

HONDA COMSTAR WHEEL CONVERSION



CRK wheel rebuild service for conversion of 'Comstar' wheels to spoked wheels.

History

From 1978 into the mid 80's Honda fitted a type of wheel known as a 'Comstar'. These wheels used a cast alloy hub with pressed alloy spokes bolted to the hub and riveted to the rim. the wheels have proved to be very durable but are not considered to be the best looking option for custom machines.

There are two types of 'Comstar' wheel. The original wheels introduced in 1978 have steel spokes and are known as "Standard Comstars". Later in the early 80's Honda introduced a version with alloy spokes and turned the spokes around, these are normally painted black and are known as "Reverse Comstars"

The early bikes used 5 spokes with 5 bolts through the hub, in the mid 80's Honda introduced wheels with 3 "Boomerang" spokes using 6 bolts through the hubs.

The hub dimensions for the spokes are shared among several models.

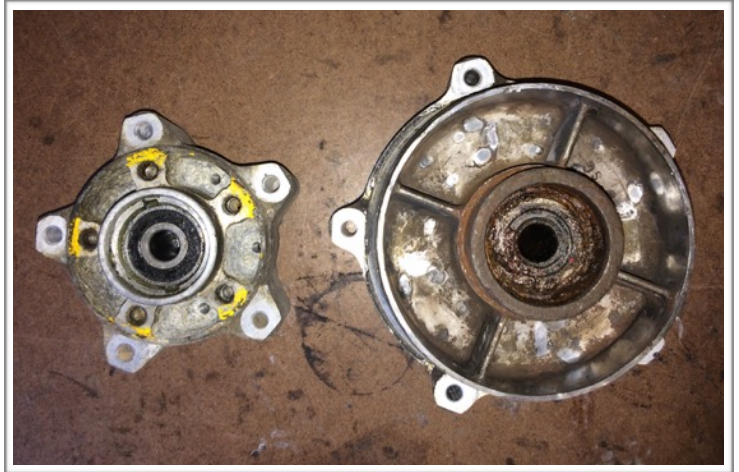


Due to the type of construction of these wheels it is possible to take them apart and re-use the alloy hub to convert them to a traditional spoked wheel.

There is a separate technical sheet available on the 'Downloads' page of our website which explains the steps of stripping down Comstar Wheels.

If you would like to have your wheels converted by CRK you can strip them down and send the hubs for conversion, we will carry out the following steps to provide you with a set of wheels ready to put back in your bike.

1. On receipt of your hubs we will inspect them, we would ask you to degrease them as best as you can but we will also give them an initial clean to allow the inspection to be carried out. If we find anything of concern we will contact you to discuss. It is rare for there to be any problems with hubs.



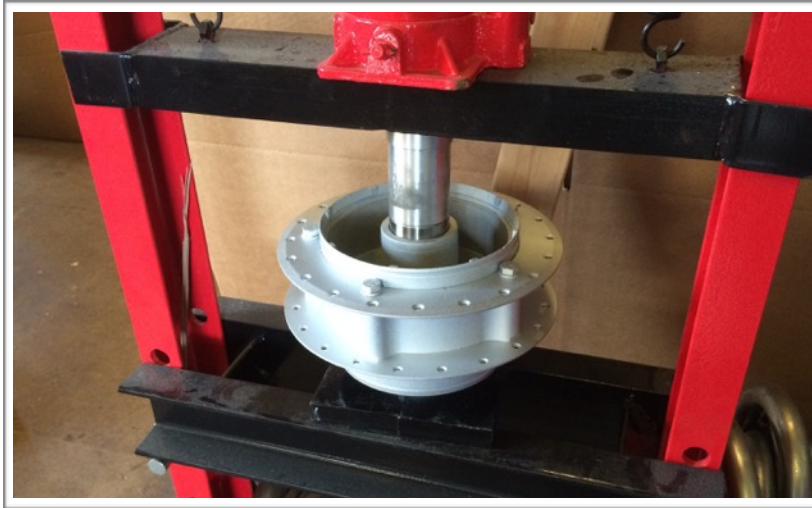
2. Then we will blast the hubs to remove the old paint and corrosion. We normally leave the old bearings in place at this stage to protect the machined housing.
3. Then we fit the flanges to the hubs.



4. The assembly is blasted again to prepare the surface of the flanges for painting.



5. We will remove the wheel bearings from the hubs. We have a full set of service tools for removal of the threaded retaining rings.
6. The hubs are then masked and painted black or silver according to the customers choice.
7. After painting new wheel bearings are fitted.



8. The new spokes and rims can now be laced onto the hub.



9. The completed wheels are now ready to be returned to the customer.



Rim and spoke choices

The most popular choice of rim types are the 'Valanced' polished rim which create the retro look associated with cafe racers of the 60's which used Dunlop or Boranni racing rims. These are normally combined with polished stainless steel spokes.



For a more contemporary look black hubs with "Non Valanced" anodised black rims and polished stainless spokes looks really good.



Rim sizes

We recommend sticking with the original rim and tyre sizes as fitted to the bike originally. However we can alter rim sizes suit the customers requirements.