

Honda PC800 Pacific Coast Rebuild

Part Two

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Sheet1

So while I am waiting for my battery to charge which will be around Saturday now Thursday I shall continue with what I can do



fit right foot pedal



fit heat plate



fit brake pedal



fit front left calliper



fit front right calliper bleed brakes



fit right mudguard bracket



fit left mudguard bracket



fit speedo cable to clocks



fit speedo to the wheel



fit right calliper cover bracket



fit left calliper cover bracket



bolt on the mudguard



fit left calliper cover



fit right calliper cover



bike finished as far as I can go until battery is charged and I can fire it up and check electrics put the battery in friday 27th after leaving it on charge for 48 hours bike fired up on the third attempt dont know if its me but the engine sounds a lot better filled with new oil the oil leak from the front seems to have stopped so I ran it for about half an hour new problem is my muffler is leaking at the rear near the tyre so ill have to see if I can fill it with chemical weld only bought it last june second hand it was ok then well theres no oil leak from the right crankcase cover even without a gasket in it but it has a slight water leak from the water pump if you look at the stain floor of the above picture but its only dripping from the drain plug so ill fit a new sealing washer on there all the lights are working except the rear lights the brake lights work so do the indicators it just seems to be the main lights that are not working so ill look at that on sunday then its fit all the plastics back on and hopefully monday I can get it out for a quick burst around the block and hopefully get it hot enough to check that it wont boil over as it usually does but think I cured that what happens is when it gets hot enough for the thermostat to open my reserve tank fills with boiling water and it comes out the over flow pipe when the needle on the temp gauge gets $\frac{3}{4}$ of the way round I thought it was a problem with my fan not coming on but last time I ran it I just left it running for an hour in this state the needle never moved when it had cooled down I took off the rad cap and the rubber is badly perished allowing the hot water to get by and fill my reserve tank a new rad cap costs £30 so thought im not paying that so a friend took me to a place in leeds that sell all sort of rubber washers and oil seals and stuff I took the cap with me and the man in the shop fitted a new washer cost me 60p when I now put my rad cap on I have to push it down hard to turn it and seal it before it just screwed on so hopefully that will sort it Found why the main lights on the rear wont work I fitted a new ignition switch off of a Japan or US model now my ignition has 6 wires connecting them together the new ignition switch had only 3 all though I can run the bike I found that the front pilot light would not work nor the main lights on the back but brake light main beam high and low work and the indicators so what I had to do was remove the wiring from the jap/us ignition and substitute it with mine now everything works great or so I thought after finishing the days work I put on the steering lock and took out the keys only to notice my front headlight and rear lights come on as my french model has park lights so I am going to have to see if theres a wire I can disconnect from the switch to turn the lights of when I put the steering lock on or fit some sort of immobiliser in the trunk

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fixed the water leak from the water pump the drain bolt had become rounded and I could not get it tight enough so I changed it for an allen bolt that did the trick ran the bike while sorting out the lights found I have a small leak from the thermostat housing also when I drain the cooling system it says in the book remove the drain bolt then remove the radiator cap could not understand this as when I used to remove the drain bolt the water comes pouring out but with the new rubber in the radiator cap I took out the drain bolt and nothing happened until I removed the rad cap then it poured out so hopefully thats another job sorted it shouldnt boil over fingers crossed.

back to building



fit the upper cowl



fit the front air scoop



fit the clock cover



fit the fairing cowl



bolt on the screen and metal band



fit the garnish



fit the front air duct



fit the indicators



fit the shelter



fit the covers under the handlebars



oops nearly forgot the battery clamp



fit the bottom right front cover



fit the right rear passenger footrest



fit the right rear bumper



fit the front lower left cover



haha then take it off and screw on the chrome dummy exhaust oops remember to bolt it to the frame



fit the left passenger footrest at this point I also bolted on the gear lever saves having to turn the panel around to fit so fit after the panel is on



fit left rear bumper



fit front lower panel



fit the left front bumper



fit the front right bumper



fit the left upper side cover I found it easy to leave the trunk open so you can push in the rear boss and leave of the step cover so you can get at the front lower boss



fit the right upper front panel do the same as above



fit the left step cover



fit the right step cover



fit the right air vent



fit the left air vent



fit the front seat in the picture its not bolted as ive lost the bolts so off to halfords to buy some 8mm bolts



close the trunk and fit the rear seat



this bit goes under the fairing above the radiator but I need to get the spring nuts for the fairing to fit it



left side of the bike all done



right side of the bike all done I havnt fitted the rack as id burgled the bolt off it and need to replace them

Sheet1

finally a tip on my bike I have a lot of broken panels the front lowers especially the left one where the gear lever goes through that section has completely broken off so to fix it I joined the pieces together with duct tape on the out side surface lining up the cracks



then turn it over and run superglue along the crack but this isnt enough to hold it as it will eventually snap again so get some plastic padding or isopon the later is what I use mix a big dollop up the thickly smear it over the joint



the thicker the better let it dry as its underneath and cant be seen just leave it then take off the Tape fill and rub down the crack and paint

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this is also good if you have cracked bumpers the thick layer underneath holds it together my fairing is another point where the air vents push in both sides have broke off I fixed them in the way

The bike is not finished though it is running but I need to get the right engine crankcase gasket a seal for the water pump and a seal for the thermostat housing fork seals which arnt to bad so leaving them for now and eventually I must get a new swingarm and rear suspension and new handlebar covers screen and airvent for the screen new trunk cable and choke cable but they are for another day just going to fit the gasket and seals for the water leak for now then put it through the mot but I am worried it will fail on the swingarm and rear shocks the rear shocks are badly rusted though ive painted them to hide this and well the swingarm when I bought it the strengthening arm had rusted through and had to be cut off I then had a plate welded over holes on both the shaft drive and square side then made a new strengthening arm from 2 pieces of 1" Angle 1/8" thick made into a box and welded in place but I think something has gone out of square somewhere when I fit the back wheel and tighten it to the torque settings the wheel wont spin and I have to back it off slightly and hit the spindle with a hammer this frees the wheel and it spins ok the spindle nut is still hard to undo even with a big wrench but to be on the safe I drilled down the side of the nut and added an r-clip to the spindle



I am trying to find an 18mm castle nut to replace my spindle nut as I know the test examiner will ask why that is there but may take it out for the mot the bike runs ok with the wheel like this theres no wobble from it when riding and it handles ok ive done a few hundred miles like this before I took it off the road 2 years ago to sort out all its problems

unfortunately if it does not pass the mot this time I may decide to sell or part the bike as I cant afford to spend any more cash on it