

## Swingarm Bushings

I've often said that 450's are my very favorite bike of all time, warts and all.

The swingarm setup on a 450 is one of its ugly "warts", for sure.

While dealing with this recently on a buddy's bike, I was once again reminded that what seems obvious to me does not seem so obvious to new or inexperienced owners.

At their best the swingarm bushings on a 450 are short-lived affairs, and it's a matter so critical to safety, that I thought some words on the subject might be appropriate.

With the bike on the centerstand, grab the rear wheel at the top and push hard, side to side.

There should be no side play at all, I mean none.

If there is, you're gambling with your life - you have, in effect, a hinge in the middle of your frame. This is something that applies to all bikes, not just 450's.

If you have side play, you need new swingarm bushings, at the least.

Now, the internal "collar" can also wear out, but they haven't been available for decades, so new bushings are really your only option here.

They are not much a problem to replace, but you should know certain things.

The bushings themselves were changed for CB450 K6/K7, and the newer part is definitely inferior to the older parts.

The original 5-speed part # was **52109-283-300** (283 is the original 4-speed 450 code), superseded a bit later to **52108-300-300** (also used on early 750's). The two parts are identical in every respect, and are interchangeable. One of each was installed on my own 450, just a couple months ago.

They are steel I think, or at least some sort of ferrous metal, and are attracted to a magnet.



Later models list part # **52108-457-300** - 457 is a code unique to CB450 K6/K7. You can see from the photo this is a very different part, and has a flange on it, which is supposed to eliminate the spacer and felt grease ring used on the older models. More critically, this part is PLASTIC, and cannot be expected to last any length of time at all.



So when you order new bushings, be SURE to use one of the older part numbers. If not already present, you'll need to get the fiber spacers and felt grease rings as well. As the swingarm, collar, and bolts are all the same part on all 5-speed 450's, don't worry about using the older part numbers. Do not] let some kid at the parts counter argue with you and substitute the newer parts - he wasn't even born when these bikes were made. Order by specific Honda part number, not the BikeBandit part number or something.

Short of getting bronze bushings (try Bob Franzke at [franzke@attglobal.net](mailto:franzke@attglobal.net) ), this should keep you alive and safe.

These bushings are a direct replacement for Honda part numbers 52109-283-300, 52108-300-300 , and 52108-457-300.

As such, they will fit all CB/CL 450, CB750 K-series, CB360, CB500T, CB400F, CB500/550.

Probably other models that I don't know of as well.



The fellow coordinating this deal originally had them made as a one-off deal for his 1979 CBX, which use the CB450 K6/K7 (457) part number.

Don't fool around here, your life could hang in the balance !!!