

Ben's Honda CBR1000 – First 85,000 km



We went home early from work tonight giving me time to change the front tyre and hopefully be ready for tea by 6 pm – until neighbours Jack (5 yo) and Harry (3 yo) turned up on their scooters to watch the front wheel come out, crack a few walnuts with the hammer on the concrete garage floor, and suggest a snow board be fitted instead of the front wheel because that would be much better. Hmm.

It is the week after the magazine and the pressure is off – if ever I am going to write something it happens in this week before the articles start coming in and the riding stats start accumulating and need to be kept on top of. The bike is two weeks short of 2 years old and ticked over 85,000 km on last Sunday's ride to the Pig and Whistle for a counter lunch in the glorious sunshine. Time to put pen to paper.

Looking back through the old mags I see I wrote something in Dec 2011 at the 7,500km mark and again in May 2012 at the 25,000km mark. So it's been a while and a few things have happened. Just to recap:

My 954 went to God on 18th September 2011 after I crashed it coming down Mt Donna Buang. The odometer would have indicated 251,589 km, if it wasn't stuck on 99,999 km, a feature of 929 and 954 Hondas – they don't click over to zero or keep on counting! Luckily I was able to keep track using the trip meters and writing down every fuel fill reading. This unhappy occurrence resulted in a brand new 2011 Honda Fireblade, the last of the model run, though the 2012 seems much the same apart from suspension tweaks – big piston forks and twin tube (TT) rear shock, much like an Ohlin's TTX I surmise.

I purchased it on the 30th September for \$16,000 ride away, with 12 months reg. My last new bike was a yellow 2001 Honda CBR929 purchased for \$16,020 in December 2000. (There was a 954 in between, of course.) So in 12 years the price of bikes has gone down! Bikes are really cheap at this point in time. Everything has improved dramatically in the period – centralised mass for better handling, overall lighter, motor is more powerful and yet more economical, radial calliper brakes, dual stage injection, suspension tweaks, electronic steering damper, slipper clutch.

But in a lot of ways not much has changed between the three models – fuel injected, in-line 4 cylinders, 4 valves per cylinder, water cooled, aluminium perimeter frame, 4 piston brakes, 6 gears, digital everything. This 2011 model is relatively unsophisticated as it does not have traction control, ABS (an option), launch control, engine modes, or any of the lap timer functions, unlike the latest models from Japanese and European brands such as BMW, Ducati and Aprilia. The 2011 Honda is the last in the line.

Tyres, tyres and more tyres. I keep a log, so here is a cut and paste:

		Life[km]	Odom [km]	Comment	Fitted
FRONT					
1	Dunlop Qualifier		0	original	30-Sep-11
2	Michelin Pilot Power 2CT	7,508	2278	USA - \$125 landed	29-Oct-11
3	Dunlop GP A	2,991	9786	\$50	16-Dec-11
1	Dunlop Qualifier	3,881	12,777	original	06-Jan-12
4	Dunlop Roadsmart	4,065	14,380	USA \$140 landed	24-Jan-12
5	Michelin Pilot Road 2 2CT	2,043	18,445	s/h from Kurn	15-Feb-12
6	Bridgestone Battlax S20F	5,393	20,488	\$200 from 2012 Blade	10-Mar-12
7	Michelin Pilot Power	3,996	25,891	s/h	19-Mar-12
8	Dunlop Qualifier	2,342	29,787	s/h	21-May-12
9	Michelin Pilot Power 2CT	2,546	32,129	s/h	12-Jun-12
10	Michelin Pilot Road 3	8,696	34,675	new USA, \$133	14-Jul-12
11	Michelin Pilot Road 3	6,932	43,371	new USA, \$133	8-Oct-12
12	Michelin Pilot Power 2CT	4,621	50,303	new USA	7-Dec-12
13	Dunlop Sportsmax GP	1,806	54,924	\$50 s/h	5-Jan-13
14	Michelin Pilot Power 2CT	4,950	56,730	new USA	22-Jan-13
15	Dunlop Sportsmart	5,102	61,680	new \$150 MotoGC Tassy tyre	21-Feb-13
16	Dunlop Sportsmart	3,135	66,782	s/h Tony Stegmar	19-Mar-13
17	Michelin Pilot Power	2,415	69,917	s/h Pina's old front	4-Apr-13
12	Michelin Pilot Power 2CT	2,761	72,332	s/h	26-Apr-13
18	Michelin Pilot Road 3	8,619	75,093	new (USA) \$140?	25-May_13
19	Dunlop Sportsmax Q2	1,882	83,712	s/h ex Tony Stegmar	24-Aug-13
20	Dunlop Sportsmax GP Racer		85,594	s/h old, Kristian?	11-Sep-13
REAR					
1	Dunlop Qualifier		0	190/50	30-Sep-11
2	Michellin Pilot Road II		2278	new 180/55	29-Oct-11
1	Dunlop Qualifier	4,245	5018	refitted original	06-Nov-11
3	Michellin Pilot Road II		6985	new 180/55	26-Nov-11
2	Michellin Pilot Road II	4,818	9786	new 180/55	16-Dec-11
3	Michellin Pilot Road II	4,821	11,864	new 180/55	29-Dec-11
4	Michellin Pilot Road II	8,984	13,884	new 180/55	17-Jan-12
5	Michellin Pilot Road II	9,261	22,868	new 180/55	30-Mar-12
6	Michellin Pilot Road 3	9,666	32,129	new 180/55	12-Jun-12
7	Bridgestone Battlax S20R	3,229	41,795	new 190/50 from 2012 Blade \$200	29-Sep-12
8	Bridgestone Battlax S20R	3,373	45,024	new 190/50 from 2012 Blade \$200	28-Oct-12
9	Michellin Pilot Road 3	6,470	48,397	new 190/55 \$160 USA	14-Nov-12
10	Michellin Pilot Road 2	7,375	54,867	new 190/50	2-Jan-13
11	Dunlop Sportsmart	5,102	61,680	new 190/55 \$225 MotoGC - Tassy	21-Feb-13
12	Dunlop Sportsmart	8,311	66,782	new 190/55 \$225 from MotoGC	19-Mar-13
13	Dunlop Sportsmart	7,005	75,093	new 190/55 \$225 from MotoGC	25-May_13
14	Dunlop Sportsmart		82,098	new 190/55 \$225 from MotoGC	6-Aug-13

The table is slightly hard to read as I have tyre changing facilities which allow me to recycle partly worn tyres, hence the re-use of the #1 front and rear tyres. I have two rear rims, one black, one white (now the

rear is painted black too). I try and use up all the half worn tyres over summer and use new ones over winter. The tyre rack in the garage has three new rear Sportsmart tyres and one new Sportsmart front ready to go. Michelin's were the flavour of the month and now it is Dunlop Sportsmart. Wear rate on the rear tyres is inconsistent – somewhere in the range 4,800 to 9,666 km. Ridden hard they wear out on their sides before the middle, and the trips away tend to promote that wear pattern. Sportsmart rears seem to be averaging around 7,500 km which is excellent considering the level of grip they afford.

In summary, the bike has consumed 20 fronts (11 second hand) and 14 rears (all new) in 2 years and 85,000 km, an indication of a lot of trips away: Melbourne Cup Weekend, Dargo via Omeo, Christmas Camp, Jindabyne, Tassy (this year only) and Dargo again. And 500 km every Sunday.

Maintenance has been minimal as you would expect:

- Oil: 2, 14, 20, 32, 44, 50, 59, 68, 75, 82 [x 1,000km]
- Oil filter: 2, 20, 44, 59, 82
- Front pads: 14 (s/h – ex race), 22 (s/h – ex race), 45, 57, 75
- Brake fluid: 55, 85
- Fork oil: 13, 27, 43, 61, 78
- Fork seals: 51, 78
- Fork bushes: 78
- Rear shock oil and gas: 33, 49
- Air filter: 32, 52
- Cam chain tensioner replaced: 35 (with stock), 60 (with manual)
- Chain and sprockets replaced: 45
- Shims: 52 (7 inlet, 1 ex)
- Wheels rolled: front x2, rear x2

Steve Mudford looks after the suspension components, the rear shock replaced in the first week with an Ohlins TTX. Ohlin's internals went into the front forks at 42,600km. Sliders lished and new bushes and seals at 78,454 after (what seemed like) premature failure of the fork seals. Interesting (and scary) to note the large amount of free-play between the sliders and the stanchions controlled by the bushes. Steve notes that Ohlins have different tolerances in each model Ohlin fork depending on what bike they are designed for. A black art for sure. I trust Mr Honda has got it right. [I later discovered that Tim Emons and Misho had also run into this “excessive” fork free-play, so it really is a CBR1000 “feature”.]

Around 19,000 km I replaced the headlight after a hole the size of a tennis ball was produced by a rock flicked up by an oncoming 4WD. I found a good second hand one locally for \$200, otherwise \$629 new. The biggest issue was removing and then refitting the fairings. It took me two goes to get it right.

I replaced 8 shims at 52,250 km, the bike's first “major” service. My previous experience with the 929 (199,000 km) and 954 (251,000 km) indicated that the shims will barely move in anything less than 50,000 km. For peace of mind I could check them at 24,000 km as recommended, but it is just not worth the time or money. The plugs are good for 100,000 km, if you believe the Pommies, and the original ones are still in – just lightly sand blasted at 52,000 km when the shims were done.

The bike is only on its second set of chain and sprockets averaging around 45,000 km between changes. And that includes two up to work every day, but no monos and very rarely not lubed.

Mechanical reliability has been the hallmark of this bike. Referring to the maintenance activities above there are a few things that have not failed: the stator (looks like Honda have fixed this problem at last), steering head and wheel bearings, and the battery. Sometime after Christmas around the 100,000km mark I will shout the bike its second “major” service – shims, and a set of plugs. That should see it to 150K.

The only minor current concerns are a fairly keen appetite for oil – needs to be topped up after every second ride (ie every ~1500km) with 300 ml or so and recently a clunking noise at the front end has been traced to wear in the brake disk carriers. The pins are slopping around – hardened steel versus anodised aluminium and you can see which gives up first – the aluminium carriers. Look like a set of Brembos – with more pins to share the load is next on the shopping list. And I am in the market for a spare front wheel – one on the bike, the other being straightened! Black preferably!

The only accessory, other than the suspension, is the gear indicator second hand off Ian Payne's old CBR, which pretty much brings it up to a 2012 spec bike with the suspension mods! The gear indicator works very well though finding somewhere to stuff the additional electrical plug and cable is challenging.

Overall the bike is a fantastic piece of engineering. It is very easy to ride, very economical, and is a pleasure to get on and ride to work each day. The bike inspires confidence allowing you to go into bumpy corners without fear, something all previous bikes have not encouraged.

About every third tank is over 300 km and typically averaging around 18 km/l. The "fuel used" display is a very handy feature allowing you skip a refuel knowing you have 6 or 7 litres remaining, enough to the next fuel stop. The 1000 runs much leaner than the 954 or 929. The throttle snatch calmed down dramatically as the motor freed up. I capture every tank of fuel: details for this spread sheet the last 14 entries are shown. So, in almost two years I have filled the tank to full 323 times consuming 4,727 litres (usually 91 unleaded) costing \$6,866 (ouch!) at an average of 264 km between fills with an economy of just over 18 km per litre (with an oversize rear 190/55 tyre for most of the time).

Date	c/l	\$	L	odom	tank	km/l	where
4/08/2013	148.9	25.92	17.41	81,954	312	17.92	BP Officer South inbound
11/08/2013	145.9	24.62	16.87	82,233	279	16.54	Kalkallo
11/08/2013	156.9	27.79	17.71	82,540	307	17.33	Eildon
15/08/2013	152.9	26.12	17.08	82,848	308	18.03	7-Eleven Pascoe Vale Sth
18/08/2013	154.7	24.58	15.89	83,131	283	17.81	Tyers
18/08/2013	154.7	21.52	13.91	83,369	238	17.11	Tyers
22/08/2013	141.9	24.55	17.30	83,653	284	16.42	7-Eleven Flemington
25/08/2013	142.9	15.88	11.11	83,833	180	16.20	Whittlesea
25/08/2013	156.9	18.75	11.95	84,042	209	17.49	Euroa
28/08/2013	154.9	27.32	17.64	84,342	300	17.01	7-Eleven Pascoe Vale Sth
1/09/2013	148.9	17.13	11.51	84,544	202	17.55	Officer South Outbound
1/09/2013	164.9	19.89	12.06	84,763	219	18.16	Korumburra
4/09/2013	141.9	23.56	16.60	85,055	292	17.59	7-Eleven Pascoe Vale Sth
8/09/2013	148.9	23.19	15.58	85,316	261	16.75	Broadford
Averages					264.1	18.02	
Totals:		6,866.24	4,727.50				

If anyone wants the full spread sheet I am happy to supply.

Next update at the 150k mark.

Ben Warden