

VFR Discussion → VFR TECH → Modifications



5th Gen Frankenviffer

Started by redmarque, Jul 27 2007 08:35 AM

Page 4 of 7

The Phantom

Posted 24 January 2009 - 10:55 AM

Sorry to hear of your job loss http://www.vfrdiscus...tyle_emoticons/ (http://www.vfrdiscussion.com/forum/public/style_emoticons/) default/sad.gif

Going by the evidence presented, you certainly could be self employed as a custom builder, although under the current climate there may not be enough paying customers to make that viable.

BTW a giant spider appears to be mating with your V4? http://www.vfrdiscus...tyle_emoticons/ (http://www.vfrdiscussion.com/forum/public/style_emoticons/) default/smile.gif

It looks fantastic. Chin up, make the income priority 1, but keep at it on this, it's good for you 🙄

redmarque

Posted 24 January 2009 - 11:17 AM

The Phantom, on Jan 24 2009, 03:55 PM, said:

Sorry to hear of your job loss http://www.vfrdiscus...tyle_emoticons/ (http://www.vfrdiscussion.com/forum/public/style_emoticons/) default/sad.gif

Going by the evidence presented, you certainly could be self employed as a custom builder, although under the current climate there may not be enough paying customers to make that viable.

BTW a giant spider appears to be mating with your V4? http://www.vfrdiscus...tyle_emoticons/ (http://www.vfrdiscussion.com/forum/public/style_emoticons/) default/smile.gif

It looks fantastic. Chin up, make the income priority 1, but keep at it on this, it's good for you 🙄

Thanks Phantom!

I'm not really worried about work yet as i've already got some part-time contract IT work lined up! 😊

i've sand blasted the frame after recent mods them primed in black to stop it rusting. (also was fed-up at looking at browning steel!) I didn't think the financial outlay of powercoating was worth it yet. Tabs to hold the battery carrier, brake lines and bodywork mounts are still to be added. Once it passes the UK Single Vehicle Assessment and has a title the extras can be done.

Vee-Ef-Ar

Posted 25 January 2009 - 03:48 AM

Yeah bummer bout work, but good you have something else in store.

I love the black look, even if it's primer, gotta look after that precious metal work {bloody rust}

Little bit at a time Red... like Phantom says: Looks fantastic

MtnRider

Posted 25 January 2009 - 07:09 AM

redmarque, on Jan 24 2009, 02:58 AM, said:

BTW I've put the rearsets on hold until everything else is working!

Completely understand and thanks for the update on the progress!

johnandhis93

Posted 25 January 2009 - 08:10 AM

I am so impressed with what you are doing, cant wait until its finished and your running aroind on it, good luck on the job front so you can keep going.

Rice

Posted 25 January 2009 - 12:17 PM

Red,

As an IT manager working for an investment bank, I know how you feel, as being made redundant is the damokles sword that hangs over all of us in this economy.

Glad you've got something else lined up. Yeah, I'm a selfish bestige - I crave more progress on your build 🙄😄🙄👉

It also amases me how you manage to find the time to do all this having the family and all. It takes me 3 month just to change my oil and fill tires with air...

Best of luck and keep'em updates comin!

redmarque

Posted 25 January 2009 - 02:43 PM

Rice, on Jan 25 2009, 05:17 PM, said:

Red,

As an IT manager working for an investment bank, I know how you feel, as being made redundant is the damokles sword that hangs over all of us in this economy.

Glad you've got something else lined up. Yeah, I'm a selfish bestige - I crave more progress on your build 🙄😄🙄👉

It also amases me how you manage to find the time to do all this having the family and all. It takes me 3 month just to change my oil and fill tires with air...

Best of luck and keep'em updates comin!

I was an IT Manager of a small investment bank too - they joined it with 3 other businesses, hence redundancy 😊

Ah! and I used to be a family man until the ex-wife did the dirty. Now I have my kids 9 and 4 year old every other weekend. So more garage time evenings and weekends.

Here's a close-up of the "bridge" (It reminds me of one) frontend.

Note the new scissor linkage



Big thanks to all VFRD for the encouragement! 🏍️

SEBSPEED

Posted 25 January 2009 - 04:37 PM

Not sure what size tubing you used for the vertical part of the front end, but it looks like my idea might apply for you.

I found that the black plastic plug that goes in the top of the steering stem on the stock bike would fit as frame plugs on my VF750F frame. Might also plug the holes in your girder?

redmarque

Posted 26 January 2009 - 04:00 AM

SEBSPEED, on Jan 25 2009, 09:37 PM, said:

Not sure what size tubing you used for the vertical part of the front end, but it looks like my idea might apply for you.

I found that the black plastic plug that goes in the top of the steering stem on the stock bike would fit as frame plugs on my VF750F frame. Might also plug the holes in your girder?

Hi Seb, that's a good idea - I thought I might turn up some black pvc on my 50's lathe to make frame plugs.

Off to look at your Vf750f post for other ideas now! 😊

The Phantom

Posted 26 January 2009 - 06:11 AM

Thanks for the Firth Of Forth close-up 😊

Amazing engineering - Paul Crowe at [The Kneeslider \(http://thekneeslider.com/\)](http://thekneeslider.com/) loves this sort of stuff (he ran an item on Toro's blown 5th Gen), can I send a link to him? Or do you want to wait until you're a bit closer to finished.

redmarque

Posted 26 January 2009 - 01:37 PM

The Phantom, on Jan 26 2009, 11:11 AM, said:

Thanks for the Firth Of Forth close-up 😊

Amazing engineering - Paul Crowe at [The Kneeslider \(http://thekneeslider.com/\)](http://thekneeslider.com/) loves this sort of stuff (he ran an item on Toro's blown 5th Gen), can I send a link to him? Or do you want to wait until you're a bit closer to finished.

I had exchange of emails with Paul when I started the project, as I send him tips of strange bikes from around the internet.

I'd rather wait until the bike can be ridden please! (as it would be very embarrassing if after all this it didn't work!)

The front shock has a guestimated spring fitted and is over damped, but will be good enough test ride on. Larry Web owner of [www.pdq1.co.uk \(http://www.pdq1.co.uk\)](http://www.pdq1.co.uk) PDQ Motorcycle Developments has recommended that I have a custom nitron shocks made once complete. (Larry worked with Norman Hossack on road based conversions a few years back)

PDQ is also featured in the book Motorcycle Road & Racing Chassis: A Modern Review of the Best Independents Lots of lovely pics of frames if you like that sort of thing. 😊

[Linky Amazon \(http://www.amazon.com/gp/product/1845841301?ie=UTF8&tag=thekneeslider-20&linkCode=as2&camp=1789&creative=9325&creativeASIN=1845841301\)](http://www.amazon.com/gp/product/1845841301?ie=UTF8&tag=thekneeslider-20&linkCode=as2&camp=1789&creative=9325&creativeASIN=1845841301)

PS. I have a confession.... It was me who sent Paul a link to Toro's bike. 😊

redmarque

Posted 03 February 2009 - 01:01 PM

Spent some time re-welding one of the front exhaust tubes for a better fit around the oil filter, then re-wrapped and sealed the tape.



Exhaust is an old CBR600F4 ART end can with modified link pipe. hanger's still to be made, but will be OK to test the engine.

I like the MotoGP positioning leaves a nice empty area between the rear wheel and seat unit.

Next step is to re-mount the radiator and oil cooler. Now that the linkage for the suspension is in place the radiator can be mounted about an inch higher than before. So many little details to finish! 😊

redmarque

Posted 03 February 2009 - 01:18 PM

Wiring the beast...

ECU is now mounted on top of the airbox.



Baileyrock

Posted 03 February 2009 - 01:21 PM

Looking good and fun to watch the progress! 😊

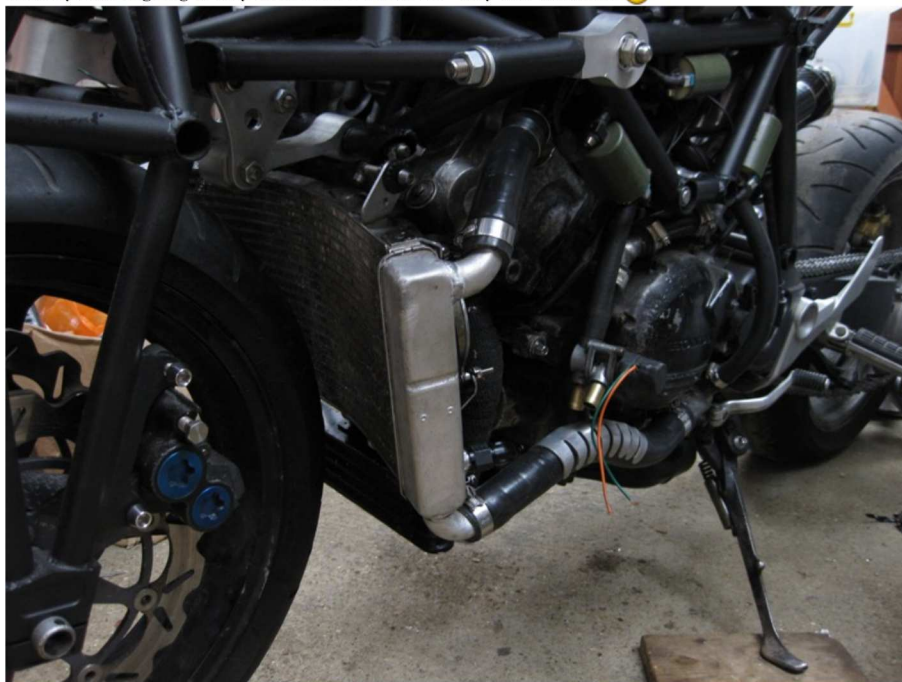
redmarque

Posted 19 February 2009 - 07:03 PM

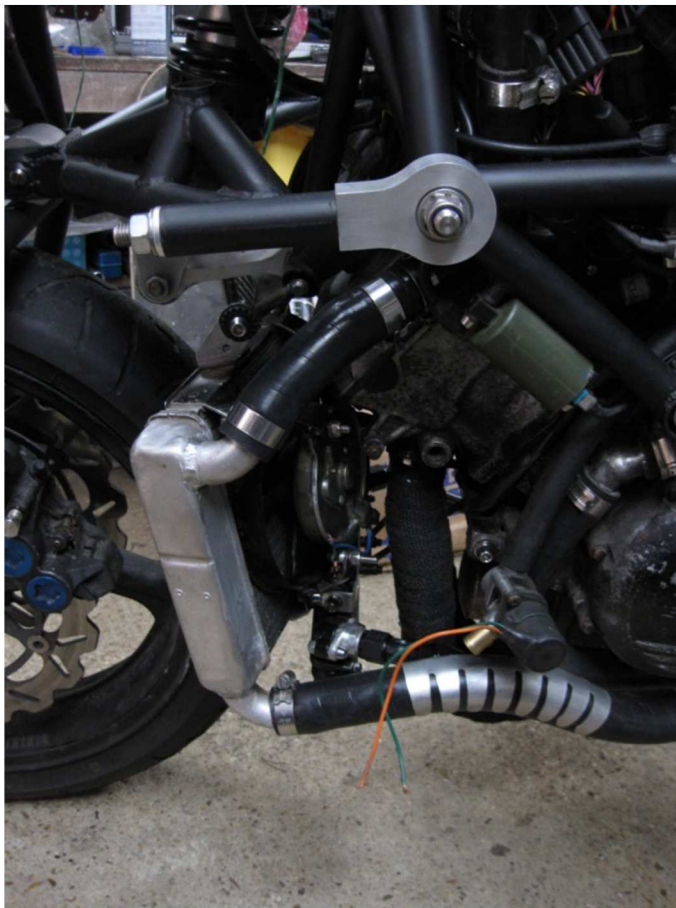
OK some more progress! Radiator and oil cooler are on.

Re-routed the upper radiator pipe with an 90 elbow now that the rad is in a higher position. I'm pleased because it looked like scraping the floor if cornering hard before! Re-used the alloy pipe guide on the return pipe to keep it out of the way.

PAIR system is going to stay until after VOSA SVA - they test emittions 😊



Fan has been moved 6mm closer to the radiator and trimmed the edges of the motor body so to get everything as close as possible.



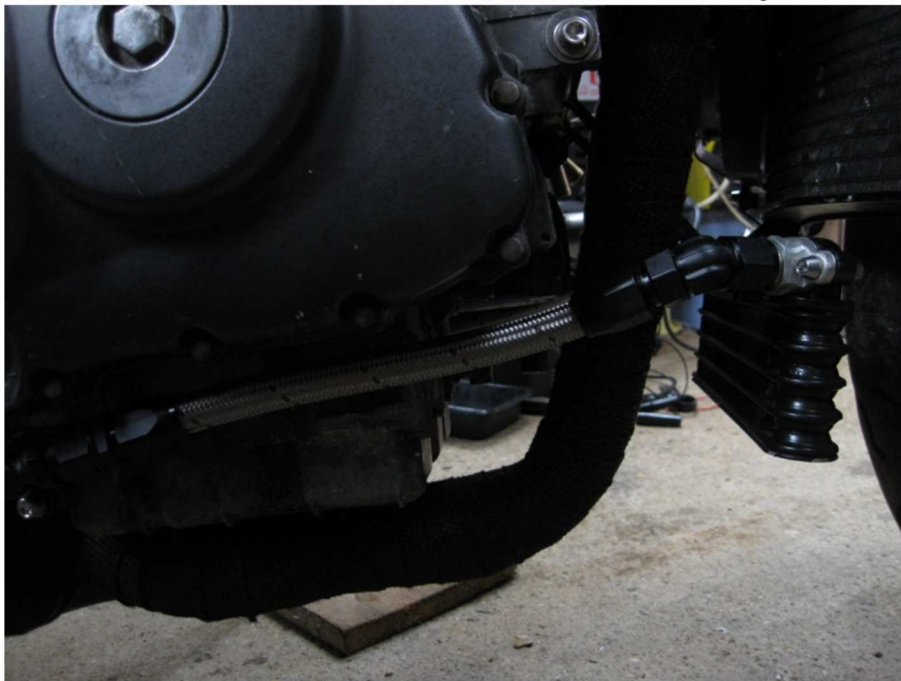
The new mounting brackets.



Oil cooler view from right side. Oil Cooler is from a old CBR1000 nice to have 4row instead of the stock 2.



Earl's oil hose and connectors. Earl's do steel bosses which I had welded to the stock engine take-offs



Plugged the battery in and connected the loom together during the week - turned the key - nothing! now in the process of diagnosing what's wrong! - always thought the electrics were going to be the worst bit!



SEBSPEED

Posted 19 February 2009 - 07:09 PM

Nice progress!!

This is going to be a cool bike, can't wait to see it done! (neither can you, I bet!)

I'm sure you've thought of this already, but - do you have the bank angle sensor connected and placed properly?

redmarque

Posted 19 February 2009 - 07:21 PM

SEBSPEED, on Feb 20 2009, 12:09 AM, said:

Nice progress!!

This is going to be a cool bike, can't wait to see it done! (neither can you, I bet!)

I'm sure you've thought of this already, but - do you have the bank angle sensor connected and placed properly?

Cheers Seb,

Ah yes, the bank sensor - the one we all hope never has to operate! I've moved it to under the fuel tank just behind the battery - haven't fixed it to anything yet, but it was upright last time I looked 😊 I think the issue could be to do with the clutch diode circuits from the neutral light switch and clutch lever, so trying there first.

SEBSPEED

Posted 19 February 2009 - 07:42 PM

And then there's always the kickstand switch and the kill switch... you did turn that on right? 😊

I don't mean to poke fun, I'm really just hoping it's something simple for your sake so you can ride! 🙏

redmarque

Posted 28 February 2009 - 01:54 PM

Set the scene: Dr FrankenViffer's Lair it's dark and gloomy; a slight chill is in the air. Dusk has fallen Dust hangs in the light shed by florescent tubes. Energy is building as the 12Ah battery charges for 4 hours. Voltage now reads 12.9V

Dr FrankenViffer patiently attaches the terminals using a 5mm allen key wrench. One last check of his subjects electrical connections.. all fluids have been added in the correct quantities.

He apprehensively turns the key to the **ON** position.... **3 lights appear**, one green.. neutral, first red, oil pressure then the last, FI

Now the moment he has been waiting for...

Gripping the throttle tube gently he presses the starter button...

Vrrroooooommm! The throaty roar of a V4

IT LIVES!!!!!!!!!!

Guest_vfrider_*

Posted 28 February 2009 - 02:31 PM

Bwah, ha, ha, ha. It's alive, I tell you, alive.

Thats a great feeling after all the cutting, welding and wrenching, when you hit the starter and it cackles to life.

Great job. Now for the test ride when the ice clears.

Congrats.

Larry
VFRrider

SEBSPEED

Posted 28 February 2009 - 03:27 PM

Awesome!

Let me be the first to ask for a vid of the first ride! 

Vee-Ef-Ar

Posted 28 February 2009 - 04:23 PM

Red ain't dead!

IT'S ALIVE!!!!

Onya mate  I must admit that last pic with all the wiring kinda scared me.

Now... what's next? lol

Badazzteacher

Posted 28 February 2009 - 07:43 PM

Been watching this awesome project for some time. I gotta ask about the skins though. Is she going to be naked or will the VFR body work fit with mods done?

Also, hows the progress on the custom helmet/avatar) too? 

redmarque

Posted 01 March 2009 - 09:11 AM

Thanks guys!  it's a great feeling to finally hear the engine start and run! I'm wasn't entirely sure on the motors history, only that it had done about 20k before being plunged at 30mph into the side door of a car... btw it was a true red VFR as one of the fairing stays had a small piece of plastic still attached!

Motor sounds good though. I'll post a clip of it running once I've sorted a few issues!

Major Issues!

Oil take-off on right side of the engine is leaking badly!! – order and replace o-ring

Oil cooler union joints - replace o-rings

If still leaking – make new unions using old oil coolers mounts.

Thought I'd make a list of other things to do before road test!

Re-wrap wiring loom

Secure loom to frame / resolve issues where wiring is close to engine

Wire in radiator fan

Wire in PAIR solenoid

Find / fit bolts to secure foot pegs to engine

Thread lock all bolts suspension linkage front and rear

Cut and measure earl's brake lines and clutch line

Route hoses and attach hose ends

Measure and make caliper spacers

Make bracket / mount engine stop tilt switch

Weld on battery box rear mounts

Weld on ignition switch mount

Order /fit coolant system jubilee clips for air bleed to radiator

As to bodywork I'd thought that a half fairing a bit like a Suzuki SV650 size would suit well? Maybe with some Britten influence? Fork legs definitely need fairing in. Quite keen on KTM's RC8 styling with angular shapes and sharpish corners – should make it easier to make the fiberglass moulds?

Tail section will have to be minimal and wrap around the underside down to the rear shock - Rossi M1 style. I'm thinking of cowling in the radiator as a separate piece to the top fairing too.

New oil cooler o-rings are coming in Tuesday plus P-clips and spiral wrap for the loom.

So sound clip soon!

magellan

Posted 01 March 2009 - 10:28 AM

Very cool project, and well done. I can't wait to see the ride report, final weight, and fairings.

redmarque

Posted 06 March 2009 - 01:05 PM

Ok Guys here's some clips!

First time the engine's run longer than 20 secs. Notice the smoking exhaust wrap! it's never been hot before...

Quick rev of the motor.

SEBSPEED

Posted 06 March 2009 - 02:25 PM

That had to be great. I can't wait to feel that feeling again!

vifferluv

Posted 06 March 2009 - 05:45 PM

redmarque, on Mar 6 2009, 01:05 PM, said:

Quick rev of the motor.

And people think I have *music* on my ipod. I really could listen to that all day.

Thanks for taking on this amazing project and showing Honda how to surpass the K1200's as the ultimate sport tourer!

redmarque

Posted 06 March 2009 - 05:56 PM

I was in shock when it started! Now I just think I must be mad to undertake something like this, one day in the near future I'll have to ride this thing... gulp!... what have i done??

p.s. the short end can is a tad fruity!

Nailer45

Posted 07 March 2009 - 06:02 AM

I have been lurking just watching the progress on your project and the one word to describe it is Awesome. I can't wait to see the finished package.

Just wondering what your bikes total weight will be in street form ?

Page 4 of 7

[Back to Modifications](#) · [Next Unread Topic](#) →

[VFR Discussion](#) → [VFR TECH](#) → [Modifications](#) 🏠 [Rules](#)