

CLASSIC COMPONENTS CHROME PLATING

WORDS: Marty Estes

PHOTOS: Joe Neric & John Zamora

Headling into my first rechroming experience I heard all sorts of advice, much of it contradictory. After spending considerable time educating myself on the process and the requisite prep-work, I felt nearly as clueless as when I started!

What I needed rechromed was the original exhaust from my 1974 Kawasaki H2B. For the younger members of the audience, that's a 750cc two-stroke, so internal oil and carbon deposits would be an issue. The consensus was to find a radiator shop and have the parts "hot-tanked" to remove the grime before taking them to a chrome shop, but that would add an extra step and additional expense. Thankfully I stumbled across the fine folks at Classic Components in Santa Ana, California, who said they'd handle the whole process. All I had to do was pull the baffles out of the mufflers and ship the pipes to them.

To remove the oil and carbon, techs sand-blasted the parts and then placed them in an electrically charged bath. From there, they were stripped of the old chrome, ground,

polished, nickel-plated, nickel-buffed and, finally, chrome-plated.

The results were excellent, with a beautiful, smooth shine that closely matches the stock chrome on the rest of the bike. If I could go back in time, I would have put more effort into fixing minor surface imperfections because the new chrome really highlights flaws. But because the H2 is going to see daily use rather than sit in a showroom, it's not a big deal. The total cost, which included rechroming the three head pipes, three mufflers and the original collars and clamps was, \$950. That's not cheap, but it's less than I expected considering the size of the parts and the amount of work required.



Rechroming was pretty much the only option. New/Old Stock is non-existent, and even rusty originals cost a fortune.

CLASSIC COMPONENTS CHROME PLATING

Price: \$950

Contact: Classic Components

www.classiccomponents.com

VERDICT ★★★★★

A difficult procedure made as simple as dropping off your dry cleaning.

AP RACING BRAKES

WORDS & PHOTOS: John L. Stein

The hydroscopic nature of brake fluid means the longer it sits in your bike's lines, the more water it sucks up and the nastier it gets. Exhumed from the back of the garage after several years of storage, the brakes on my 1974 Ducati Super Sport had become unusable. Putrefied brake fluid had destroyed the seals in the front master cylinder, damaged those in the rear, and seized two of the three calipers.

The damage was far beyond anything a rebuild would remedy. Fortunately, AP Racing, which made some of the first disc brakes for motorcycles in the 1960s, still manufactures replacement components for classic bikes.

Replacing the mishmash of original parts on the Ducati (Italian Scarab calipers in front and an English Lockheed in back) required some improvisation. The 3/8-inch mounting holes in the new pinchers required drilling to accept the Ducati's 10mm bolts. Once drilled, the attractive new components bolted up easily, with pistons that readily slid back into their bores to aid installation.

Filling and bleeding the front brake system required some creativity because the bleeders are located on the bottom of the calipers, facing the wheel hub. Removing the



calipers and mounting them in a bench jig was the only way to thoroughly bleed them. Making up for this, the rear caliper cooperated perfectly, and in the end the Ducati moved from the disabled list to active-duty status for the first time in years. **MC**

AP RACING BRAKES

Price: Front master cylinder \$474

Rear master cylinder \$420

Calipers (3) \$1119

Brake pads (3 sets) \$105

Total: \$2118

Contact: AP Racing

www.apracing.com

VERDICT ★★★★★

Not easy or inexpensive, but a deserving classic bike is now back in business.