

VFR Discussion → VFR TECH → Modifications



5th Gen Frankenviffer

Started by redmarque, Jul 27 2007 08:35 AM

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redmarque

Posted 07 March 2009 - 07:36 AM

Nailer45, on Mar 7 2009, 11:02 AM, said:

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

Thanks for your generous complement!

I weighed both ends a while ago without radiator, oil cooler, front shock, battery and other stuff at about 162kg, so expecting about 180-190kg?

Double wishbones are over engineered so I could probably save a few kg's with a different design. The whole bikes made so that it would be easier to fabricate without expensive cnc machining.

I guess if I had more engineering experience I could make it all much lighter!

magicman

Posted 07 March 2009 - 10:39 PM

I can't wait to see this on the road/track.

I love a good engineering job, and even if it is a little heavier than it has to be, you gotta start somewhere. Maybe a Titanium version down the road? That should be a bit lighter... 😊

I'm sure you'll go through a couple iterations before you're done with the bike, and I'll be keepin up on all of them!

redmarque

Posted 19 March 2009 - 04:12 PM

Small update on the HossackViffer

After at last getting the motor to start, I've been working though the issue list – 1 step closer to ride day!

As you can see from the photos I've worked out the final positions for the fuse box, Starter motor relay, Start/Stop relay and Fuel pump relay. Each has an aluminium bracket riveted to the Battery holder.

Posted Image

I had concerns about protecting the wiring from the heat of the rear cylinder head and generally neatening the loom.

Posted Image

Posted Image

Everything is now covered in PVC spiral wrap and the sections of loom close to the engine are wrapped with heat resistant tape called Thermoshield. Apparently it can with stand 2000 Degrees radiant heat. Thought it would be a good idea to cover the battery too!

Posted Image

Front brake lines are on as well as the clutch... If anyone can point me the direction of a good fluid adding/bleeding procedure? That would be great!

Rear line is going to go though the swingarm. I've seen someone on VFRD do this before. It looks the business! I've drilled angled holes and blown though a piece of string to pull though the brake line.

SEBSPEED

Posted 19 March 2009 - 06:10 PM

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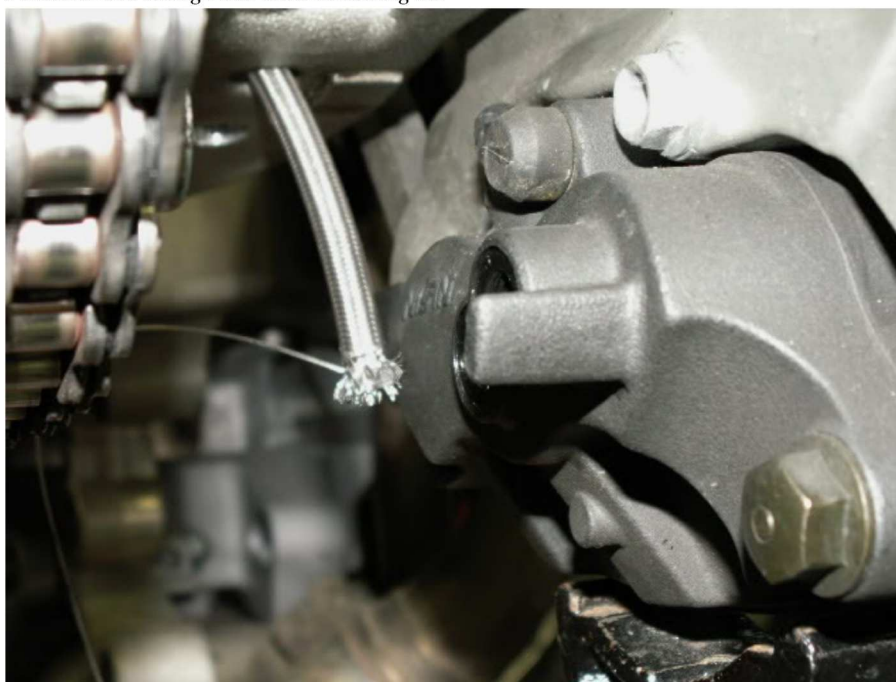
Nice work! HS has a brake & clutch bleeding how-to here on the site.

And the line thing... that was me! 😊



Small tip for you, drill a small hole in the end of the hose, and run your string through that hole, as opposed to tying the string around the hose. I had a heck of a time getting the hose out the rear hole, but I also drilled the hole straight in... 😊

Pulled the hose through with 100lb test fishing line



Tightwad

Posted 19 March 2009 - 06:41 PM

I got to see the results of this mod, very well done and clean as well!

magician

Posted 19 March 2009 - 09:23 PM

Keep up the good work... Any cool fairing plans?

redmarque

Posted 20 March 2009 - 08:30 AM

Cheers guys,

Of course Seb, it had to be you! - Ever thought of changing your name to "Mr Mod" ?

I like the idea of drilling a small hole in the line end and pulling with fishing wire - was wondering how to get a good grip when line pulling! 🤔

If you look at my earls brakelines they have clear heatshrink over them, which earl's supply too. Should stop any rubbing on the rear line when going through the holes.

I've had a delivery today! New toy -with lots of uses!

Plastic welding gun!



My 98 has a battered upper fairing and indicator mounts after the previous owner dropped the bike on grass at a track day!

Hopefully this will work better than the epoxy holding it together at the moment. - probably do the de-dumbo mod on the indicators too.

I've picked up some 3-4mm black pvc plastic sheets for the bodywork, this should hopefully help making large flatish parts smooth. If anyone's tried making bodywork before, it's really hard to get flat and slightly curved in wood and filler. Also could help to ease the issue of getting both left and right fairing sides the same.

redmarque

Posted 17 April 2009 - 12:29 PM

Finally got round to doing something with the bike this week.

Welded on mounts for the coolant bottle and ignition switch

Coolant bottle was found in a pound shop, I guess you guys have dollar shops in the US too?

Posted Image

The Phantom

Posted 17 April 2009 - 07:45 PM

A Sigg bottle! Excellent idea, they weigh next to nothing.

Regarding the rear brakeline through the swingarm - the plastic coating on the Earls line is still not enough to prevent chafing, you really should run the line through grommets at each end. Easy enough and with the bonus of larger holes making installation easier 🙄

redmarque

Posted 18 April 2009 - 03:02 AM

Yes, it's a very cheap copy of a sigg! It was lacquered green before I stripped the paint off. straps are stainless steel with 1mm rubber pond liner cut to size.

I'll take your suggestion on about the rear line, how about a rubber grommet with a short length of rubber tube though too?

Bike should be ready for a short test ride this week! Glup!

The Phantom

Posted 18 April 2009 - 04:32 AM

I know the SSS brakeline mod has been documented here but this site has a good how-to:

<http://www.vfrworld.com/h/swingarms.htm> (http://www.vfrworld.com/text_vfr/tech/swingarms.htm)





redmarque

Posted 18 April 2009 - 05:30 AM

Thanks Phantom! that's really appreciated.

I have some of those rubber lined P-clips to hold the brakeline away from the chain and sproket.

I need to shave down the rear side of the cbr600rr caliper too - it currently would hit the wheel spokes! only needs about 5mm off the top corner which won't effect the overall strength much.

redmarque

Posted 22 April 2009 - 02:07 AM

Happy days!

Rode the bike up the lane yesterday to 20mph. 😊

Front end feels absolutely fine. Steering lock is 30 degrees so low speed turning arc is bigger than stock, but still i'm very very pleased!
Whole bike feels light including the steering action. It's very strange to look down and watch the front linkage move up and down!

Loads of little bits that still require attention.

Find a stock 5th gen rear brake pedal and mount the cbr600rr rear master cylinder and reservoir.
re-bleed front calipers.

Extend fuel tank and filler cap overflow drain pipes and secure.

Mount the front shock gas cylinder and check for a-arm clearance issues.

Design and fabricate an exhaust hanger plate, may be using 6mm aluminium sheet (open to suggestions here)

Re-cover the seat as it's been trimmed even further.

Vaypor speedo needs calibration as the speed sensor uses the wheel circumference to calculate.

Magnet and sensor location are going to require some thought to mount successfully.

Now looking to find a non-public road to perform higher speed testing and especially corners!

SEBSPEED

Posted 22 April 2009 - 05:38 AM

Good to hear! B'days over, get back to work! 😊

timmythecop

Posted 22 April 2009 - 07:22 AM

I thought about your bike last night while I was reading an article in classic bike magazine about a Leverda endurance racer with a simmlar front end set up and a wacky swing arm arrangement.

<http://www.mc24.no/g...76%20Laverda%20> (<http://www.mc24.no/getfile.php/Innhold/Klassisk/Motorsykkell/1076%20Laverda%20>)

Vee-Ef-Ar

Posted 22 April 2009 - 08:01 AM

WooHoo, good to hear ya rollin Red.

magician

Posted 22 April 2009 - 08:25 AM

Glad to hear it's almost done.

Great work!

dude

Posted 22 April 2009 - 08:42 AM

Nice progress..... time flies when your having fun eh? 😊

Peto

Posted 22 April 2009 - 10:04 AM

First time I have seen this topic. I don't even know what to say.... good freakin' job. 🍻

magellan

Posted 22 April 2009 - 10:37 AM

redmarque, on Apr 21 2009, 11:07 PM, said:

Happy days!

Rode the bike up the lane yesterday to 20mph. 😊

Vaypor speedo needs calibration as the speed sensor uses the wheel circumference to calculate.

Sweet!! It must be a great feeling to know it functions as planned after all that work!

When I calibrate the dyno, I take a tape measure and wrap it around the largest circumference of the tire and divide by Pi. Easiest way to get a super-accurate diameter.

redmarque

Posted 22 April 2009 - 12:32 PM

It's great motivation to hear positive feedback from you guys! 🍻

timmy - That Laverda's something else! trailing link forks - check, supercharger - check! The rear end is even more weird.. looks like it uses parallel arms mounted to the ali back plate? Great way spread the loading?

magellan - "tape measure and wrap it around the largest circumference of the tire and divide by Pi" perfect! will do that much better than rolling bike along with a mark on the tire!

Picked up some 6mm ali sheet to fab the exhaust hanger. I'd better get on...

Red

Veefer800Canuck

Posted 22 April 2009 - 02:18 PM

We need video!!! Even at 20 MPH! 😊

Nearly two years in the making. Glad to hear it's working out, so far. 😊

Oh, and as much as I like the look of old Laverdas, that particular example has fallen from the ugly tree and hit every branch on the way down. Then, it was hoisted back up and dropped again! 🙄

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Yes, Yes! i was waiting for that! tomorrow. video tomorrow OK?

Both the Laverda and my bike have 'Fugly' in common 🙄

redmarque

Posted 01 May 2009 - 02:41 PM

OK Sorry guy's! It wasn't tomorrow... but today!

Was real fun too! 😊

auggius

Posted 01 May 2009 - 02:51 PM

Excellent! 🍷🍻🍾🍹🍺

Rice

Posted 01 May 2009 - 03:18 PM

Nice!
How's she turning?
How is comfort?
Inquiring minds want to know.

Tightwad

Posted 01 May 2009 - 03:58 PM

inquiring minds also wish the video was on VFRD not youTube or whatever...I don't get to see it at work:(

Veefer800Canuck

Posted 01 May 2009 - 04:57 PM

IT LIVES!!!!

shrek

Posted 01 May 2009 - 05:01 PM

That is just fantastic. I've been following this thread since the beginning and I can't tell you how impressed I am with your design, vision, and perseverance. Bravo!

Brown81

Posted 01 May 2009 - 06:14 PM

Incredible!!!! 🤔

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