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1982 Honda CBX1000 Restoration Guide

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Factory-Correct Restoration Guides

Honda CBX1000

Restoration Guide — Model Year 1982

Engine <i>1047 cc DOHC inline six, 24 valves</i>	Output <i>105 hp (1979 claim); 100-103 hp later</i>
Brakes <i>Twin front discs / rear disc</i>	Weight / Tank <i>22 L tank on 1982; twin-shock 1979-80, Pro-Link 1981-82</i>

*Single-year edition — covers the **1982** model year only (CBX1000 (CBX-C) - Pro-Link sport-tourer, final 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 **1982 CBX1000** only. Do not apply its year-specific details to other years.

Scope: CBX1000 — model year 1982 (CBX1000 (CBX-C) - Pro-Link sport-tourer, final 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 — CBX1000

The CBX1000 was launched in 1978 as a 1979 model-year motorcycle - Honda's first production six-cylinder, developed from the 1960s RC racing sixes (Honda Classics (UK) CBX year-by-year summary; Mecum Auctions CBX histories). There is no 1978 US model year: early production bikes reached markets in late 1978 as 1979 models, which is why the range guide this product replaces was titled 1978-1982. This single-year set covers the four US model years 1979-1982.

The 1979-80 bikes are naked twin-shock superbikes: 1047 cc air-cooled DOHC 24-valve six, six 28 mm Keihin CV carburettors, five-speed gearbox, chain drive, claimed 105 hp (CBX Club 1980 period road-test technical data).

For 1981 Honda repositioned the CBX as a sport-tourer: Pro-Link single-shock rear suspension on a revised frame, black-finished engine, factory touring fairing with optional panniers, and a de-tuned engine broader in the midrange (Honda Classics (UK) CBX year-by-year summary). 1982 was the final year - mainly a colour change on the 1981 package, with the larger 22 L fuel tank (CBX Club vital statistics (Honda parts documentation via cbxclub.com)).

Production ran in Japan and, for 1980, at Honda's Marysville, Ohio plant (Honda Classics (UK) CBX year-by-year summary).

Model identification — confirm what you have

Two generations under one name. Frame stamped on the steering head: 1979 = CB1-..., engine CB1E-..., carburettors VB60A-A; 1980 = SC03-/SC03E-, VB62A-B; 1981-82 = 17-character SC06-format frame with SC03E- engines, VB64A-A (1981) / VB64A-B (1982). A short-format CB1/SC03 number means a twin-shock 1979-80 bike; an SC06 17-character number means a Pro-Link 1981-82 bike. That one check settles most identification questions (CBX Club vital statistics (Honda parts documentation via cbxclub.com)). US serial sequence starts: 1979 engine CB1E-2000060, frame CB1-2000042; 1980 SC03E-2000025 / SC03-2000021; 1981 SC03E-2300060; 1982 SC03E-2400006.

This 1982: CBX1000 (CBX-C) - Pro-Link sport-tourer, final year. Frame serial reference: Engine from SC03E-2400006; frame in 17-character SC06 format (CBX Club)

Year-correct equipment: Pearl Altair White (US, CBX Club).

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.

1982 at a glance: Twin front discs (ventilated), rear disc

Year-change register — what changed for 1982

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.

- Final year of the CBX. Mainly a colour change on the 1981 Pro-Link package (Honda Classics).
- Larger 22 L fuel tank - the heaviest, most touring-oriented specification of the line (CBX Club).
- Carburettors VB64A-B - the -B suffix is 1982-specific; a VB64A-A set marks a 1981 bank (CBX Club).

Verified spec tables — 1982 CBX1000

Every row cites its source. Rows flagged [UNVERIFIED] are printed as found, not as factory-verified. Year band: CBX1000 (CBX-C) - Pro-Link sport-tourer, final year.

ENGINE

Spec	Value	Unit	Source / notes
Engine type	Air-cooled DOHC inline six, 24 valves (4/cyl), shim-type valve adjustment		CBX Club vital statistics (Honda parts documentation via cbxclub.com)
Displacement	1047	cc	CBX Club 1980 period road-test technical data
Bore x stroke	64.5 x 53.4	mm	CBX Club 1980 period road-test technical data

Spec	Value	Unit	Source / notes
Compression ratio	9.3:1		CBX Club 1980 period road-test technical data
Max power (claimed)	105 (1979); 100-103 (later years)	hp	IronHead japanese-wave1 CBX research (period claims)
Carburettors	6 x 28 mm Keihin CV; ID VB60A-A (1979), VB62A-B (1980), VB64A-A (1981), VB64A-B (1982)		CBX Club vital statistics (Honda parts documentation via cbxclub.com) / CBX Club 1980 period road-test technical data
Transmission	5-speed, chain final drive; Hy-Vo chain/gear primary drive		IronHead japanese-wave1 CBX research
Engine oil capacity	5.5	L	CBX Club 1980 period road-test technical data (period test specification - fill to the dipstick per the factory manual)

CHASSIS

Spec	Value	Unit	Source / notes
Rear suspension	Twin shocks (1979-80); Pro-Link single shock (1981-82)		CBX Club vital statistics (Honda parts documentation via cbxclub.com) / Honda Classics (UK) CBX year-by-year summary
Front fork	Telescopic; air-assisted from 1980		Honda Classics (UK) CBX year-by-year summary
Wheels	ComStar; black reverse ComStar from 1980		Honda Classics (UK) CBX year-by-year summary
Fuel capacity	22 (1982)	L	CBX Club vital statistics (Honda parts documentation via cbxclub.com) (earlier-year capacities not verified in cited sources)
Exhaust	Six-into-two		Mecum Auctions, 1979 CBX1000 lot notes

Restoration sequence

The CBX punishes poor documentation more than most bikes: everything comes in sixes and the two generations share almost no chassis parts. Bench order: document and identify the generation, compression-test all six, carburettor bank, cam chains, charging system, engine, chassis (twin-shock or Pro-Link), brakes, electrics, finishes.

Step 1 - Document and identify

PREREQUISITE: the factory service manual for your year. System: whole bike. Decode frame, engine and all six carburettor ID stamps against this guide's Identification section. Confirm the chassis matches the generation - a Pro-Link frame wearing twin-shock parts (or vice versa) is a project, not a survivor.

Step 2 - Compression and top end

PREREQUISITE: the factory service manual for your year. System: engine. Compression-test all six cylinders, throttle open, strong battery; even readings are the green light. Measure all 24 valve clearances cold and record shim positions before disturbing anything - bookkeeping errors across 24 valves are expensive. Clearance figures come from the factory manual for your year; this guide prints none it could not verify.

Step 3 - Cam chains

PREREQUISITE: the factory service manual for your year. System: engine. The CBX's cam chains are a documented trouble spot. Inspect chains, guides and adjusters; listen for chain noise at idle and on light revving. Set cam timing exactly per the factory manual and verify by hand-turning two full revolutions before starting.

Step 4 - Carburettor bank

PREREQUISITE: the factory service manual for your year. System: fuel. Six Keihin CVs stripped as a bank; never mix jets, needles or diaphragms between bodies. Service the air-cut valve and accelerator-pump circuits - the two CBX-specific pitfalls generic carb experience misses. Bench-sync, then vacuum-sync all six warm.

Step 5 - Charging system

PREREQUISITE: the factory service manual for your year. System: electrical. Documented failure points: rotor, brushes, wiring and connectors. Test charging voltage at cruising rpm and work the circuit as a system before condemning components.

Step 6 - Gearbox and final drive

PREREQUISITE: the factory service manual for your year. System: transmission. Check every gear under load - jumping out of second is the known wear pattern. Chain and sprockets as a set.

Step 7 - Chassis by generation

PREREQUISITE: the factory service manual for your year. System: chassis. 1979-80: rebuild twin shocks or keep originals with the bike; fork seals and stanchion condition. 1981-82: Pro-Link linkage bearings seize from neglect - photograph the linkage assembled before stripping; service the shock's seals and fluid.

Step 8 - Brakes, reassembly, commissioning

PREREQUISITE: the factory service manual for your year. System: whole bike. Rebuild calipers and master cylinders, replace every rubber hose. Reassemble frame-first, engine, bank, electrics, brakes, bodywork last. First start: verify oil pressure (5.5 L period capacity is a sanity check - fill to the dipstick), vacuum-sync warm, shakedown, full fastener 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'.

- Year-correct colours are in Identification - verify original paint under the side covers and inside the tank before committing; 1979 colours carry the strongest premium.
- Decals and badges are year-specific; the 1981-82 touring bodywork does not interchange cosmetically with 1979-80 parts.
- 1981-82 engines are black-finished; 1979-80 engines are not - an engine finish that contradicts the year is a tell.
- Fasteners: metric JIS with year-correct finishes - use JIS screwdrivers. Preserve frame/engine stampings; never grind or re-stamp.
- Exhaust: six-into-two, generation-specific and expensive to replace correctly; aftermarket systems are modifications, not factory-correct.

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	Coils	Ignition feed
Alternator / rotor	Regulator / rectifier	Charging - rotor and brushes are documented wear points
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
Valve shim tools / micrometer	1	Factory-pattern shim tool	24-valve shim service
Metric feeler gauges	1	-	Valve clearances (factory manual figures)
Compression tester	1	-	All six cylinders, baseline before teardown
Vacuum sync gauges	1	6-gauge or sequential set	Six-carburettor synchronisation
Multimeter	1	-	Rotor, brushes, charging connectors
Torque wrench	1	Low + mid range	Engine and chassis fasteners (factory table governs)

Troubleshooting — symptom → spec check

Each symptom points at the spec-table check that confirms it. No folk remedies presented as specification.

Symptom	Check	Spec
Starts on choke, dies off choke	Clogged idle circuits in one or more of the six carburettors	Bank strip and ultrasonic clean
Rattling top end at idle	Cam-chain / tensioner wear - inspect promptly	Chains, guides, adjusters
Flat battery / charging light	Rotor, brushes, wiring or connectors in the charging system	Test as a system at cruising rpm