

2011 Honda CBR600RR eCABS

Garage Diary for the First Year



The bike was bought from MotoGC on 23 Jun 2012 for \$14,000 ride away. Extra \$300 promptly paid for Ozzy knobs and fitting charges (I asked for Oggy knobs). I didn't want to ride the bike home without crash knobs so the bike stayed at MotoGC 'forever'. It took them two weeks to fit them and when I went to pick it up I found that left side is only an inch out of the fairings where right side is popping out more than two inches. I couldn't wait any more and rolled it out of showroom. The rest is history.

History:

600 km 8 July 2012: First MSR Ride for CBR: Violet Town 8 July 2013. Engine break in ride

1231 km 14 July 2012: First mod: Radguard. In last 12 months I have witnessed two holed radiators of fellow riders; hence it was worth fitting for that extra peace of mind. I made a mistake here; I bought the standard guard which is as heavy as a Harley. I didn't know they made lighter guards for sports bikes.

1231 km 14 July 2012: First oil change/engine break in service. Bel-Ray semi-synth 10W50. Peter Stevens did the service and fitted Radguard (for extra \$60).

11022 km 27 Jan 2013: 12K service done at home with OEM oil filter and Castrol oil.

First ever hands on job on a motorbike. Coming from a country where labour is cheap as chips I never did any mechanical repairs on automobiles so oil change appeared to me as a big job. I was concerned at the possible mistakes I could make. What if I mess with the fairings and break them?

Without the torque wrench how to find the right torque on the drain bolt and filter? I kept asking questions around until I felt confident. From Supercheap Auto I bought an oil drain kit which had a funnel, drain pan and filter wrench. The oil change process took 4 hours.

15100 km 2 March 2013: Stock suspension tune - Steve Mudford

We got a suspension expert riding with us, why not use his service? I started feeling the front end after the tune and realised that I had never felt the front end since I bought the bike!

May 2013: Ohlins TTX rear suspension - Steve Mudford

A lighter spring was installed to suit my weight. Still fiddling with it. It is going to take few months to find the sweet spot with preload, compression and rebound. Once I find the right suspension settings I will demonstrate it by scraping the knee on Jamieson's gravel road ;-)

25 May 2013: Oxford heated grips – Glenn Aspden.

Fitting the heated grips will cost as much as the buying them. I was planning to install them by myself but never gained the confidence or enough tools to do the job. Glenn offered his garage with air compressor, an electrical relay and his help to get the job done. Heated grips are doing their job well. Palms gets warm, fingers stay cold from wind chill.

19987 km 1 June 2013: Brake bleed and rear pad replacement to SBS (Scandinavian Brake Systems)

Like my first oil change I wanted to learn doing this too. Unfortunately, I or my regular mechanic wasn't sure on how to bleed the ABS. I also searched in forums and on the Internet but couldn't find the right procedure. So I decided to leave it to professionals at PS and spent \$210 for labour, parts and GST. I was surprised on how quickly the rear brake pads wore out as I don't use the rear brake most of the time. However, the combined/linked braking activates the rear brake whenever the front brake is used. The front brake has got approximately 4000kms left.

21809 km 7 July 2013: This is the '24K' service which I did at home with Motul semi-synth 10W40 and a K&N air filter.

Oil change took only 2.5 hours. Air filter replacement took 5 hours! No difference noted on the performance side. The intention was to get a reusable air filter unlike the replaceable OEM. Surprisingly, the old air filter wasn't too bad. I could have blown it out and reused it for another 5000km. But who is going to rip off all the cowls, tank cover, front seat and air box all over again.

In progress: Ordered Zero Gravity Sports Touring windscreen. 500km in a day calls for more comfort. OEM screen is full of stone chips and wind protection is not that great in crouching position.

Next mod: The list is longer than a roll of toilet paper. Pretty much every mod has got a 'safety' tag on it to justify with the finance department. If I may exaggerate, the credit card statement discussion goes something like this....Finance Manager at home: "Why do you need a \$1400 carbon fibre exhaust?" Me: Improves Safety. "Why do you need \$4000 for magnesium wheels?" Dramatically Improves safety. "What about MSR T shirt?" Mandatory safety gear. "Why two?" Double layer of protection ☺

So far I have enjoyed riding and servicing the bike and plan to keep it for two more years or until it is a write off, whichever happens first. Life is too short to stick to one bike, especially in the fast lane.

Honeymoon review on the same bike can be read in September 2012 magazine.

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