

# HawkWorks


The Honda Hawk GT Owners' Network

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March / April 1995

HawkWorks  
Member

.32

Member Mailbag   
130 Bomber Blvd.  
Mtn. Home, AR 72653

Michael Haber would like to invite HawkWorks members to, "Set up your tents in my front yard, which just happens to be half way between Lake Tahao and Yosemite National Park on some of the best Alpine twistys in the world, Bar None!!!" He's serious. Call (209) 533-1827. I'll see you this summer Mike!

Ken Bush, manager of Texas Bragg Trailers, says he can't offer any performance modifications for the Hawk, but he will offer a price discount on trailers and trailer parts. I looked over the brochure and they have many useful designs for motorcyclists. They ship parts nationwide and service dealers in many states. If you are in need of Mr. Bush's services, call him directly at (903) 572-0288 or 0289.

Q: Matt would like to know if an ignition advancer is a good idea?

A: Well, that depends largely on the engine your intending to run it on. On high compression Hawk engines, you actually want to retard the ignition as much as four degrees. This eliminates detonation, and helps ensure a clean, hot burn, providing less wear and more power.

As for most stock engines, there should be a small gain by advancing the ignition. If anyone out there has installed an ignition advancer and made before and after dyno runs, how about sharing your information with HawkWorks?

Q: I was glad to see that Dawn Dury enjoys riding and racing as much as I do, and I'm curious to know how many women are members of HawkWorks, and how I could get in touch with them? Alicia, Newark, DE.

A: The Hawk is a very popular bike with female riders. It's light, slim and has a seat height that anyone can deal with. Currently we have over 30 female HawkWorks members, and several more two-Hawk couples. If any of you ladies would like to phone Alicia, call (302) 456-3798. (Down Boys!)

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## RALLY?

Several members have suggested a national HawkWorks rally. This sounds like a wonderful way for us to get together and compare notes, as well as bikes. I would like to meet all of you, so I have enlisted some experienced help in the planning and coordination of such events; my old friend Tizzy, from the BMW MOA.

The first step, is to find out how many Hawk riders would like to come, and how far you are willing to travel. The rally would be open to all Hawk owners regardless of membership in HawkWorks, so feel free to spread the word.

I expect the rally to take place late this summer, and I will need to secure a sight soon. So, if you're interested, please drop me a note with your suggestions as soon as possible.

As the riding season approaches, many members have expressed an interest in meeting fellow Hawk riders in their areas. On the back page, I have started a list of such members. I have done so by listing the first name, phone number, city and state. If you would like to have your name and number added to this list, let me know.

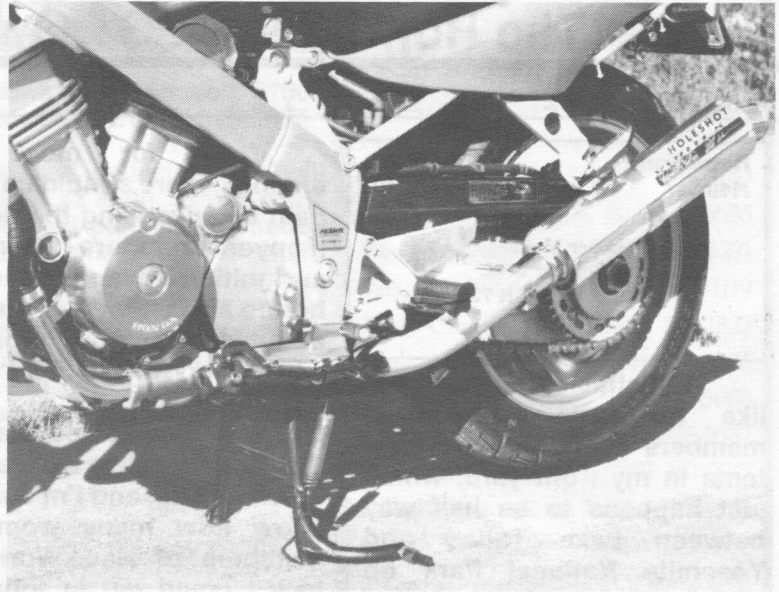
Gary Orr

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# EXIT LEFT

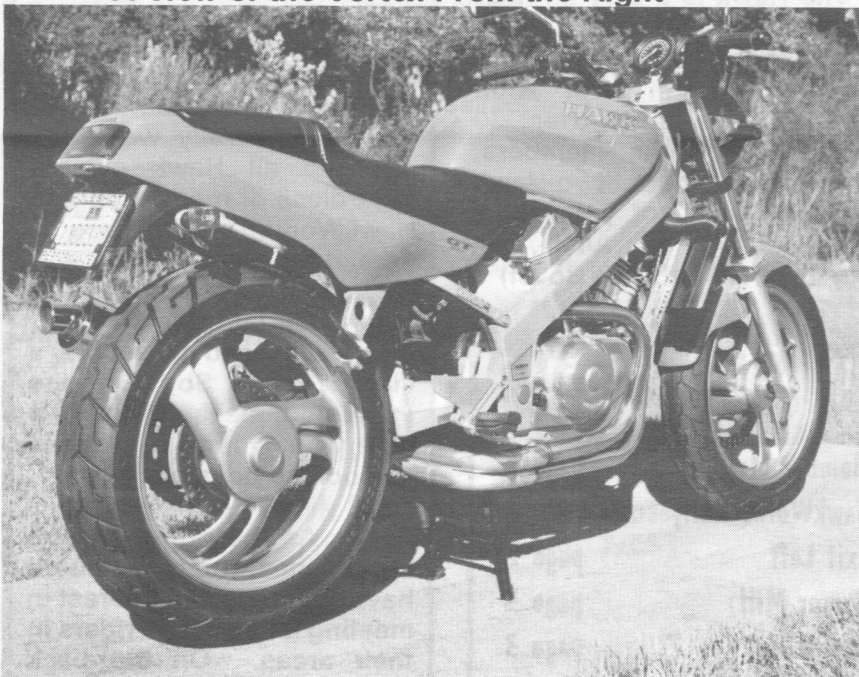
If you own a NT-650 Honda Hawk and your looking for that unique performance add-on, then I have the answer. My new Signature Series Holeshot Performance® Vortex Exhaust is the original and first left exit design.

This slip-on features superior hand crafted quality with smooth mandrel bends, fish mouth formed collector and all tig heli-arc welding. This gives your Hawk that RC-30 look and easy wheel removal. All tubing is nickel plated in a satin finish to



*Holeshot's NT-650 Left Exit Exhaust*

*A View of the Vortex From the Right*



The Vortex clears the center stand, weighs one half of the stock unit and makes a big torque and power gain. The complete exhaust system retails for \$389.00. For more information, or to order, contact Holeshot Performance Products 320 Babe Thompson Road, La Selva, CA 95076. Phone (408) 761-2808/2826 or Fax (408) 761-3105.

Thank You,

*Dale Walker*  
Dale Walker

blend in with the stock head pipes and resist corrosion. The mirror polished, aluminum muffler features a 2 inch louver core for a high flow rate without being too noisy. A billet aluminum machined side stand relocation bracket, muffler mount, and stainless hardware are included.

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# Rumor Mill

More info. on the VFR wheel swap. HW member, Shawn Beary recently converted his Hawk to a '92 VFR rear wheel. He felt the eight spoke wheel would provide a good match with his six spoke CBR600f2 front wheel. He has taken the time to share with us how it's done.

The VFR rim uses 4 lug bolts similar to a car wheel. The drive pins on the Hawk spindle are correctly spaced for the VFR lugs. Remove the drive pins and bore the 10mm holes to 12mm. The spindle is hardened, so a carbide tool will be required. The VFR lugs are then pressed into the 12mm holes.

Next, you will notice the Hawk spindle will not clear the center hole on the VFR wheel. There are two ways to solve this problem. One is to bore the center hole of the wheel to clear. The other, requires the Hawk spindle to be turned down and shortened. The latter will require a little more work, but I believe it result in a cleaner appearance.

Shawn fit a 170 Sportmax radial on his Hawk and it rubbed slightly on the chainguard, requiring some filing (on the chainguard). He says there is at least 1/4 in. between the swingarm and the tire. With his TBR exhaust system, he is able to slide the tire into place when the muffler clamp is removed.

## Chains

One of the things I disliked about my Hawk was the difficulty in had with adjusting the drive chain. I first tried to use the supplied tool and handle extension, only to have the engagement tooth consistently slip out of the notches on the eccentric bearing carrier. This actually began to destroy the soft metal of the notches, making the problem worse.

I became worried that I would ruin the teeth on the carrier, so I built an adjuster tool that spanned half way around the hub and had a 6 inch handle. It worked pretty well, but was still difficult to keep in the notches, especially when holding the tool near the handle end.

Finally, during a phone call to N'Sayn Racing, I was shown the light. Jim explained the trick to me, and I would like

to pass it on to the rest of you.

After you have placed your bike on the center stand or swingarm stand, loosen the pinch bolt and place the stock chain adjustment tool (without extension) on the carrier. Engage the tooth of the tool with the notch so that the handle leads the tooth in the desired direction of rotation.

Next, rotate the rear wheel so that one of the sprocket nuts engages the chain tool handle, pushing it in the desired direction of rotation. Turn the rear wheel until the chain is at the desired tension, and tighten the pinch bolt.

The reason this works is the sprocket nut places the turning force low enough on the tool handle to keep the tooth from lifting out of the carrier notch. Using a long handle on the tool causes it to rock about the point where the handle contacts the eccentric carrier and pulls the tooth out of the notch.

Brian Heaven

## Cams

According to Barbara at Megacycle Cams (415) 472-3195, a new cam is currently under development which is between the 153 and the 174 cams they now produce. The 153-X1 is designed primarily for motors with stock bore, where the 174-X1 (short road race courses) and 174-X2 (long fast road race courses) are designed for engines with 82mm bore and extensive modifications. The new cams should provide more options for heavily modified engines. It should make peak horsepower lower in the revs, helping reduce the tendency for crankshaft destruction common to the racing Hawk.

HawkWorks, the official newsletter of the Honda Hawk GT Owners' Network, is published bimonthly. Membership fees in the U.S. and territories are \$20.00. Canadian members please add \$5.00. All other countries please add \$10.00. Please remit in U.S. funds by money order, or draft on a U.S. bank. Comments, inquiries, etc. should be directed to: HawkWorks 130 Bomber Blvd. Mountain Home, AR 72653, or if you prefer, Fax at: (501) 424-7214

Managing Editor.....Gary Orr  
Contributing Editor....Brian Heaven

Legal Stuff: Much of the information published in HawkWorks is provided by your fellow members, and Hawk enthusiasts. Therefore I cannot guarantee the accuracy of each suggestion. When performing any modification, please do so within the boundaries of your mechanical ability, and under the supervision of a qualified mechanic. Please ride the pace, and don't eat the big white mint.



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Member Mailbag   
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**Q:** I have a problem with my Hawk. When I run out of gas, the fuel pump will not prime itself. I can crank the starter until the battery dies, and it will not start. If I prime the carbs it starts right away. This occurs when I run completely out of gas and when starting on reserve. Do you have any suggestions? Raoul Mazzoni

**A:** Have you checked the petcock to make sure the reserve setting flows freely? If so, I can't explain why this is happening on reserve. When we first started racing, we had this problem every time we drained the carbs. We would crank and crank, and just before I would give up, the bike would start. My teammate's was the same way. Here's why. The fuel pump runs when the fuel pump relay has two positive inputs, one from the ignition switch via fuse #6, and the other from the front coil. When the starter is turning, both of these inputs are present, kind of. The input from the front coil is only present for a second at every other rotation of the crank shaft. This is why it takes so long to prime the carbs. One quick way around this is to carry a small jumper wire in your tool kit. After refilling your tank, turn the ignition off, unplug the fuel pump relay and short the black wire with the black/blue wire on the plug. Next, switch on the ignition key. You will hear the fuel pump running, and in a few seconds it should slow and stop. Turn off the key, the carb bowls are now filled. Remove the jumper and plug in the fuel relay. Your bike should start right up. Last season, on my race bike, I wired

a momentary action switch between these two wires so I could easily prime the carbs before bump starting. This year I will eliminate the fuel pump entirely and run on gravity feed.

Bruce Parker has several Questions for this month's Mailbag. **Q:** Carburetion. My bike has a bad flat spot at partial throttle, which is cured by leaving the choke on. **A:** If you have the stock airbox and exhaust, try changing the slow speed jets from #42 to #48. While you have your carbs apart make sure they don't have a varnish-like buildup. Partially restricting the jets can cause a lean condition. If the slow jets don't eliminate the problem, try a #140 main in the front carb, and a #134 in the rear. This should richen it up just a little. Most bikes come from the factory jetted lean for emissions.

**Q:** What are the best high performance brake pads for the street? **A:** I like the Ferodo pads, but I'm open for suggestions.

**Q:** What is the best maintenance manual for the Hawk, and where can I get one? **A:** Honda has a Factory Service Manual for the Hawk. You can get one from East Coast Warehouse (800) 544-4814 for \$36.00 plus \$10.00 shipping.

**Q:** Sometimes, when braking, the back will get into a very bad hop. Is this caused by drive-line slack? What is the cure? **A:** OK, I admit it, I played hooky that day. Although I have experienced this many times on shaft drive bikes, I haven't had a problem on the Hawk. (You aren't on a Revere are you?) If anyone can answer Bruce's Question, please send it my way.

**Q:** Is the Hawk's speedometer really quick, or am I commuting at 85? **A:** The Hawk's speedo is notoriously optimistic. If yours is average, you are commuting at 75-78. Your license and registration please, Mr. Parker!

# Get Bent

By Brian Heaven

You may have seen ads for GMD Computrack (404) 297-8464 touting frame straightening and geometry changes to improve handling. I called Kent at GMD to see what they had done for Hawks, and he was very helpful.

Production tolerances and crash damage cause most frames to be out of alignment. Every bike Kent gets is straightened. Misalignments on the order of 1mm can cause handling problems and most bikes are somewhat twisted. Frame straightening costs \$480 and takes about a day.

The really exciting thing is geometry changes. With the right changes, Kent claims a good rider could easily corner inside an equally skillful rider who is sliding both wheels of an otherwise identical machine.

Geometry changes on the Hawk include re-machining the triple clamps and fabricating a shock extender for the rear shock. The combination of these changes will speed up steering (less rake) and increase stability (more trail), but it isn't cheap. The full meal deal on the Hawk runs \$1200 to \$1400 and takes a couple of weeks. Computrack is an Australian franchise, and apparently the fees are set at the corporate HQ and are unlikely to come down soon.

If you can swing the cash, Kent claims the likes of Kevin Magee, Chuck Graves, and Smokin Joe's Honda are now converts to Computrack after experiencing the geometry changes first hand.

I would like to have my Hawk done, but \$1200 seems like a lot of money to straighten a frame and do some machining.

# HAWKENSTIEN

In 1987, after a few too many speeding tickets and some gentle persuasion by friends, Peter Katz took his GSXR 750 roadracing. Peter is a big man, over 200 pounds, and the Heavyweight classes seemed to suit him. He was hooked, and raced in the 750 classes until the end of the 1993 season.

Running a big bore machine isn't cheap, and Pete's checkbook was begging him to take the 1994 season off. That's when his friend Dave at DCM Motorsports offered to help him put together a Production Twin. At first Pete thought it would be a goof, but at least he could get some track time.

DCM has been working on twins for several years, and Dave thought they had enough spare parts to assemble a complete Hawk. So armed with only a service manual, Pete set out to build a new race bike. The frame was hanging on the wall, and boxes of parts were hidden all around. The only parts which were assembled were the forks and shock, but very few pieces were missing. One such part was the stock pistons. Pete found some 82mm pistons and changed his focus to the Supertwins Class. Hawkenstien was born!

Pete had to buy less than \$100.00 worth of new parts (gaskets and bearings). almost every thing was begged, borrowed, or built, and a lot of favors were called in. The 2 into 1 into 2 exhaust system was assembled from unbends from J.C. Whitney, and the paint was from a Krylon

can, but Hawkenstien made a few believers when the season started. For a total of \$1500.00, Peter's new ride put him right in front of the hotly contested Supertwins classes in the Northeast region.

Peter claims it was his off season ice racing that made him comfortable sliding both ends of the Hawk. This, he says, you have to do well and often in order to compete with the Ducaties. He loves to ride the Hawk, and says, "the chassis will let you get away with murder." Now, Pete just grins when the front end starts to side, and jerks it back when he's ready, knowing another Ducati will be eating Hawkenstiens' dust.

After the 1994 season was over, the serious work began. Bits and pieces of unobtainium have started to appear, and Pete claims a serious 80 horsepower is in the works for this year. So much for big bore bikes.



*The Penske 8100 Series Hawk Shock*

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In addition to all this fun, Pete found time to work with the Pensky Crew, helping develop a shock for the Hawk. The 8100 Series shock has externally adjustable compression and rebound damping, threaded spring pre-load collar and remote reservoir. Designed to be a bolt-on replacement for the stock damper unit, the 8100 Series shock offers a wide range of adjustments. With infinite re-valve configurations and several spring rate options, the Penske 8100 Series provides superior damping action, and fade free operation, even under the most severe racing conditions. A triple adjustable unit is also available with separate high and low speed compression adjustments, as well as rebound adjustment and spring pre-load.

# SWAP SHOP

**For Sale:** Red Targa Tsunami fairing with hardware / windscreen, \$150. Corbin Two-up saddle, \$125. \$250 =both. Call Michael at: (818) 576-5685.

**For Sale:** TBR 10,200 r.p.m. ignition box, rarely used, perfect, \$150. Two Sprocket Specialist alloy rear sprockets, new, 47 & 42 tooth, \$45 for both. Lockhart "belt buster" tank protector, free with first purchase or trade. **Wanted in good condition**, will trade for above items: Stock radiator, tachometer, subframe, gas tank, speedo drive unit, Stock gauge housing including back cups and idiot lights, Both left and right handlebar switch gear, Stock rear plastic or aftermarket tail section, Aftermarket exhaust, Aftermarket or F2 clip-ons, F2 front wheel. Call Will at: (507) 425-2088

**Wanted:** Kiehin 39mm FCR carbs for Hawk. Call Peter at: (508) 653-5049.

**For Sale:** 88 Hawk, Red, 4k, very clean, Race Tech fork mods, Corbin Gunfighter \$3000. Phone (703) 266 3860, ask for Jamie.

**Wanted:** One pair of Targa Hawk Side Panels. Almost any condition considered. Call Mick at (717) 288-5600

**For Sale:** 88 Hawk, Blue, Stock, and Mint Condition. 4,800 miles, \$2800.00. Call (610) 760-1482 ask for Dennis.

**88' Hawk GT:** Revalved Forks, Progressive Springs, F-2 Rim, Megacycle, Fox Shock, Supertrapp, Klymenko Flow, Falicon Rods, Lots More! **Very Well Maintained**, Titled, includes all street legal equip. Plus lots of spares \$2995, Call Mark at CYBORG RACING anytime. (516) 484-5359.

**93' CBR 900RR Parts:** Engine, stock, never raced \$800. Colling Fan \$40. Clutch cable \$5. Radiator repaired by Mylers \$95, Front Seat \$45. Front Seat \$45, Stock shock, \$80. Wire harness \$75. Ignition control box \$60. Side stand \$10, Coolant guage \$25. Call Mark at (516) 484-5359.

The following riders would like to meet other HawkWorks members in their area.

Name	City	State	Phone Number
Allen,	Little Rock,	AR	(501) 372-7377
Byron,	San Carlos,	CA	(415) 634-2231
Steve,	Northridge,	CA	(818) 700-0845
Roy,	Byron,	CA	(510) 634-0149
Michael,	Alhambra,	CA	(818) 576-5685
Raoul,	Los Angeles,	CA	(818) 996-5271
Pam,	Mt. Wilson,	CA	(818) 440-1119
Mike,	Columbia,	CA	(209) 533-1827
Brad,	Anaheim,	CA	(714) 282-1388
Marick,	Menlo Park,	CA	(415) 321-5083
Jay,	San Francisco,	CA	(415) 825-5687
Matt,	Park Forest,	IL	(708) 481-2317
Steve,	Downer's Grove,	IL	(708)910-4320
David,	Peru,	IN	(317) 473-6545
Robert,	N. Manchester,	IN	(219)982-4821
Gordon,	W.Chatham,	MA	(508)432-0517
Walter,	Ellicott City,	MD	(410) 461-6676
Michael,	Fay,	NC	(910) 485-4985
Lawrence,	Buffalo,	NY	(716) 838-1135
Ron,	Lancaster,	PA	(717) 392-8809
Dennis,	Slatington,	PA	(610) 760-1482
Edison,	Roanoke,	VA	(703) 343-9005
Marc,	Starksboro,	VT	(802) 434-3136
Ronald,	Aberdeen,	WA	(360) 532-7905

# HawkWorks

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130 Bomber Blvd., Mtn Home, Arkansas 72653

