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Honda PC800 Pacific Coast Rebuild

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After months of frustration on my first rebuild the last job to do was to drain the engine oil. Unfortunately the drain bolt broke. Leaving the threaded part in the engine, I was told to take out the engine as it would be easier to get it out by the bike shop, so I began to remove the engine just striping it enough to get the engine out. Everything went well until I got to the rear lower engine mounting bolt not only had it seized in the engine it was also bent. The only way to get it out was to completely strip the bike, so only the engine and the frame remained. The bike was then turned upside down so I could saw through the engine bolt. With the engine removed the frame was so badly corroded I decided to get it all sorted out also striping it down I broke 3 of the 4 lower trunk frame bolts so these needed drilling out annoying thing was when I got the engine out the drain bolt came out with the use of a big cross headed screwdriver typical so the frame was rust treated cleaned, and resprayed so on the rebuild I decided to photograph putting it all back together and write how I done it in a book so if anyone else is about to rip theres apart this will help to give you an idea of how to get it all back together I must admit the swingarm and front yokes remained on the frame as they need special tools to remove and I had to bend the right rear fender bracket (under the battery) out of the way so I could remove the rear brake mech from the frame to remove the rust from that area.

Hope this is of some help.

DAY ONE



Frame from the left all nice and clean no rust



Frame from the right



Brake mechanism fitted the bike is upside down at this point



Next center stand and spring was bolted on then the bike was turned back over.



Petrol tank rubber is fitted tip: use washing up liquid on the 3 plugs underneath the rubber push the center plug through then use pliers on the outer 2 plugs to pull through



Next is the petrol tank plate held in by 2 5mm screws either side of the rubber tip: put washing up liquid in the slot on the rubber this is where the seam on the tank slots in it helps you to move it up and down

Just to show im human got to the end of the first day I had fitted the petrol tank, rear fender, rear shocks, and the rear wheel the forks and front wheel. Then the next day the first job to do was to fit the wiring only to find that it would not go on so off came the wheel, the rear shocks the rear fender and the petrol tank all because I could not get the rear brake light switch onto the frame



next the brake light switch better to put this on before the petrol tank plate but I had to fix my plate in place with nuts and bolt as the old ones I had to drill out and through away the spring nuts and after a struggle to get the plate bolted on (not much room) so left it on



next the cdi unit I left all the electrics on the wiring loom so fed it through as bits went on and clipped into place as I went round



feed the wiring behind the head stock and out the other side clip on the fuse box to the frame



feed the wiring through the back (starter motor switch) clip in place then put the petrol tank on Petrol tank goes in next, put the seam in the rubber move the tank forwards and up until the bracket lines up then bolt up.



next fit the rear fender the rear brake switch wire comes up from underneath the battery tray and the starter motor switch cables and brake switch cable go into the clip at the top then run down the in the fender the 2 starter cables then run up the frame under the petrol sender dont forget to connect the red sender connector from the fuel tank as I did in the picture clip the starter switch in to the fender



rear fender left side lower bolt



rear fender right side bolt below battery



right shock



left shock and rear wheel



Front forks



front wheel and left side of bike at the finish of day one the front wheel and forks and rear wheel are only temporary to support the bike safely the rear needs to come off and the shaft drive so I can fit the shaft when the engine is in also the front forks are yet to come off as the seals need replacing



right side of the bike forgot to take pictures at the end of day two so imagine the electrics are on

DAY THREE



coils on



left rubber cover



right rubber cover



ignition switch Note: the electrical ties around the bottom of it, when it was stolen they smashed the steering lock braking of the bottom of the barrel I had to superglue the casing back together as it was in 4 pieces then held together with ties I changed the mounting bolts to 8x20mm allen bolts to bolt it on as I rounded the nuts getting it off and used loctite on the threads I have a problem renewing the switch as I need the part no for the french one (if any one knows it) I looked at and ignition switch for a '90 model us one but there isnt enough wires on it like mine mine has 6 wires coming out of it.



fuel pump and filter connect the pipes and connector



clip the fuel pipe to the bracket as seen the push pipe under clip further up



bolt on seat frame this was a mistake as it had to come off to get the plastic plates and heat shield on



bolt on trunk frame



frame bolted to trunk frame using 2 10x35mm stainless bolts and washers shop had no 10mm nylocs so for now I put 2 10mm stainless nuts on each bolt to lock in place



bottom left trunk frame bolt this one also broke so I drilled it out at 8mm and fit an 8x70mm bolt straight through the frame bracket and fixed with a washer and nyloc



bottom right of the trunk frame only bolt not to brake when removing it



next the inner trunk fitted



RAIN STOPPED PLAY

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was hoping to get the back end on and completed with the rear lights sides and trunk lid but the lovely Yorkshire weather intervened Leeds must be the wettest place in the country oh for a garage mind you if I had a garage I'd probably be divorced by now all the bike is stored in the back bedroom as we dont use it she who must be obeyed said I can keep it in there until it's all built but I have to redecorate it when finished.



fit the right frame panel



fit the left one (dont know what these are called)



bolt in left indicator



then the right one



fit right rear lower panel and plastic guard



fit rear light and numberplate panel connect indicators and run trunk cable along frame and connect to loom



fit left rear lower panel and plastic guard



bolt on the trunk lid



fit the top of the trunk lid gas shock



fit the bottom of the trunk lid gas shock found it easier to do it this way as the shock had opened up so connecting it to the top first you can the push the shock up so you can get it on the bottom peg found action was a little stiff so open and close a few times to get it working properly



day three finished left side of bike



amazing what you can get from iceland now days seriously there covering the electrics

not much I can do at this point I am ordering my fork seals tuesday its now thursday didnt think id get this far with it apart from fitting the back seat and a bodge on the trunk cable theres not a lot I can do I dont want to build up the front end and not be able to remove the forks and I cant fit the engine until I get a lower rear mounting bolt and engine gaskets and seals for the shaft drive which ill order them a week on tuesday. I need to paint the air plates either side of the fairing frame and could fit the thermostat housing and reserve tank and maybe the handlebars.

found it has new fork seals but the idiot has put them upside down had a look today hope they come out ok! The trunk cable works fine but I have had to remove the outer and inner cable as the inner protective cable has jammed itself up and the outer cable is bent so I am going to pull the ends of the outer cable and use some curtain wire as an outer cable and a screw on nipple so the trunk will operate for now the rest of the cable is fine ill renew that at a later date

DAY FOUR

Today I fitted the handlebars, electrics, brake and clutch master cylinders, brake joint horn, and bracket, all the switches and handlebar covers, the grips, throttle and bar ends. Not a lot but took me the best part of a day routing all the wiring and brake and clutch lines, what a job to start with the handlebars, mine are very dirty and rusty when you bolt them on there are two center punches on the top clamps these must face the front of the bike when fitting, now if you check the manual there are two punch marks on the handlebars that you must align with the gap where you clamp the top and bottom handle bar clamps together you can hardly see them after I clean all the rust off they where so small you could easily miss them so id advise when stripping the bike re-punch these holes before removal

The throttle fits in a hole on the handlebars which is easy to line up but the brake and clutch master cylinder dosnt have any marks or pins where to put them and I found out that when I came to fit my handlebar top cover they where all out of place and I ended up 6 times fitting the top cover on then taking it off and moving the brake and clutch and bolting it all back up until everything eventually lined up. So a tip here when stripping down the handlebars before you take off the master cylinders put some insulating tape around the handlebar next to both clamps then all you have to do on refitting is move the levers up and down to get the right position so the top cover will go on and the master cylinder lids come through the holes properly

My top cover is badly damaged around the brake master cylinder all cracked and split I need to replace it eventually but the only part number I can find is for the us one no good for mine as I have a light switch between the kill switch and start button now most the plastic parts on mine are numbered except the top handlebar cover now bear with me the lower handlebar cover in the microfiche is 53115-MR5-000ZA for the Atlantic grey US model.

mine is stamper 53115-MR5B-0100 which is the code for the french model. So if the top cover for the us model is 53110-MR5-000ZA then for mine it must be 53110-MR5B-0100 but if you enter both my numbers on the david silvers search window they come up unknown so how I am to get specific parts for mine that arnt the same as the us parts I dont know every thing seems to be different according to the wiring diagram there are four wires from the starter switch mine has only 2 and they are in different positions to the manual



bolt on the handle bars



make sure the dots on the top clamps face forwards



sorry its a bit blurry but there is a center dot on there somewhere that you need to line up to where the top and bottom clamp join up



bolt on the throttle there is a pin the goes through a hole in the bars



fit the brake master cylinder



fit the clutch master cylinder and left grip and combination switch connect up the handlebar wiring check in the manual how the wiring routes around the handlebars tie in place with electrical ties



throttle side wiring



connect up the clutch pipe and run down the frame check manual for route



bolt on the wiring clamp



put on the brake pipe connector and horn bracket



bolt on the horn



fit bottom handlebar cover



fit the top handlebar cover



end of day four

DAY FIVE



fun day engine going back in what a day taking it out was a doddle getting it back in worse part was, getting it back under the bike then trying to lift it onto the jack it took 3 of us to get it back in but eventually a few trapped fingers and grazed knuckles.



SUCCESS

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The bit of bar sticking out is some 10mm threaded bar we used the rear top bolt on the bottom and put the bar through the rear top mounting hole we put the top in first then lowered the jack until the bottom went through with the use of some 2x2 to pull it in line then we bolted the top front engine mounting to the engine then jacked up until the hole lined up leaving all the other loose then we torqued it down before fitting the removable arm



bolt on the removable arm then connect the engine wiring the alternator, oil pressure and neutral switch the sidestand switch, the clutch pipe to the clutch servo then the other side connect the cdi unit, the earth cables and the starter motor wires



bolt on the left bumper frame



then the right bumper frame



finally we cut off the studed bar and decided to call it quits for the day then we noticed oops we forgot to put the knuckle for the shaft drive on well it aint coming back out we will fit it through the swingarm tube tomorrow I have a plan with an old broom handle and while making a well earned cup of tea for me and my lad unbeknown to me he filled the engine with oil bless him good job until I reminded him we still have to fit the new engine gaskets to the crankcase covers

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this next part was extremely good fun as bits have to come off to get other bits on all helps in learning I suppose could not get the knuckle up the swing arm as I hoped so off came the rear wheel unbolted the lower shocks and had to take the swingarm off having no pivot lock nut tool we had to use a 10mm allen socket in my torque wrench and take the pivot bolt and lock nut off together also had to remove the seat frame to get the lower plastic engine panels on then I put all the plastic panels on and heat shields on the rubber mat and air plate also the carbs only to realise id forgot to fit the rear exhaust downpipe so off it all came again



take off the seat frame before fitting the starter motor cables and covers for access when fitting the starter motor cables when you clip them into this clip do not route cables as shown they go under the frame and use an electrical the as shown in the next photo





connect the earth cables and starter motor cables



fit the lower right plastic engine panel



fit the lower left plastic engine panel



clip the 2 panels together at the back over the starter motor



fit and bolt on the rear exhaust downpipe



fit and bolt on the muffler connecting it to the rear down pipe



fit the rear engine heat shield



fit the right front side heat shield notice the broken rad shroud on the front of the heat shield



fit the rad shield



broken rad shield luckily the rad holds it in place and I tie it with an electrical tie to the frame



fit the lower front exhaust pipe to the muffler then fit the front upper exhaust pipe and bolt up see how the rubber mat holds my rad shroud in place



fit the rubber mat



fit the top front air guide



fit the clamps for the carbs check book to fit in the right position



fit and bolt the fairing frame as well as the left and right air plates



the left air plate



the right air plate



bolt on the clocks and route the cables as in the manual



fit the thermostat housing plug in the thermo sensor and bolt on the reserve tank



connect the water pipes and the engine breather pipe not shown here next bolt on the seat frame and connect the spark plug leads



pass the fuel tank pipe under the seat frame and up next to the fuel cap the bolt on the throttle and clutch cables next put some washing up liquid on you finger and smear around the rubbers carb intakes position carbs on top firmly press down using a rocking motion you feel the carbs slip in place then clamp up



bolt the sub air filter to the petrol tray pass the adjuster through the back and bolt tray to the bike also fit the trunk cable



next after charging the battery bolt that on

more fun filled the bike with petrol checked everything was ok turned on the ignition nothing went around the bike checking all the connectors found if you grabbed the ignition connectors and squeezed on come all the lights when released all went off found there was a broken red wire from the loom so cut the red from the switch and connected with a block connector now it comes on fine horn works electric start works (but bike wont start) all the clock lights work except the high beam indicator no indicators rear brake light works but no front brake light side stand switch works so to the neutral and oil indicators got the indicators working then they stopped working once the ignition switch is turned off and on it now just clicks very fast when you flick or touch the relay on the fairing frame so that must be an earth problem but no indicator lights come on it seems a lot of the wiring block connectors around the clocks are shot so may have to cut the indicator block off and wire it up with bullet connectors found the brake light switch on the handlebars was broke so put my old one on that now works fine petrol pump dont work as no petrol is getting to the carbs and after all this messing around the battery has gone flat so thats been on charge all night

so today's job remove the coils and clean off the paint under them to see if that will help with starting the bike as id sprayed the frame and forgot to clean these as the coils earth to the frame check the petrol pump wiring to see if its a connector problem had trouble there before with my trunk lights where they connect through the frame bracket re install the battery and try to get the bike going once running I can try to get the indicators going so I dont run down the battery

more problems put the battery on charge for 15 hours over night connected it up sorted out the indicators fitted my new ignition went to start the bike pressed the starter bike would not start second press of the starter button starter was really labouring third press and only the starter switch would click (flat battery) thinking it was a duff battery I phoned the shop he gave me a load of tosh about if you leave the battery to go flat when you charge it the charger says its full but it aint something to do with its memory first id heard of a battery having a memory

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but we have them in stock £45 so I was talking to a friend he said thats a new one on me after looking at my charger he said theres your problem my chargers output is 12v 200ma in the manual it sais to charge the battery (normal) 1.2a 5-10h which I take is setting the charger to 1.2a should take 5-10 hours where as to fully charge mine at 200ma I need to leave it on for at least 3 days for a full charge

this is the end of part one part 2 is still on going as this is as far as I have got