



THE HODAKA SS

STEENS BUILDS A SPECIAL FOR THE
LIGHTWEIGHT ENTHUSIAST.

HODAKA SS IMPRESSION

The Hodaka Ace 100 is a remarkable little motorcycle, but like almost any motorcycle it can be improved. The degree of improvement depends a lot on the talent and taste of the person who's doing the modifying. For the person who wants to convert his Hodaka to an all out racing machine the choice of special racing components seems almost endless . . . so does the amount of money he can spend on this project. For the person who wants a properly set-up Hodaka there's an easier way to go; it's called a Hodaka SS.

The SS edition of the Hodaka Ace 100 is created by Steen's Incorporated of Alhambra, California and it incorporates most of the good things that anyone could want on a dirt motorcycle. What makes the Steen offering really attractive is the price of \$575.00, that's about \$150.00 more than the price of a box stock Hodaka.

Steen's takes a brand new Hodaka and strips it right down to the frame. The basic Hodaka frame consists of two cradle tubes that descend from the steering head and support the engine, and a pair of backbone tubes (one above the other) that connect the steering head to the sub-frame loop. At Steen's the frame is altered to accommodate Ceriani suspension components. Finally, the frame is finished in a high luster, metallic silver enamel which is baked on for durability.

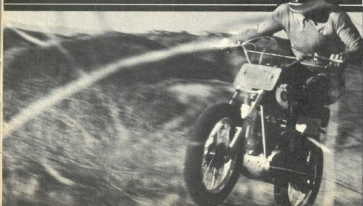
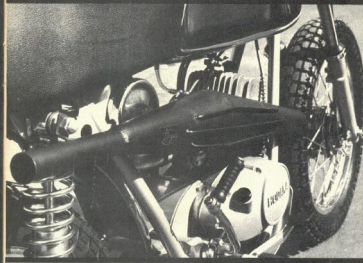
The Ceriani shock absorbers offer three positions to adjust spring tension. Travel measures more than three inches and the specially wound coil springs are chrome plated to resist weathering. The weight of shock fluid can be changed to suit the weather or different riding conditions. Another beauty of the Ceriani dampers is that they are easily rebuilt. Replace two

inexpensive parts and the shocks are back in top condition.

Front suspension is by "baby" Ceriani forks. These units look like scaled down versions of the regular moto cross Cerianis. Weighing just over twelve pounds these units offer five inches of travel and measure 27 inches from axle center to the top of the stanchion tube. The triple clamp and crown are cast of Ergal alloy and utilize pinch bolts to secure the stanchion tubes. A friction type steering damper is fitted to the stem to allow the rider to adjust for varying ground conditions.

Next to be changed are the wheels. Wider rims replace the stock items and 10 gauge spring steel spokes give added strength. Security bolts are fitted to keep the rear tire from turning on the rim. The wheels are fitted with 3.50 size studded tires. A contoured five inch wide stainless steel





fender keeps the rear wheel from throwing crud on the rider. The brakes are left in stock condition and they're most adequate.

Cross braced Rickman motor handlebars, fitted with soft grips, replace the original bars. An aluminum number plate is supplied and the gas tank is painted with blue which is edged with a white stripe. The paint job on the tank gives the Hodaka look considerably better. The bobbed rear fender also adds to the appearance of the machine. It does the big "SS" painted across the back of the saddle.

Steen's is wise in not doing a full out, super tune job on the engine. The Hodaka engine is a remarkably powerful; it's extremely reliable and quite strong in its stock state. He does a mild tune job and leaves it alone enough alone. A special large capacity air cleaner is fitted with a Filter element. One of Torque Engine's tuned expansion chambers replaces the stock muffling system and an aluminum removed bash plate protects the engine cases. Protection for the right leg is a little on the short side. Rods are welded to the side of the expansion chamber in an attempt to create a grid type heat shield. Unfortunately, the rods conduct a considerable amount of heat.

The Hodaka SS is fitted with a lot of the "little things" so necessary for a successful dirt machine. A spark plug proof cover and a main ground kill button switch are just a few of the carefully selected extras.

As you might expect the Hodaka SS is considerable fun in the dirt. The improvement comes from the suspension. The Ceriani damper makes it possible to travel over rough ground at a rate of speed you would even consider on a stock Hodaka. Some of the improvement in handling can be traced to the reduction in weight. Removing the muffler, package rack and fenders saves considerable poundage. For the rider who wants a Hodaka for racing, the just plain hard cow trailing the Hodaka SS is one of the better choices to go.