

VFR Discussion → VFR TECH → Modifications



5th Gen Frankenviffer

Started by redmarque, Jul 27 2007 08:35 AM

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SEBSPEED

Posted 01 May 2009 - 06:43 PM

Awesome!!

RIDE REPORT!!!

Vee-Ef-Ar

Posted 01 May 2009 - 06:45 PM

SEBSPEED, on May 2 2009, 09:43 AM, said:

Awesome!!

RIDE REPORT!!!

+ pictures

The Phantom

Posted 02 May 2009 - 03:50 AM

Just amazing to see your concept brought to life - it looks sensational, I'd find it hard to cover it in bodywork!

Everyone from Alan Cathcart to Paul at The Kneeslider will be lining up to check this baby out 🙌

Congratulations on bringing it from paper to this!

redmarque

Posted 02 May 2009 - 05:12 AM

Rice, on May 1 2009, 09:18 PM, said:

Nice!

How's she turning?

How is comfort?

Inquiring minds want to know.

Ok so what's it like to ride?

Beer in mind that test speed is up to 30mph on a bumpy rural lane with no corners

First impressions

Good, steering is very light and minor direction changes feel easy. Much more responsive than my 5th Gen VFR in fact it's more like ZX6R

There's no noticeable flex in the steering linkage system

Reach to the bars is slightly longer and lower than stock. I had thought that if needed the fuel tank could be shortened or replaced.

Seat height is about 830mm and great for my 6 ft 2in height

Foot pegs are stock position and VFR comfortable. I still plan on making water-jet cut one's later with adjustable positioning.

Steering lock

Limited to 30 Degree's from centre due to the suspended steering neck design but. Still better than a Bimota Tesi 3D at 22 Degrees.

Suspension

Rear shock ZX9R is too soft for my 13 stone frame - rear end sags.

Front shock is firm. CBR600f4 unit spring was replaced with a race car item based on the new suspension geometry and load, but over damped for the application as the shock was direct acting on the swingarm, rather than linkage type now.

Brakes -

Appling brakes... Very slight front-end dive and we are talking very slight. It will be interesting to see what braking is like from high speeds and into corners.

Brakes work ok but still have sponginess at the lever; stock vfr 5gen master cylinder was used. Early R1 4pot calipers seem really good, first step re-bleed system after some use.

Probably source replacement with a radial master from a late cbr1000rr?

V4 Rosso

Posted 02 May 2009 - 05:45 AM

Simply amazing. 🙌

redmarque

Posted 05 May 2009 - 03:10 PM

Pleased you liked video 😊

Few more bits that i've been working on.

Exhaust hanger made from 6mm 6061 Aluminium sheet. chain drilled and finished by hand.

Home made rear brake pedal in steel as my ali welding just isn't there yet!

Fireblade rearpegs used as fronts.

Banjo bolt pressure switch for rear brake light.

Still in the pipeline to make the waterjet one's after the bike's gone though it's SVA test.

Posted Image

Bracket to hold front shock gas reservoir.

Note the Yamaha Fazer throttle tube and switchgear with over lever cable routing, gives better clearance for the top wishbone underneath at full bump.

Posted Image

Rear brakeline routed though swingarm. 10mm angled holes to aid routing.

Rubber tubing over brakeline to stop wear though.

Posted Image

Cutdown the stock 5th gen seat even more. lines give an idea to the new cover shape.

Posted Image

Still work in progress....

Posted Image

I have a 05 Yamaha R6 14mm radial master cylinder arriving this week, hopefully this will sort the front brakes!

Summoning up the courage to start bodywork soon. wish me luck.

Red.

SEBSPEED

Posted 05 May 2009 - 03:17 PM

Hey Red, let me know if you need any waterjet toolpaths/CAD work done, I can help you out with that! 🙋

Also, have you considered glassing over the back half of the seat(Ducati Monster style), since you don't have passenger pegs?

edit: -Any chance you might move the can up some? Seems a shame to block the wheel!

AvalonRacing

Posted 05 May 2009 - 03:21 PM

"Paging Mr. Mad Max... Paging Mr. Max... Your bike is ready... Last of the V-4 Interceptors"

redmarque

Posted 05 May 2009 - 03:26 PM

RE-Agent, on May 5 2009, 09:21 PM, said:

"Paging Mr. Mad Max... Paging Mr. Max... Your bike is ready... Last of the V-4 Interceptors"

Toecutter! where did i put the supercharger and nitrous? 🙄

redmarque

Posted 05 May 2009 - 03:40 PM

SEBSPEED, on May 5 2009, 09:17 PM, said:

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Thanks for the offer seb! My CAD work isn't too shabby, but would be good to have someone who knows what they are doing look over the design and .dwg files!

I'd planned on rear footpegs too. No point going to all this effort if you can't put a cute girl on the back eh? Apparently the SVA test doesn't require rear footpegs for a passenger, but does need handles or a seat strap??

I agree on the exhaust position, needs to be higher or underseat.

SEBSPEED

Posted 05 May 2009 - 04:07 PM

You can wrap the rear half with saran wrap after seat has been upholstered, and do a fiberglass layup on that, to make a seat cowl like I did for my F4i years ago:





Can you export .dxf files? That would be best, you can find a link to my email at the bottom left of my profile page!



redmarque

Posted 06 May 2009 - 01:41 AM

Nice job on the seat cowl Seb! 🙌

I guess my main worry is to get this 'mad max' special road legal first.

Then do all the nice stuff:

Rearsets

Aluminium sub-frame

Underseat exhaust

i've looked at Toro's Rotrex supercharger kit again too, while beening very very nice there's no way I can afford it.

http://www.vfrdiscus...tyle_emoticons/ (http://www.vfrdiscussion.com/forum/public/style_emoticons/)
default/sad.gif

But.. maybe I could buy the crankshaft bolt/plate, belt drive and pulleys. fab the plenum chamber and fit a secondhand Mini cooper S Eaton M45?

they seem to come up on ebay at reasonable money.

Need to buy/build a bike trailer too! Then I can take it for the custom Nitron shocks to be made/setup and onto the track. 😊

HispanicSlammer

Posted 06 May 2009 - 02:07 AM

Here is an inexpensive speedo, tach, tripmeter. I have one on my XR its completely programmable - if you looking to make it street legal.

<http://www.serviceho...com/speedo.html> (<http://www.servicehonda.com/speedo.html>)

HispanicSlammer

Posted 06 May 2009 - 02:29 AM

Oh also if you have any more videos please upload them to the vfrd server.

[http://www.vfrdiscussion.com/forum/index.p...ODE=http_upload\(http://www.vfrdiscussion.com/forum/index.php?autocom=video&CODE=http_upload\)](http://www.vfrdiscussion.com/forum/index.p...ODE=http_upload(http://www.vfrdiscussion.com/forum/index.php?autocom=video&CODE=http_upload))

redmarque

Posted 06 May 2009 - 02:34 AM

cheers for the tip HS 🙏

but i've already fitted one of these:



[http://trailtech.net...vapor_kits.html\(http://trailtech.net/motorcycle_vapor_kits.html\)](http://trailtech.net...vapor_kits.html(http://trailtech.net/motorcycle_vapor_kits.html))

i'll upload the test ride clip. Bet the playback quality is better on VFRD! 😊

SEBSPEED

Posted 06 May 2009 - 05:21 AM

redmarque, on May 5 2009, 04:40 PM, said:

SEBSPEED, on May 5 2009, 09:17 PM, said:

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I agree on the exhaust position, needs to be higher or underseat.

Red, do you have a friendly place to get the parts cut? I might be able to get them done here in the states and then ship'em over to you, if you find the shop costs too high. Once I have a program drawn up I can tell you exactly how long it will take to cut so you can get estimates.

redmarque

Posted 06 May 2009 - 05:28 AM

SEBSPEED, on May 6 2009, 11:21 AM, said:

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No, not really, guess i'd be paying top dollar here. That would be great Seb! 🙏 I'll send you what i've done so far. i'd like your opinion on the thickness in some places, especially around the foot rest mounting holes.

SEBSPEED

Posted 06 May 2009 - 05:33 AM

Send'em on over! 🙏🙏

redmarque

Posted 06 May 2009 - 06:34 AM

SEBSPEED, on May 6 2009, 11:33 AM, said:

Send'em on over! 🙏🙏

PM Sent! 🙏🙏

redmarque

Posted 07 May 2009 - 01:18 AM

Maybe I should start a new business... dressmaking? 🙄



using calico to work out the seat pattern.

Dutchy

Posted 07 May 2009 - 02:02 AM

redmarque, on May 7 2009, 08:18 AM, said:

Maybe I should start a new business... dressmaking? 🙄

<http://www.redmarque...dressmaking.jpg> (<http://www.redmarque.com/bike/dressmaking.jpg>)

using calico to work out the seat pattern.

don't give up your day job..... 😊

shrek

Posted 07 May 2009 - 03:16 PM

I didn't know that motorcycles needed wedding dresses 🤪

johnandhis93

Posted 07 May 2009 - 04:28 PM

Very impressed, Great to see running, been following for a while, when its road legal you will have to run it over to Box Hill and i would love to see it in the flesh.

redmarque

Posted 08 May 2009 - 03:16 AM

johnandhis93, on May 7 2009, 10:28 PM, said:

Very impressed, Great to see running, been following for a while, when its road legal you will have to run it over to Box Hill and i would love to see it in the flesh.

Ah, Box Hill a english motorcycle mecca! Been there once before. Are sunday mornings still very busy with bikes?

on another note: I've changed hosting providers in the last 24 hours so some of the pictures aren't working yet - in case you were wondering.

johnandhis93

Posted 08 May 2009 - 02:53 PM

On a sunny Sunday there can be a few hundred bikes there, love to see the specials. the othe week an old CBX1000 6 with modern suppression and swingarm an an R6 Seat unit painted in a 70s tan colour scheme, looked great.

redmarque

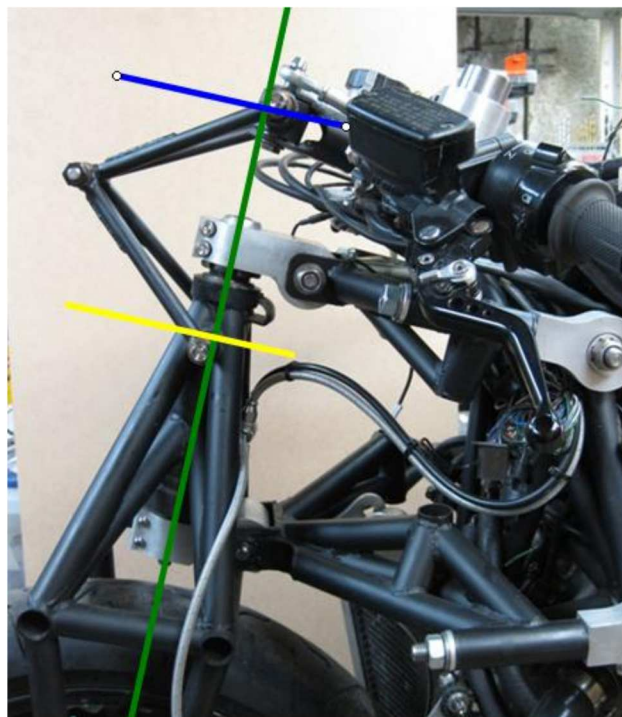
Posted 16 May 2009 - 04:13 AM

After further testing it has come apparent that the lower section of front suspension travel has a self centring effect on the steering (Scissor linkage twisting).

Under the suggestion of Tony Foale, I'm replacing the upper linkage with a ball joint and moving the axis of the link further forward. This ball joint will allow the scissor linkage to remain more parallel and nearer the same axis as the Hossack upright over the majority of suspension travel.

Having the steering axis both concentric and parallel is key to removing bump steer in all but maximum turning situations.

The intersection of green and blue lines shows where the new ball pivot location will be.



I've been also trying without much success to design the fairing upper.

I'm thinking about using a fibreglass race fairing or existing bodywork and modifying it, as this would save so much

time and energy.

Has anyone got any suggestions on what would look good?

V4 Rosso

Posted 16 May 2009 - 07:50 AM

Wouldn't getting the axis of the upper pivot point closer to parallel with the green axis reduce binding of the scissor joint enough to become hardly noticeable? Using a ball joint might result in a bit less direct feel in the handlebars.

redmarque

Posted 16 May 2009 - 08:19 AM

V4 Rosso, on May 16 2009, 01:50 PM, said:

Wouldn't getting the axis of the upper pivot point closer to parallel with the green axis reduce binding of the scissor joint enough to become hardly noticeable? Using a ball joint might result in a bit less direct feel in the handlebars.

Yes I thought so too. Toward higher steering angles the top and bottom of the scissors become non-parallel, hence the requirement for a ball joint.

Still not sure if this linkage system is the most ideal for the application, but lessons are being learnt. Without testing this who knows!

The Phantom

Posted 16 May 2009 - 05:44 PM

redmarque, on May 16 2009, 07:13 PM, said:

I've been also trying without much success to design the fairing upper.
I'm thinking about using a fibreglass race fairing or existing bodywork and modifying it, as this would save so much time and energy.

Has anyone got any suggestions on what would look good?

Red, I've been going through the custom bodywork blues too, it's certainly harder than it seems.

I've come up with something that I might go with later, you're welcome to rip it off if it works for you 

I'll PM you details and pics this evening (early Sun morning here, not a cloud in the sky, probably get to 26 celcius which is nice for late autumn http://www.vfrdiscus...tyle_emoticons/ (http://www.vfrdiscussion.com/forum/public/style_emoticons/) default/smile.gif - so I've no intention of shutting myself away in the workshop).

Veefer800Canuck

Posted 14 October 2009 - 12:55 AM

BUMP!

Any progress to report Redmarque?