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1983 Honda CB1100F Restoration Guide

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Factory-Correct Restoration Guides

Honda CB1100F

Restoration Guide — Model Year 1983

Engine <i>1062 cc DOHC 16-valve inline four</i>	Output <i>108 hp @ 8,500 rpm</i>
Brakes <i>Dual 296 mm front discs / 296 mm rear disc, dual-piston calipers</i>	Weight / Tank <i>243 kg dry / 20 L tank</i>

*Single-year edition — covers the **1983** model year only (CB1100F Super Sport (SC11) - the only year). A companion to the Honda factory service manual, not a replacement: correct sequence, year-change points, measure-first checkpoints, finishes, fasteners and markings, parts interchange, and honest value guidance.*

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About this guide

This is a **restoration companion to the Honda factory service manual**, not a replacement for it. You need both: the manual gives the full teardown procedures, torque tables and the wiring diagram; this guide gives you the correct **sequence**, the **model-year change points**, what to **measure before you clean anything**, what **not to do**, the **finishes, fasteners and markings** that make a restoration factory-correct, parts interchange, and honest value guidance.

Every numeric value in this guide is cited to a source in the spec tables. Anything the cited literature does not give a number for is omitted or flagged [**UNVERIFIED — not in factory literature**]. We never invent specifications.

This is a **single-year edition**: it covers the **1983 CB1100F** only. Do not apply its year-specific details to other years.

Scope: CB1100F — model year 1983 (CB1100F Super Sport (SC11) - the only year)

Honda Motor Co. — the context that matters

Honda Motor Co., Ltd. was founded in 1948 by Soichiro Honda — a mechanic who had designed his own piston rings in 1938 — and began building motorised bicycles before releasing its first true motorcycle, the Dream D-Type, in 1949. (autoevolution.com Honda background)

Through the 1960s Honda built its reputation on small, reliable motorcycles; the CB450 (1965) was Honda's first 'big' motorcycle, aimed at the British 500s (Wikipedia, Honda CB450). The 1969 CB750 then opened the superbike era.

For restoration purposes, Honda's pre-1975 naming matters: 'K0' marks the first version of a model, with K1, K2 etc. marking running revisions (American Honda Motorcycle Identification Guide, quoted on forums.sohc4.net). The K number does not always track the calendar year — check frame serials, not just the letter.

Model history — CB1100F

The CB1100F was made only in 1983 - the one-year flagship of Honda's air-cooled DOHC four line, built on the CB900F with a larger bore, hotter cams, a redesigned combustion chamber and larger carburetors (Wikipedia, Honda CB1100F (spec infobox); autoevolution).

Period performance was headline-grade: 108 hp at 8,500 rpm, a 141 mph top speed and an 11.13-second quarter-mile at 120 mph in Cycle World testing, which called it the fastest stock bike it had ever tested (Bonhams lot history; Hagerty Valuation Tools, 1983 Honda CB1100F). US price when new: \$3,698 (Hagerty Valuation Tools, 1983 Honda CB1100F).

It closed the line: Honda's focus moved to the V4 Interceptors, and the big air-cooled four did not return until a different era. That one-year scope is exactly why a single-year guide fits it.

Model identification — confirm what you have

Type code SC11: a documented 1983 example carries frame JH2SC1104DM004935 and engine SC11E2008368 (Bonhams lot record). The 10th VIN character D is the 1983 year code. US-market identification: one-piece cast-alloy wheels (18-inch front, 17-inch rear) and the factory quarter (bikini) fairing; other markets got boomerang ComStar wheels, no fairing and a sportier riding position, with the sport parts offered in the US as a dealer 'sport/continental kit' (Bonhams; autoevolution). A ComStar-wheeled, fairing-less bike in the US is a market variant or a conversion - judge it as such.

This 1983: CB1100F Super Sport (SC11) - the only year. Frame serial reference: SC11 family; documented example frame JH2SC1104DM004935, engine SC11E2008368 (Bonhams)

Year-correct equipment: Red/white or blue/white schemes (TheBikeMarket CB1100F data) - confirm the scheme against the parts book and original paint under the covers.

Confirm the serial block **before ordering parts** — especially brakes, wheels, carburettors and electrics, which are year-specific on this model. A bike titled as one year but carrying another year's major parts is common after 40–60 years; trust the stampings, not the title.

***1983 at a glance:** Dual 296 mm front discs, single 296 mm rear disc, dual-piston calipers*

Year-change register — what changed for 1983

Running changes across the model run, with why each matters to a restorer. Rows marked for this year are the ones that affect **your** parts ordering.

- One model year only - there is no 'early' or 'late' CB1100F to split; year-correct means 1983 SC11 specification.
- New over the CB900F: 1062 cc (70 mm bore), hotter cams, redesigned combustion chamber, larger carburettors, 39 mm TRAC fork, 296 mm brakes, box-section swingarm (Wikipedia; Hagerty; Bonhams).
- US specification: quarter fairing, one-piece cast wheels, upright riding position. The rest-of-world sport position (rearsets, clip-ons, boomerang ComStars) reached the US only as a dealer kit - a US bike so equipped is kit-converted, not factory-built (Bonhams).
- Period receipts: 150 mph speedometer, 11.13 s / 120 mph quarter-mile (Cycle World via Bonhams/Hagerty), \$3,698 US price (Hagerty).

Verified spec tables — 1983 CB1100F

Every row cites its source. Rows flagged [UNVERIFIED] are printed as found, not as factory-verified. Year band: CB1100F Super Sport (SC11) - the only year.

ENGINE

Spec	Value	Unit	Source / notes
Engine type	Air-cooled DOHC inline four, 16 valves (4/cyl)		Wikipedia, Honda CB1100F (spec infobox)
Displacement	1062	cc	Wikipedia, Honda CB1100F (spec infobox)
Bore x stroke	70 x 69	mm	Wikipedia, Honda CB1100F (spec infobox)

Spec	Value	Unit	Source / notes
Compression ratio	9.7:1		Wikipedia, Honda CB1100F (spec infobox)
Max power (claimed)	108 @ 8,500 (European market limited to 100)	hp @ rpm	Wikipedia, Honda CB1100F (spec infobox) / Hagerty Valuation Tools, 1983 Honda CB1100F
Max torque (claimed)	97 @ 7,500	N-m @ rpm	Wikipedia, Honda CB1100F (spec infobox)
Carburettors	4 x 34 mm Keihin CV (Hagerty records 33 mm - conflict carried, see Sources)		IronHead japanese-wave1 CB1100F research / Bonhams (34 mm); Hagerty Valuation Tools, 1983 Honda CB1100F (33 mm)

ELECTRICAL

Spec	Value	Unit	Source / notes
Ignition	Electronic		Wikipedia, Honda CB1100F (spec infobox)

CHASSIS

Spec	Value	Unit	Source / notes
Frame	Tubular steel; box-section rear swingarm (Hagerty)		Wikipedia, Honda CB1100F (spec infobox) / Hagerty Valuation Tools, 1983 Honda CB1100F
Front suspension	39 mm air-assisted fork, adjustable damping, TRAC anti-dive		Hagerty Valuation Tools, 1983 Honda CB1100F / Bonhams lot history
Front brake	2 x 296 mm discs, dual-piston calipers		autoevolution, Honda CB1100F 1983
Rear brake	296 mm disc, dual-piston caliper		autoevolution, Honda CB1100F 1983
Wheels / tyres	US: one-piece cast alloy, 18 in front / 17 in rear; 100/90-18 front, 130/90-17 rear, tubeless		Wikipedia, Honda CB1100F (spec infobox) / Hagerty Valuation Tools, 1983 Honda CB1100F
Wheelbase	1,520	mm	Wikipedia, Honda CB1100F (spec infobox)
Seat height	795	mm	Wikipedia, Honda CB1100F (spec infobox)
Dry weight	243	kg	Wikipedia, Honda CB1100F (spec infobox)
Fuel capacity	20	L	Wikipedia, Honda CB1100F (spec infobox)

Restoration sequence

The CB1100F is the DOHC family's peak specification in a one-year run - the restoration risks are market-mix parts and 900F substitutions. Bench order: document and identify the market specification, compression, head and cam chains, carburettor bank, TRAC fork, brakes, electrics, finishes.

Step 1 - Document and identify

PREREQUISITE: the factory service manual for your year. System: whole bike. Read the SC11 numbers. Establish the market specification from the wheels and fairing (US cast wheels + quarter fairing vs rest-of-world ComStars, no fairing) before ordering anything cosmetic or chassis-related.

Step 2 - Head, valves and cam chains

PREREQUISITE: the factory service manual for your year. System: engine. 16 shim-adjusted valves - measure all clearances cold and record the shim map before disturbing anything; figures from the factory manual. Inspect both cam chains, guides and tensioners - the family wear point.

Step 3 - Bottom end

PREREQUISITE: the factory service manual for your year. System: engine. Nominal bore 70 mm, stroke 69 mm. Measure bores and journals before cleaning; the 1100's crank and rods are its own - 900F parts are not substitutes.

Step 4 - Carburettor bank

PREREQUISITE: the factory service manual for your year. System: fuel. Four Keihin CVs (34 mm per marque research; 33 mm in Hagerty's record - measure the throats on your bank and record what is fitted). Strip as a bank, diaphragms to the light, bench-sync then vacuum-sync.

Step 5 - TRAC fork

PREREQUISITE: the factory service manual for your year. System: suspension. 39 mm air-assisted fork with adjustable damping and TRAC anti-dive: service the anti-dive units with the seals; modest air pressure only, per the factory manual. Do not delete TRAC and call it an upgrade.

Step 6 - Brakes

PREREQUISITE: the factory service manual for your year. System: brakes. 296 mm discs front and rear with dual-piston calipers - measure rotor thickness, rebuild calipers as sets, replace hoses by age.

Step 7 - Electrics

PREREQUISITE: the factory service manual for your year. System: electrical. Electronic ignition - test pickups, coils and charging output under load; clean every connector and ground before condemning components.

Step 8 - Reassembly and commissioning

PREREQUISITE: the factory service manual for your year. System: whole bike. Bench-build the engine (cam timing and shim map verified), frame-up assembly, fluids, carb sync, brake bleed, heat-cycle break-in, fastener re-check.

Finishes, fasteners & markings — the concours details

This is what separates a restoration from a repair. Get these right and judges notice; get them wrong and the bike reads as 'refreshed'.

- Schemes are red/white or blue/white with striping that ties tank, side covers and tail together (Hagerty) - verify original paint under the covers; a scheme swap is the most common cosmetic error.

- The US quarter fairing is factory equipment on US bikes; its absence on a US bike is a loss, its presence on a rest-of-world bike is an addition - judge each market by its own spec.
- Wheels are market identity: US one-piece cast vs rest-of-world boomerang ComStar. Do not mix.
- Fasteners: metric JIS - use JIS screwdrivers. Preserve SC11 stampings; never re-stamp.
- Adjustable two-piece handlebars are part of the model (Bonhams) - bar swaps change the bike's specification; keep the originals with the bike.

Wiring

No generated wiring diagram appears in this guide — a text table is not a wiring diagram, and a wrong diagram is worse than none. Use the **factory service manual's year-correct wiring diagram** as your primary reference.

SUPPLEMENT — not a wiring diagram. Trace the factory service manual's year-correct wiring diagram for your bike. The table below maps the major circuits as an inspection aid only; wire colours vary by year and market.

From	To	Purpose
Battery (+)	Main fuse	Feed
Main fuse	Ignition switch	Switched feed
Ignition switch	Igniter / coils	Electronic ignition feed
Pickups	Igniter	Timing signal
Alternator	Regulator / rectifier	Charging
Regulator	Battery (-) / frame	Ground return

Inspection checklist: battery terminals, main fuse holder, ignition switch contacts, coil connections, ground strap to frame/engine, charging connectors. Clean and dielectric-grease every connection you touch.

Tool list

Real tools, honest substitutes. JIS screwdrivers are non-negotiable on a Honda of this era.

Tool	Qty	Spec / example	Purpose
JIS screwdriver set	1	Vessel or Hozan JIS	Case and carburettor screws
Metric feeler gauges	1	-	16 valve clearances (factory manual figures)
Shim measurement kit / micrometer	1	-	Shim-map discipline
Compression tester	1	-	Baseline before teardown
Vacuum sync gauges	1	4-gauge set	Four-carburettor synchronisation
Multimeter	1	-	Pickups, coils, charging
Torque wrench	1	Low + mid range	Engine and chassis fasteners (factory table governs)

Troubleshooting — symptom → spec check