something to be said for a very quick bike with a smaller motor.

One advantage of the smaller bike is it is lighter, this means that it doesn't take as much punch to get it rolling along. Also there aren't many places on the street where you can really let

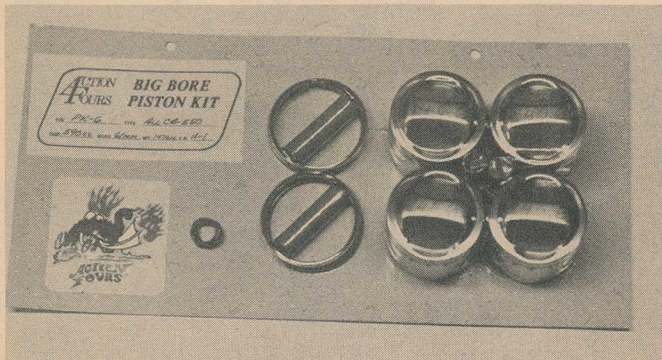
some of these big machine monsters unwind. Finally, there are times a quick, small displacement bike will pull away from a big engine monster, like in a tight twisty canyon.

These are just a few of the reasons we felt this project would be interesting. We'd heard many good things about this 590cc kit Action Fours makes, and had even seen a few of the bikes running some very fast times on the drag strip; so when a friend volunteered his 550 for the project, we couldn't refuse.

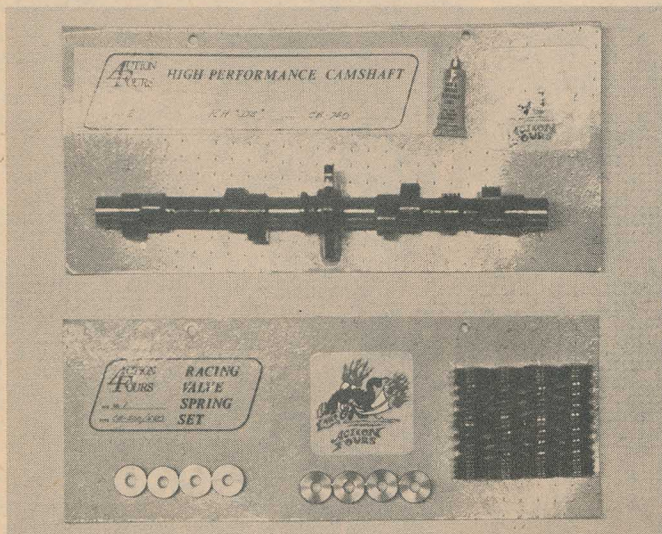
Chuck's bike had more than just a

few miles on it, about 30,000. These miles were racked up on the street, mostly canyon and drag racing. It had proven itself well and seen the high side of the redline more than a few times. An added advantage of using Chuck's bike for this evaluation is that he could tell us many things about the way the bike had changed with the addition of all of this power. He knew the bike very well before and the change would be profound.

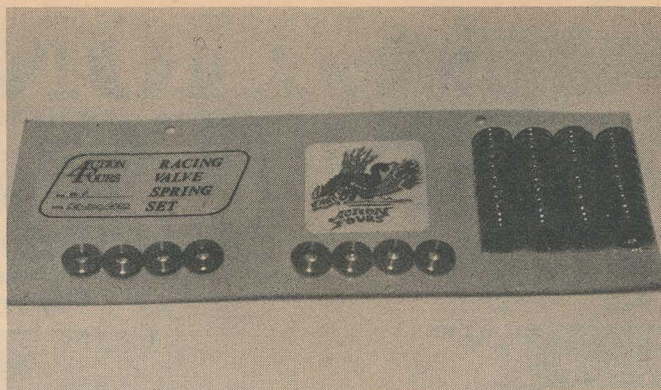
Now for a little background into the Action Fours kit. The basic kit



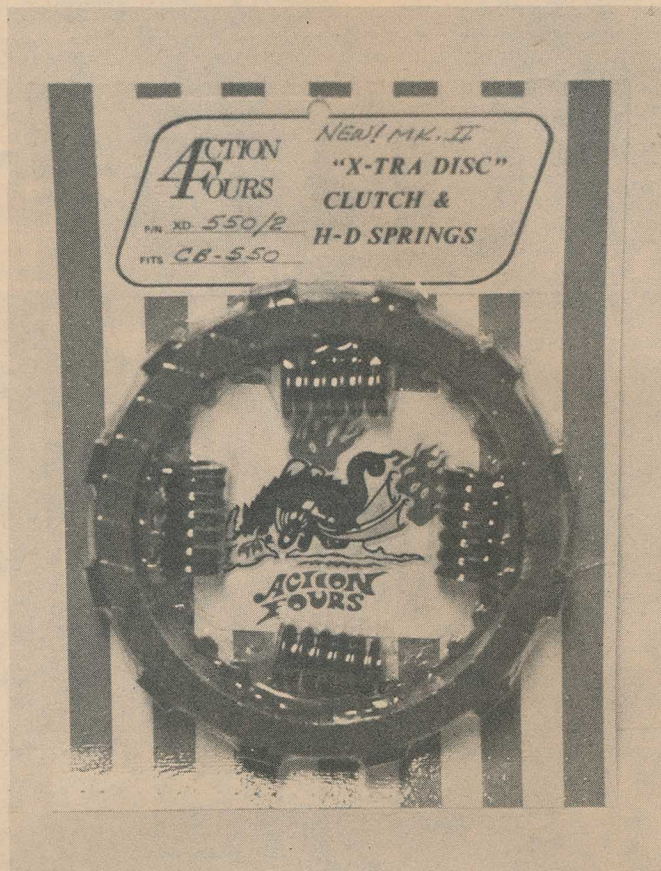
Cast 590cc pistons come complete in a skin wrapped package with the wrist pins and new clips.



The DS cam is a fairly mild cam for this 590, but it makes the power band just right for the street.



New heavy-duty springs and titanium retainers replace the stock units in this big bore motor.



To take the additional power, an Action Fours 8 disc racing clutch and heavy-duty springs were installed.

changes the displacement of the 550 to a 590. Along the way the compression is bumped up to 11.0:1. Cast pistons are used because the people at Action Fours feel that after many hard miles on the road race track, cast pistons will take the punishment better than forged pistons. The kit is complete in that it contains new rings, wrist pins and pin slips.

The 550's valve train is removed and replaced with a Kenny Harmon DS grind cam. Heavy-duty double valve springs and titanium retainers were also installed for added reliability and reduced weight. By reducing the weight of the valve train the motor tends to rev quicker and faster.

For improved grabbing a new 8 disc clutch was installed. This is a standard Action Fours kit which includes the clutch plates, four new metal plates and a set of heavy-duty clutch springs. For a motor that puts out the power this one does it's important to have a super clutch.

It seems Lockhart oil coolers are popping up on more and more street bikes as riders realize how well oil coolers protect the engine. In this case a High Performance Lockhart was used. This cooler features more cooling area than the other model.

Also installed was a Lockhart bypass valve. Oil that is too cold is just as bad as oil that is too hot. When

you first start a bike in the morning, or after it's been sitting for a long time, the thick, cold oil isn't able to get up into all of the little passages. The bypass valve doesn't allow the oil to pass through the cooler until it reaches a certain temperature. At that point it opens up and the cooler starts doing its job. A little item that extends the life of the engine.

To top off the oil system Action Fours has a special braided oil line kit that provides additional strength and good looks. This kit is available for all the Lockhart models.

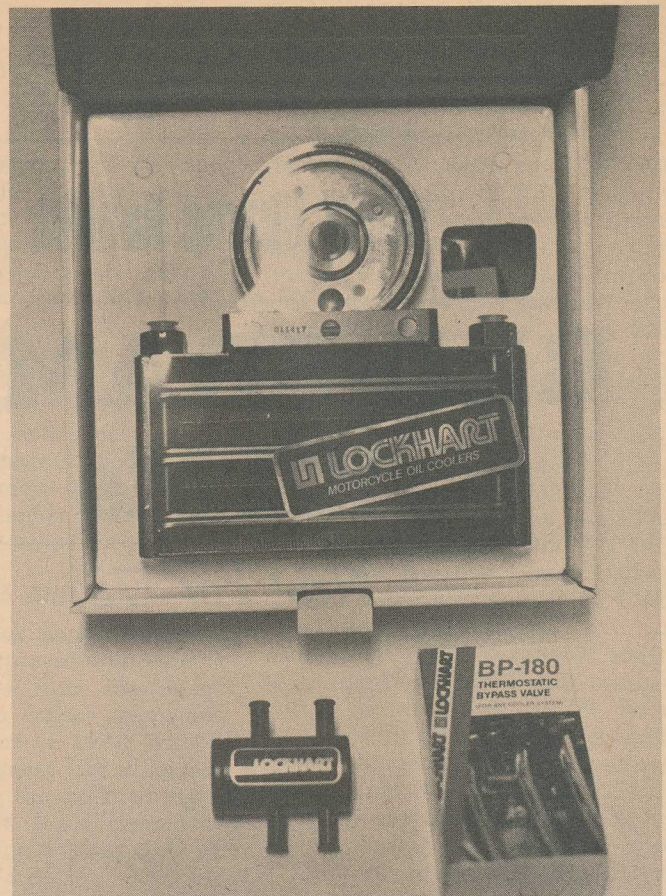
After the Action Fours guys installed all of these wonderful parts there was about 100 break in miles



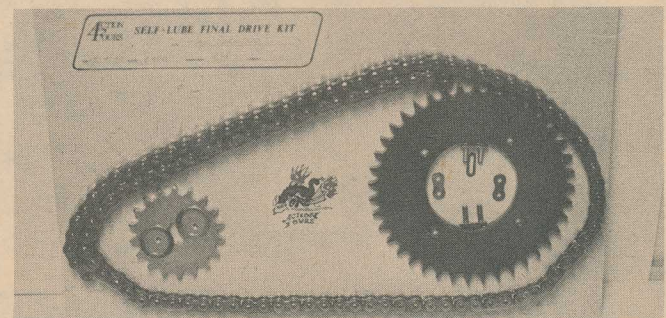
While velocity stacks would actually help the motor breathe a little better, these K&N filters will keep most of the big pieces out of the intake.



Action Fours has developed this special braided steel line kit that fits all of the Lockhart coolers. Braided lines are both functional and good looking.



For protection against the highs and lows of oil temperature, a Lockhart oil cooler and bypass valve were installed. The oil cooler was the special High Performance model with increased cooling area.



A 530 chain was installed for the additional horsepower and there was a gear change, 18/40. High quality self lubing chain insures a fairly good life time.

and then off to the drag strip. Bob Endicott, who twirls the wrenches at Action Fours, did the riding. Bob weighs 165 pounds and does a very good job of getting the bike down the track.

On the first pass the 590 Action Fours machine clicked off a respectable 12.99. The clocks weren't working right so there was no mph reading.

Next trip Bob broke the lights at 12.84 with a speed of 103.21. That's a good time for a strong 750, and faster than many of the 750's.

The third and fourth passes both dipped into the 12.70 area with the third pass being the fastest with the

clocks stopping at 12.76. While returning from the fourth run the push rod in the clutch went south so there was some time lost getting the part and replacing it.

Now that the bike is once again on the street it has gone back to Chuck so he can give us an insight into how an owner feels about the modified 590 version over the stocker.

So far everything is going well. His first impression upon riding the bike was that it had an incredible increase in power and he seems to like it.

Next month we'll have a complete rundown on his impressions and a more complete day of testing at the drag strip.

Jim Dickenson of Action Fours feels that this 550 is very representative of his 590cc kit bikes. He said that the bike should get down into the 12.60 to 12.50 area without too much trouble. Jim also said this 590 was in a mild state of tune and with just a few things changed, like the addition of a set of 750 Honda carbs, the 590 could be easily put into the low 12 second bracket. Not bad for a street bike.

Catch up with us next month for an owner's eye view of living with the Action Fours 590 Honda.

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