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How-To: Completely Dismantle A PCX

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Author

Message

maddiedog

Post subject: How-To: Completely Dismantle A PCX

Posted: Wed May 28, 2014 10:54 pm

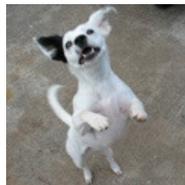
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This how-to should be helpful for anyone who is has wrecked their PCX and needs to replace parts.

Benevolent Overlord

Site Administrator

Since the process is long and involves more than one route to follow, I made this diagram to help:



Joined: Tue Nov 01, 2011 7:04 pm
Posts: 2960
Location: Marietta, GA

Attachment:



pcx disassembly.png [248.97 KiB | Viewed 180 times]

The parts come apart in the order numbered above. Take note that there are two separate routes to get parts off -- taking the front off, and taking the rear off. It is noteworthy that this is the procedure I use to dismantle a PCX. You may be able to find shortcuts (for example, you can take the underseat bin out with the seat still attached without removing anything else but the rear wing, like I did in the suspension tutorial).

Start the procedure with a clean bike. It makes removing all the screws and bolts easier.

Attachment:



IMG_7505.JPG [373.73 KiB | Viewed 225 times]

Attachment:



IMG_7506.JPG [321.67 KiB | Viewed 225 times]

Flip the seat up and remove the two screws on the rear wing. It clips with one clip in the center of the back and two in the front. Pry up gently.

Attachment:



IMG_7509.JPG [197.97 KiB | Viewed 225 times]

Unbolt the 4 bolts holding the rear wing support up.

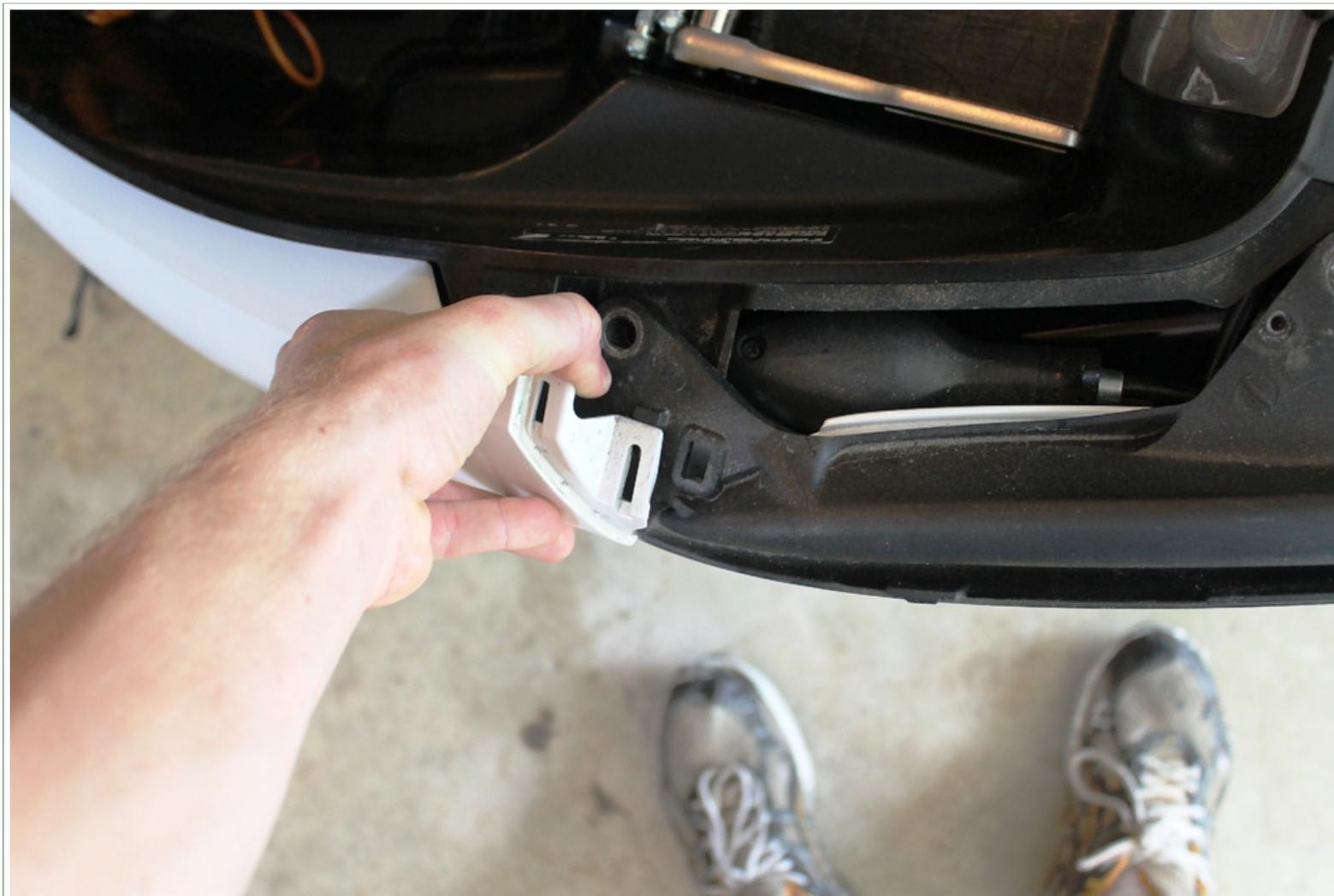
Attachment:



IMG_7510.JPG [259.61 KiB | Viewed 225 times]

Gently pry the rear wing support out from under the rear left and right fairings. Pull it out toward the back of the bike.

Attachment:



IMG_7511.JPG [239.41 KiB | Viewed 225 times]

Remove the two bolts holding the seat on. Be careful that the nuts don't fall down into the scooter, you may want to keep a finger on them from the backside to support them.

Attachment:



IMG_7512.JPG [268.35 KiB | Viewed 225 times]

Attachment:



IMG_7513.JPG [246.96 KiB | Viewed 225 times]

Remove the fuel cover area. Two screws in front, and one big one towards the seat. It has little clips on the left and right side, so push it down and towards the seat. The flap itself binds on the battery box, so you have to flex it around some. Be gentle, you'll get it out.

Attachment:



Remove the rear left and right fairing / taillight assembly next. There's lot of screws and tabs, so don't force anything.

The first two screws are hidden down by the fuel cap.

Attachment:



IMG_7516.JPG [261.93 KiB | Viewed 225 times]

Two more on either side of the seat mount.

Attachment:



IMG_7517.JPG [192.14 KiB | Viewed 225 times]

Two more under the scooter, by the rear wheel.

Attachment:



IMG_7518.JPG [227.47 KiB | Viewed 225 times]

Two bolts on the taillight.

Attachment:



IMG_7519.JPG [230.54 KiB | Viewed 225 times]

Then, slide the whole assembly backwards. Don't pull up until the tabs are back.

Attachment:



IMG_7522.JPG [276.29 KiB | Viewed 225 times]

A closeup of the tabs, so you don't break them.

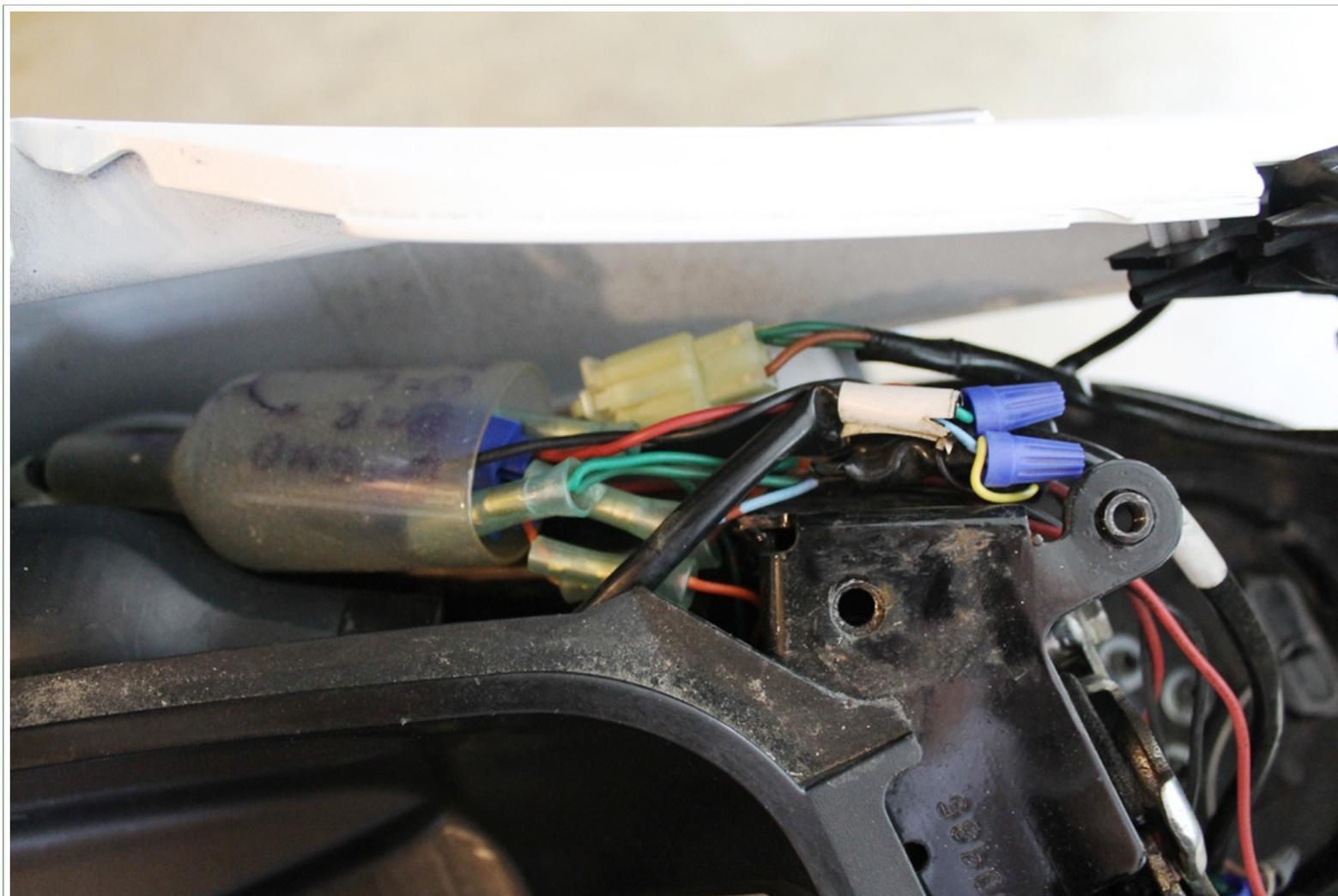
Attachment:



IMG_7520.JPG [211.53 KiB | Viewed 180 times]

Unplug the wiring harness before yanking the taillight off. Mine's a bit of a mess from adding aftermarket blinkers, but it should be fairly straightforward -- match color to color when reassembling.

Attachment:



IMG_7523.JPG [266.84 KiB | Viewed 180 times]

Remove the battery box. There is a screw at the top, or a push clip depending on model. Push in the middle of the clip if it has no screw, and pull the tab at the bottom. If there is a screw, unscrew the screw at the top, then pull the tab at the bottom.

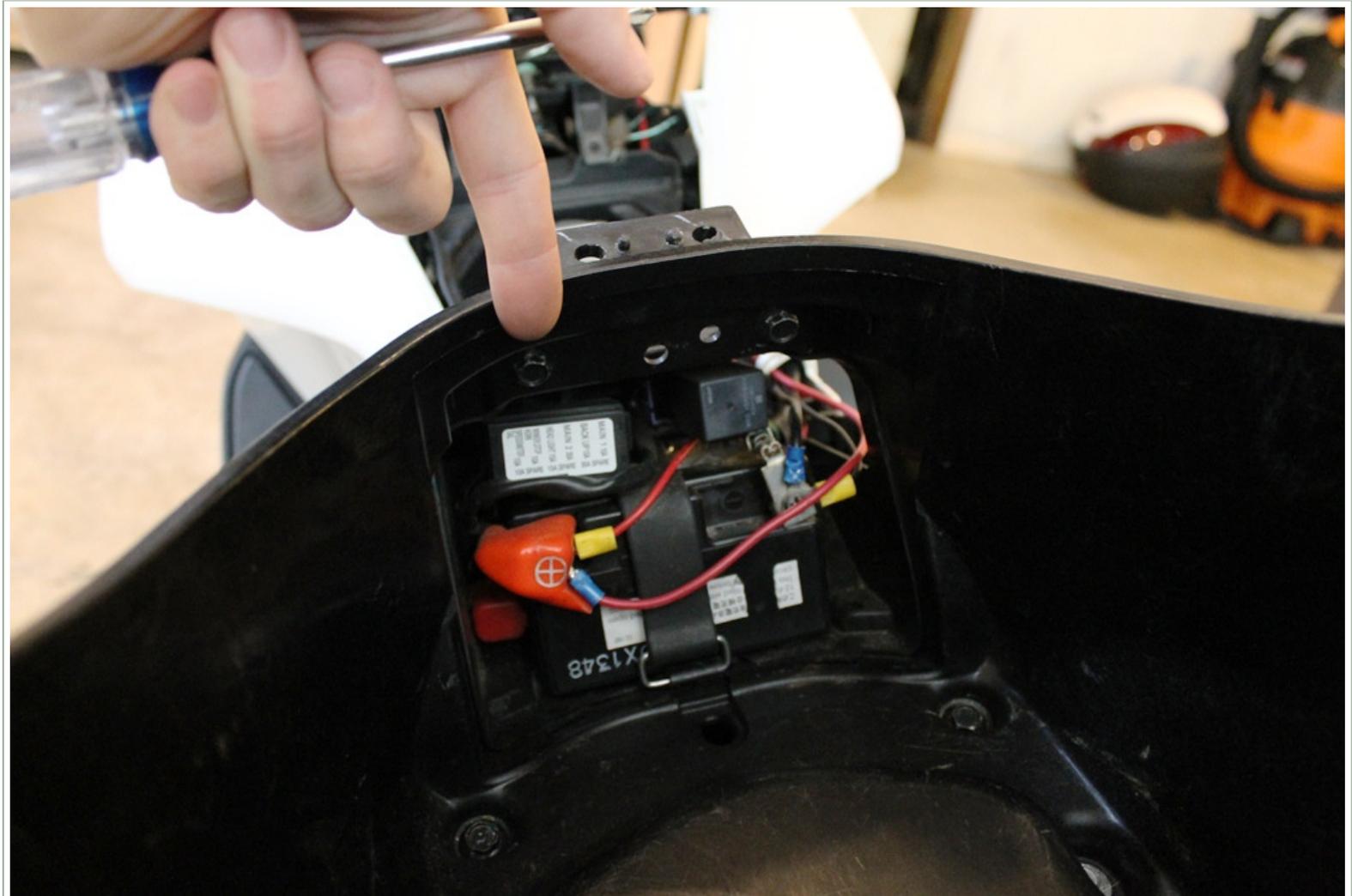
Attachment:



IMG_7525.JPG [256.3 KiB | Viewed 180 times]

We'll remove the underseat bin next. There were two bolts hiding under the battery cover, remove them.

Attachment:



IMG_7527.JPG [254.84 KiB | Viewed 180 times]

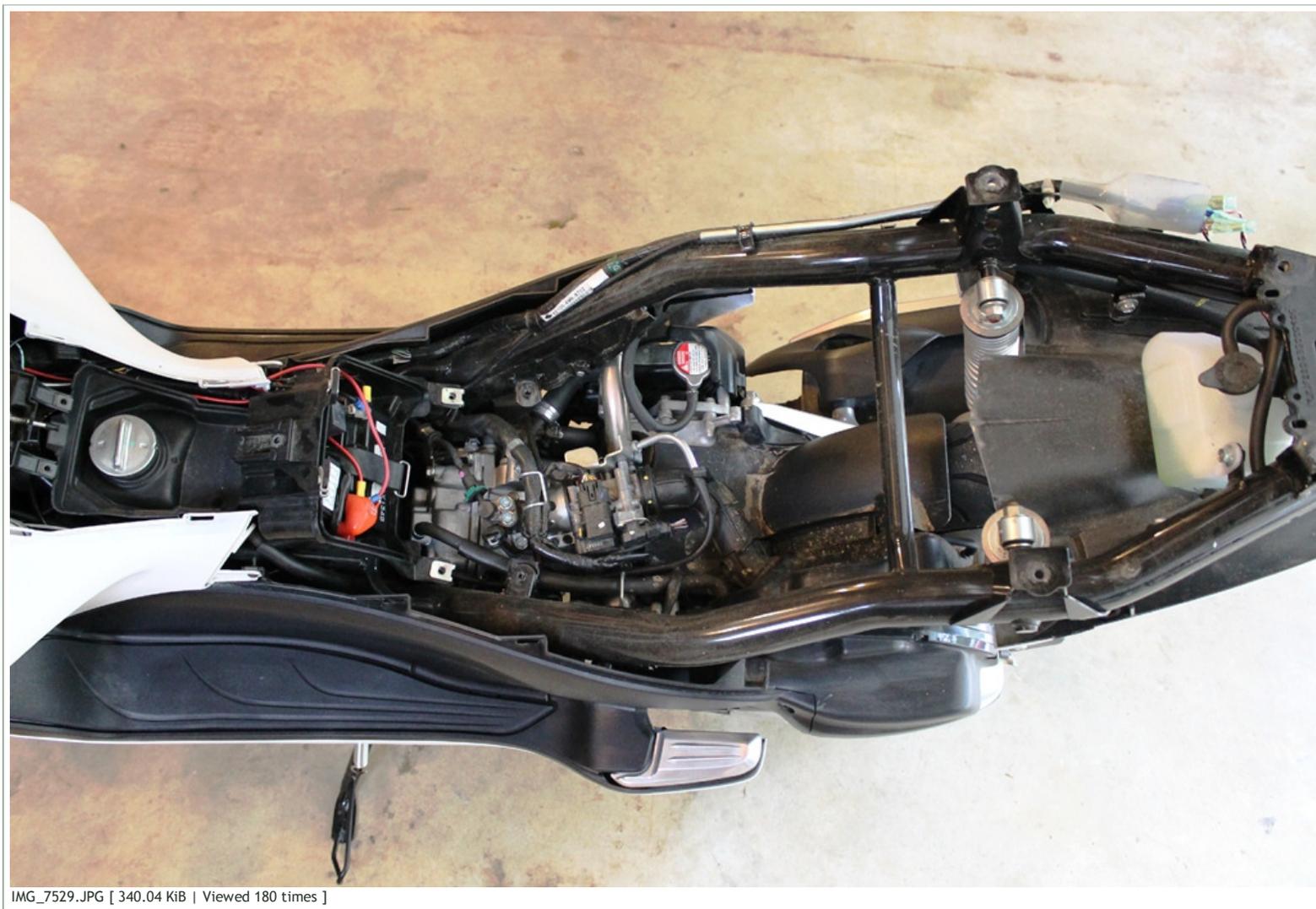
And unbolt the 4 bolts at the bottom of the underseat bin. Note that the black bolts are all up front, and the two silver ones go in back. Unclip the battery too.

Attachment:



Lift the bin out. There's the top of the engine! If you've got small hands, you can actually remove the engine at this point for installing big bore kits or whatever else. This is the point where you can do a valve adjustment easily as well.

Attachment:



We have most of the rear disassembled at this point. We'll remove the lower left and lower right fairings next -- note that the lower left and right fairings could have been removed at the start, without removing any panels from the rear end. Start by peeling back the rubber floorboards. They are just held in place by rubber grommets.

Attachment:



IMG_7531.JPG [233.64 KiB | Viewed 180 times]

Remove the screws going down the outside edge. There are 5 per side. You can leave the screw on the spark plug cover for now (the one on the left side, for the small black access door)

Attachment:



IMG_7532.JPG [255.65 KiB | Viewed 180 times]

Remove the sneaky little screw up front, in the wheel well.

Attachment:



IMG_7537.JPG [198.51 KiB | Viewed 180 times]

Remove the silver bolt below the passenger footpeg on each side.

Attachment:



IMG_7533.JPG [255.16 KiB | Viewed 180 times]

And the one by the kickstand.

Attachment:



IMG_7534.JPG [241.81 KiB | Viewed 180 times]

Note that we did not need to remove the 3 silver bolts on each side where the floorboards are. Those bolts hold the floorboards in place, which require a lot more panels to come off to get to. I removed them in my pictures below, so just pretend they're there for now.

The floorboards are removed parallel to the ground, straight out to the left and right of the bike. Note the tab locations, and slide them out gently. You will have to put the kickstand down on the left side to remove the left panel.

Attachment:



IMG_7540.JPG [259.58 KiB | Viewed 180 times]

We will disassemble the front end next.

Attachment:



IMG_7544.JPG [302.21 KiB | Viewed 180 times]

Look up under the windscreen, there are two tiny little screws holding the front cover in place. You can hardly see them in this picture, but they're to the right and left side up in there on the white fairing. Undo them.

Attachment:



IMG_7545.JPG [320.07 KiB | Viewed 180 times]

Gently pry off the front cover, there is a clip on the right and left side. The clips pry up and forward.

Attachment:



IMG_7546.JPG [241.83 KiB | Viewed 180 times]

Remove the four nuts holding the windshield on, and remove the windshield.

Attachment:



IMG_7548.JPG [293.03 KiB | Viewed 180 times]

Pry up the EVIL meter cover / dash cover panel that is under the windshield. This is a very difficult part to pry off, and my 2nd least favorite part of this disassembly process. I use plastic pry bars and do this on each side:

Attachment:



IMG_7549.JPG [266.92 KiB | Viewed 180 times]

Attachment:



IMG_7550.JPG [303.32 KiB | Viewed 180 times]

Attachment:



IMG_7552.JPG [262.85 KiB | Viewed 180 times]

After one side is pried off, the other should be easy.

Attachment:



IMG_7553.JPG [308.94 KiB | Viewed 180 times]

I should note that there is more than adequate room inside the dash here to put a horn. I put my Stebel Nautilus ear destroying horn in there, it's LOUD. I'll update that how-to later.

Next, we're going to remove the most evil part of the PCX, the clipped on inner cover. This is by far my least favorite part of disassembly, it's nearly impossible to pry off without breaking the part.

Attachment:



IMG_7554.JPG [265.72 KiB | Viewed 180 times]

Open the glovebox, and get leverage. The clips are parallel to the ground, and they unclip straight towards the rear of the bike.

Attachment:



IMG_7555.JPG [257.3 KiB | Viewed 180 times]

Removed. You can see the clips on the part here. Note how I broke the bottommost one off. Bah. It'll still be fine without it.

Attachment:



IMG_7556.JPG [250.77 KiB | Viewed 180 times]

The cover around the keys prys off too, it just is slightly easier to pry off.

Attachment:



IMG_7557.JPG [272.57 KiB | Viewed 180 times]

Get in there with a pry bar and start tugging.

Attachment:



IMG_7558.JPG [272.37 KiB | Viewed 180 times]

Here's the clips:

Attachment:



IMG_7560.JPG [218.52 KiB | Viewed 180 times]

Now to remove the inner fairing. Note the silver middle bolt and the two screws at the top left and right.

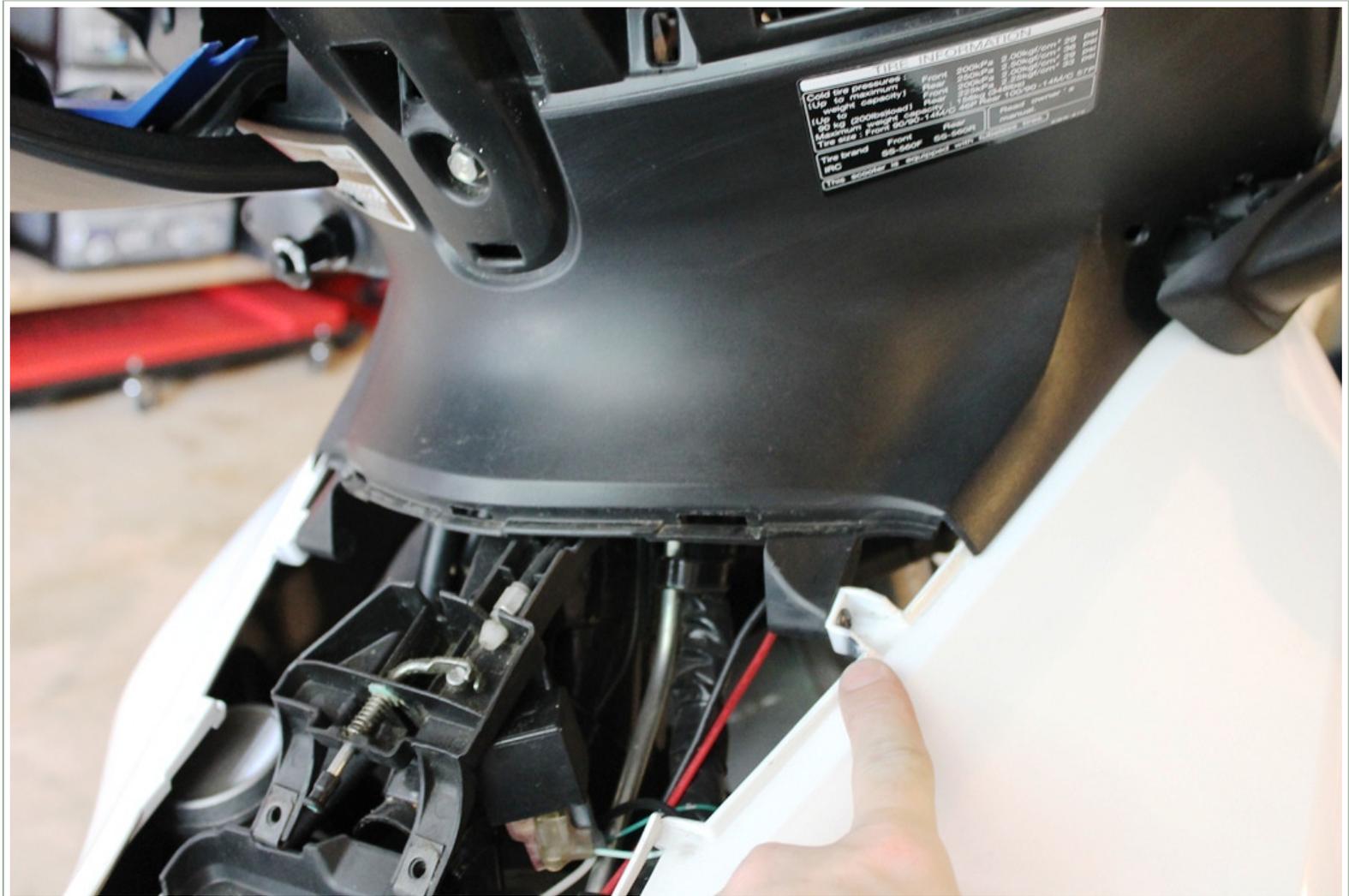
Attachment:



IMG_7561.JPG [251.74 KiB | Viewed 180 times]

And the two screws on the bottom left and right.

Attachment:



IMG_7562.JPG [267.64 KiB | Viewed 180 times]

And the two screws up at the top.

Attachment:



IMG_7566.JPG [244.9 KiB | Viewed 180 times]

If you have the US model, peel the rubber boots for the blinkers back.

Attachment:



IMG_7563.JPG [256.19 KiB | Viewed 180 times]

The panel has clips that run parallel to the bottom line of the fairing, so slide it downwards and backwards:

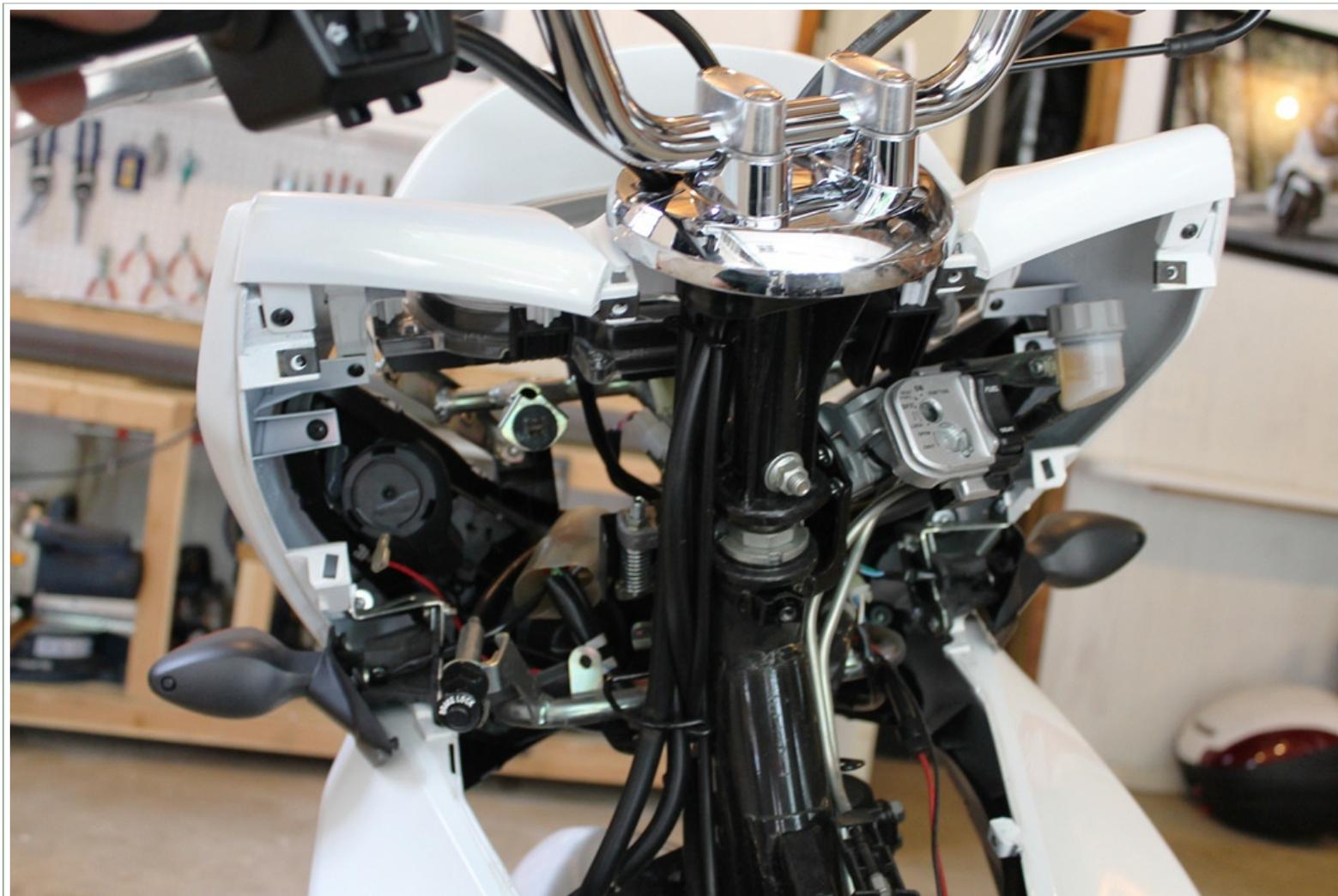
Attachment:



IMG_7567.JPG [229.17 KiB | Viewed 180 times]

Now we can see the innards of the dash. There's a LOT left to remove.

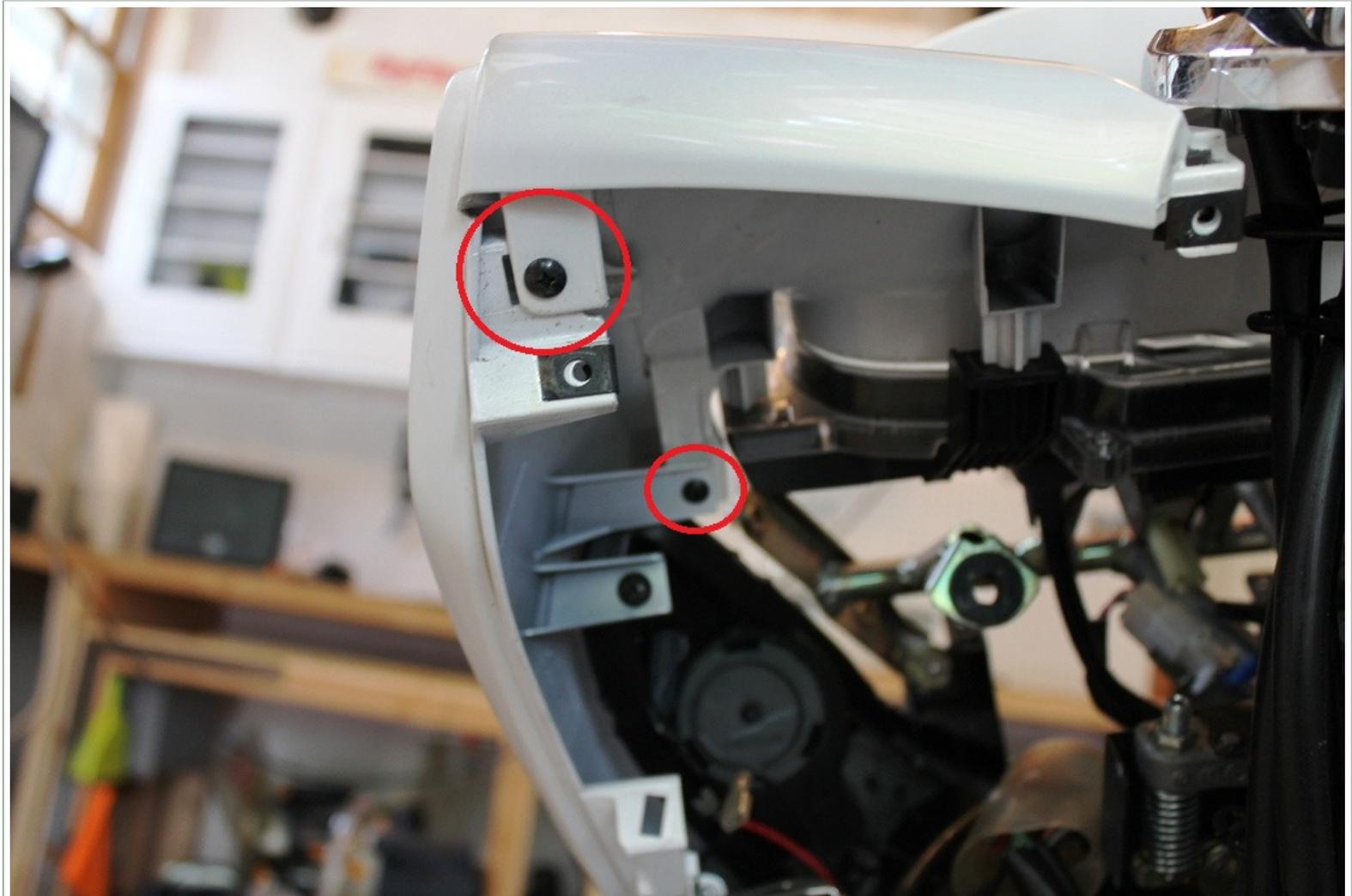
Attachment:



IMG_7570.JPG [294.36 KiB | Viewed 180 times]

Remove the four screws at the top left and right, front and back to remove the meter panel. I've circled them on the picture below.

Attachment:



IMG_7571.JPG [172.85 KiB | Viewed 180 times]

Remove the two allen bolts holding the chrome cover around the handlebars in place, and remove the section closest to the front of the bike.

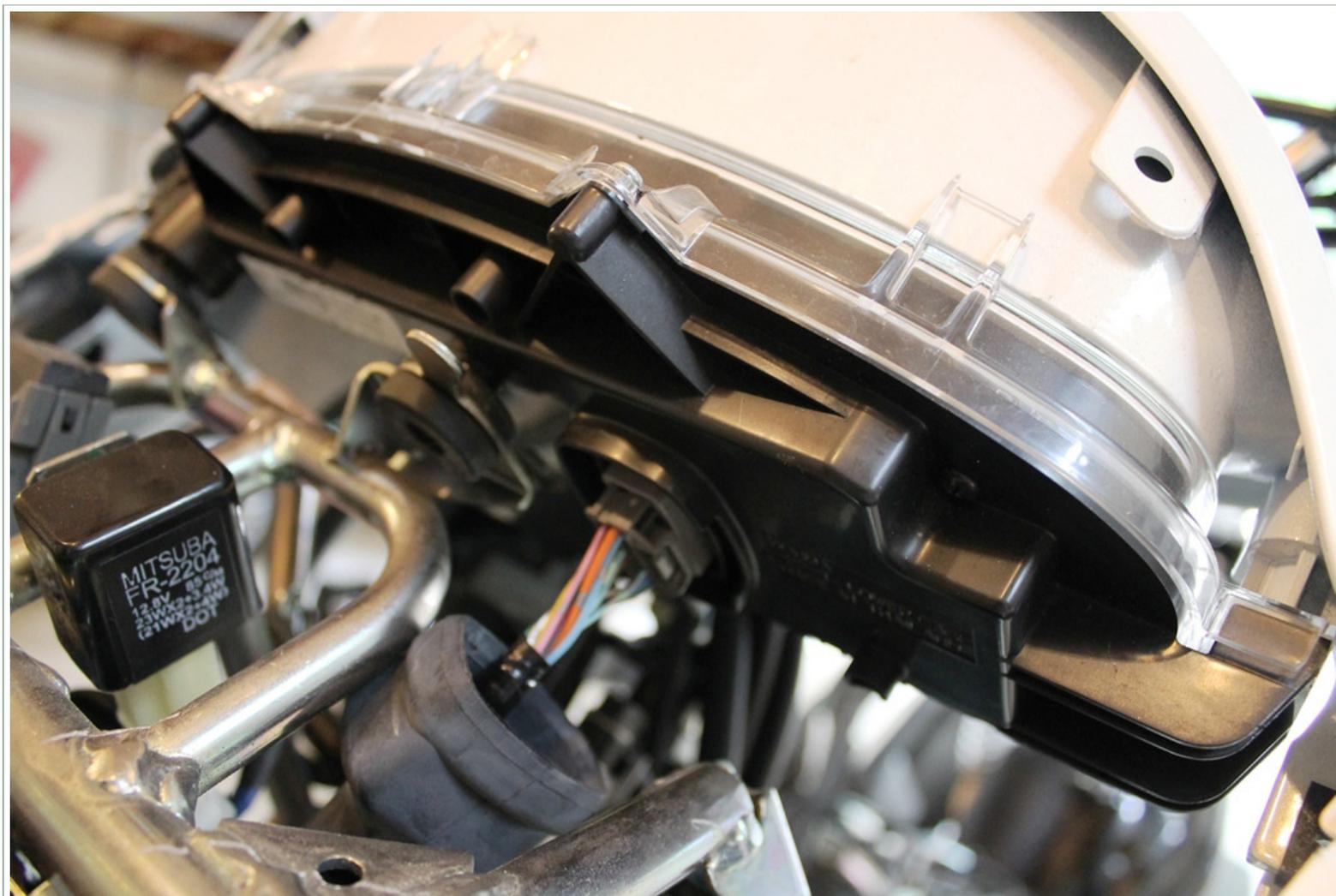
Attachment:



IMG_7578.JPG [217.79 KiB | Viewed 180 times]

Go to the back of the meter panel, and gently peel back the rubber boot around the wiring harness. Unplug the wiring harness, it's just one big clip.

Attachment:



IMG_7581.JPG [311.75 KiB | Viewed 180 times]

Lift the meter panel out. It has two large pins on the front that go into rubber grommets, so lift it towards the back of the bike and upwards.

Attachment:

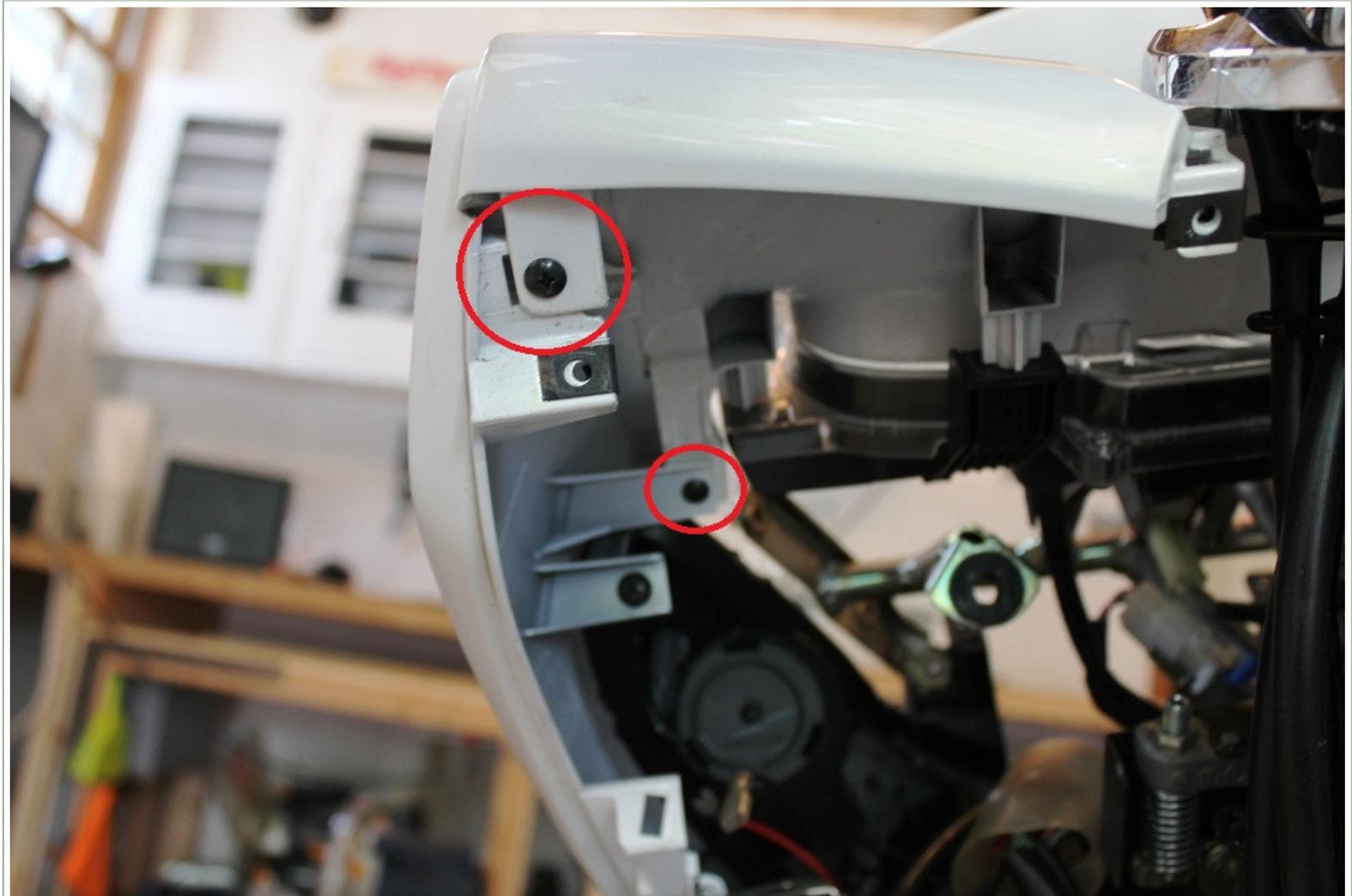


IMG_7582.JPG [317.7 KiB | Viewed 180 times]

Remove the left and right front fairings next. There are a TON of screws, so this will take you awhile.

Back on the picture from the meter cover, you can see a screw holding the headlight on below the meter screw. Remove that.

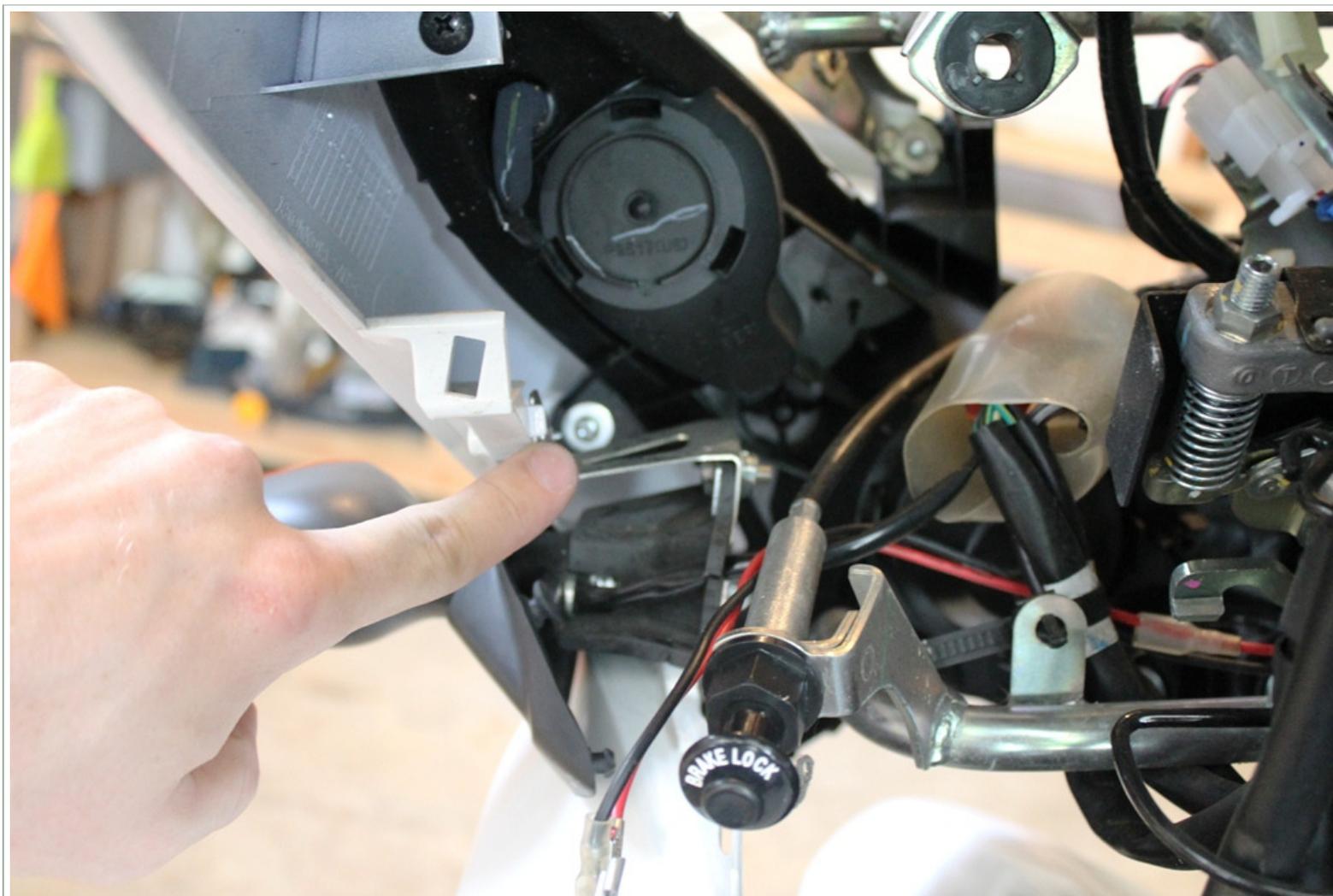
Attachment:



IMG_7571.JPG [172.85 KiB | Viewed 180 times]

And remove the silver screw below it.

Attachment:



IMG_7572.JPG [281.84 KiB | Viewed 180 times]

And the silver screw below that. It's way up in there, waaaaay back. Ignore the red and black wires there, your bike won't have those. They're from my 12v outlet.

Attachment:



IMG_7573.JPG [280.33 KiB | Viewed 180 times]

Get the sneaky ones up in the wheel well, there are two per side.

Attachment:



IMG_7577.JPG [240.46 KiB | Viewed 180 times]

And the ones that were under the rear left and right cover, near the fuel cap.

Attachment:



IMG_7574.JPG [230.36 KiB | Viewed 180 times]

I didn't get pictures of it, but the fairing has tabs on the bottom of it. Slide each one towards the back of the bike until the tabs undo, then lift off.

Remove the screw holding the wheel well to the floorboards on each side.

Attachment:



IMG_7585.JPG [316.58 KiB | Viewed 180 times]

The wheel well can just come out at that point.

Remove the silver bolts holding the floorboards in place, and remove them. Ignore the two white wires in the pic below, your PCX won't have them. They're for my aftermarket horn.

Attachment:



IMG_7586.JPG [335.74 KiB | Viewed 180 times]

At this point, the PCX is completely naked, save the front and rear mudflaps. The front mudflap detaches with a bolt on each side, and I don't remember how the stock rear mudflap attaches (mine is aftermarket).

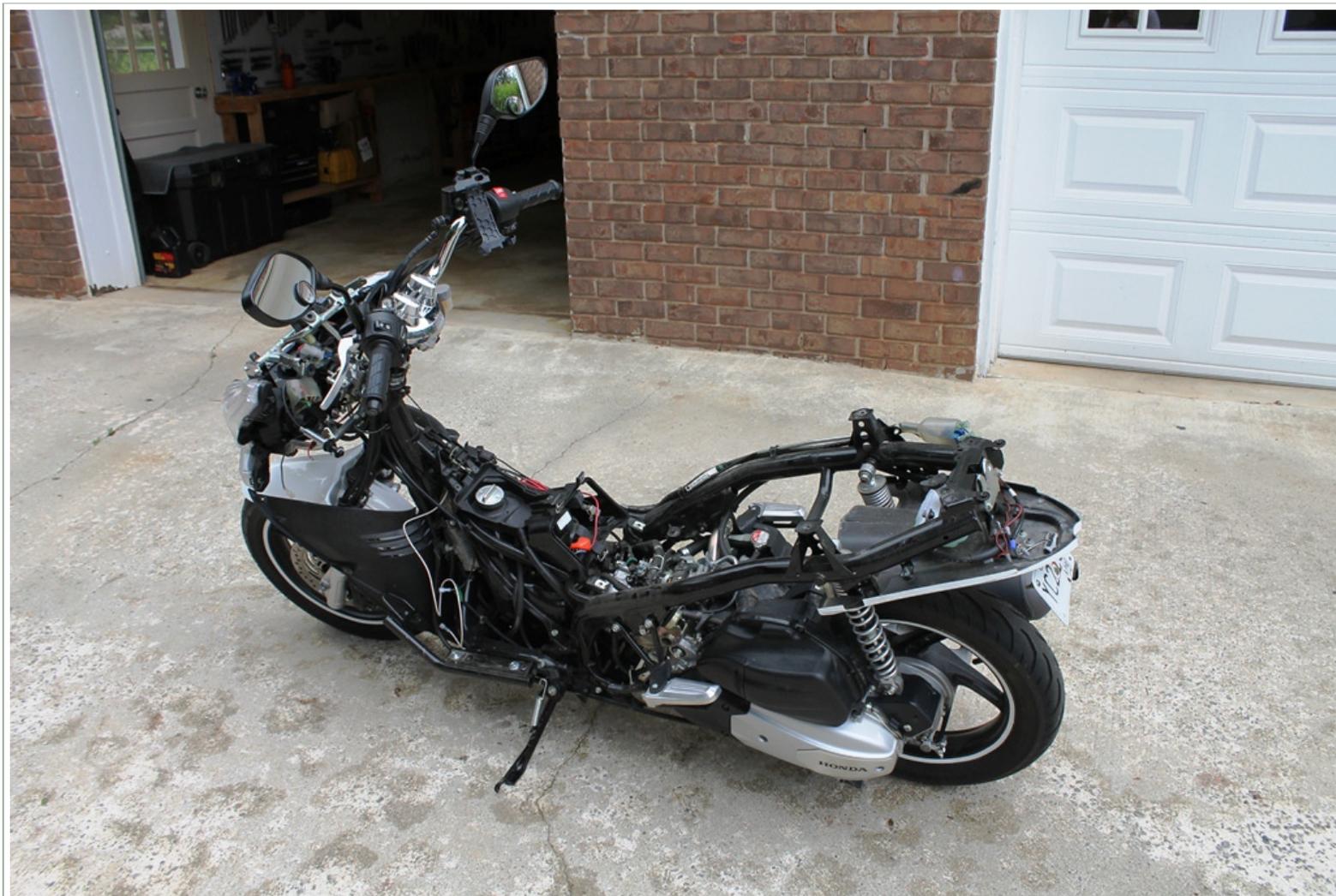
The naked PCX:

Attachment:



IMG_7590.JPG [487.89 KiB | Viewed 180 times]

Attachment:



IMG_7591.JPG [423.83 KiB | Viewed 180 times]

Reassemble in the reverse order, and reply if you have any questions on the process. 😊

As with any other tutorial on this site, if this was helpful or saved you time and money, scroll all the way down to the bottom of the page and donate some money to support the site! Your donations keep this site running fast and ad free.

Currently own: 2011 Honda PCX 170 (Takegawa 170cc big bore kit)

Previously owned: 1996 Honda Nighthawk 250, 1987 Honda Spree, 2000 KTM 125SX, 2003 Honda Silverwing, 2007 Genuine Buddy 125, 1998 Honda PC800, 2x 2008 Buddy 125, 2001 Honda Reflex, 1987 Honda Elite, 1988 Honda Spree, 2007 Yamaha Vino, 2007 Honda Metro, 2x 125cc dirt bikes (Chinese brand)

Life's short, play naked! 

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 quote 

iceman

Post subject: Re: How-To: Completely Dismantle A PCX

Posted: Thu May 29, 2014 12:42 am

Currently Offline

Fantastic! Great work and thanks for sharing.

Regular User

Regular User 

Joined: Sun Dec 29, 2013 11:43 pm
Posts: 226

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 quote 

GeorgeSK

Post subject: Re: How-To: Completely Dismantle A PCX

Posted: Thu May 29, 2014 5:51 am

Currently Offline

HUGELY useful, Maddiedog! I know I am concerned about taking my baby apart, but at \$300 for a service every 2500 miles, I think I will have to get over it.

Regular User

Regular User 

I look forward to the continued saga....



On my scooter, getting there is WAY more than half the fun!

Mantis - 2013 Honda PCX150 30 Fuel-ups driven by GeorgeSK			94.5 Avg MPG
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Joined: Thu Jun 27, 2013 9:36 pm
Posts: 109
Location: Danvers MA USA

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Mgalutia88

Post subject: Re: How-To: Completely Dismantle A PCX

Posted: Thu May 29, 2014 8:41 am

Currently Offline

The good thing is if anything breaks the parts are cheap and come pre-painted

Frequent Poster

Frequent Poster 

Joined: Thu Jul 11, 2013 8:42 am
Posts: 651

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you you

Post subject: Re: How-To: Completely Dismantle A PCX

Posted: Thu May 29, 2014 8:49 am

Currently Offline

What's a wot?

Miserable Tw@t

Joined: Sat Jun 30, 2012 5:37 pm
Posts: 3016
Location: The centre of the universe

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dustin91

Currently Offline

Forum Benefactor

Forum Benefactor



Joined: Sat Jun 08, 2013 4:45 pm
Posts: 369
Location: Central NJ

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Mel46

Member is online!

Forum Benefactor

Forum Benefactor



Joined: Tue Nov 13, 2012 5:13 pm
Posts: 837
Location: Marietta, Ga USA

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maddiedog

Currently Offline

Are you doing a how to reassemble a PCX how to?

Honda - 2012 Honda PCX 17 Fuel-ups driven by qed	129.4 Avg MPG	Speedfight - 2008 Peugeot Speedfight 2 1 Fuel-up driven by qed	0.0 Avg MPG
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Post subject: Re: How-To: Completely Dismantle A PCX

Posted: Thu May 29, 2014 10:20 am

Great tutorial, and I hope I never have to use it! 😊

Although I'm not auto-mechanically inclined, I've worked on my fair share of computers, and would add a tip - tape the screws to the panels they hold in place once you remove them. That way, when you put the panels back on, you know exactly which screws you're supposed to use.

100.8
avg MPG

profile pm

Post subject: Re: How-To: Completely Dismantle A PCX

Posted: Thu May 29, 2014 10:54 am

Dave, I hope to learn a lot about tearing these down from you. I am still a bit apprehensive when I start in a new area, but the more you show me how, the more confident I get. I still have to take it apart to add my Bad Boy horn, and that is going to be a challenge, but as long as you walk me through it I know that I can do it. If you add more to this thread I will find a way to turn it into a PDF file that others can view when they need it, if you don't mind. I have other how-tos that I use now that I printed out. Great to have a print out to work with when I need to. Thanks for showing us how.

Currently own: Two Red 2013 Honda PCX150s

profile pm

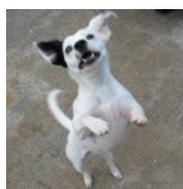
Post subject: Re: How-To: Completely Dismantle A PCX

Posted: Thu May 29, 2014 1:25 pm

Finished the how-to.

Benevolent Overlord

Site Administrator



Joined: Tue Nov 01, 2011 7:04 pm
Posts: 2960
Location: Marietta, GA

You*2, no plans to make a reassembly guide, just do this how-to in reverse. 😞

Mel, you and everyone else in the world can use these tutorials however you want, as long as you're not selling them. Repost them, print them, or anything else you can think of -- I encourage it. They're there to help people, so the more exposure, the better.

Currently own: 2011 Honda PCX 170 (Takegawa 170cc big bore kit)
Previously owned: 1996 Honda Nighthawk 250, 1987 Honda Spree, 2000 KTM 125SX, 2003 Honda Silverwing, 2007 Genuine Buddy 125, 1998 Honda PC800, 2x 2008 Buddy 125, 2001 Honda Reflex, 1987 Honda Elite, 1988 Honda Spree, 2007 Yamaha Vino, 2007 Honda Metro, 2x 125cc dirt bikes (Chinese brand)

Life's short, play naked! 🤪

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logepage1

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Forum Benefactor

Forum Benefactor



Joined: Fri May 03, 2013 11:46 pm
Posts: 580
Location: Ruston, Louisiana, USA

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Post subject: Re: How-To: Completely Dismantle A PCX

Posted: Fri Jun 20, 2014 10:05 pm

Thanks maddiedog. I followed the guide and found several scary sights. Mainly the dealership leaving out about 5-15 screws in assembly.

Scooter - 2011 Honda PCX 20 Fuel-ups driven by logepage1			75.7 Avg MPG	Trailblazer - 2003 Chevrolet Trailblazer 9 Fuel-ups driven by logepage1			14.1 Avg MPG
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logepage1

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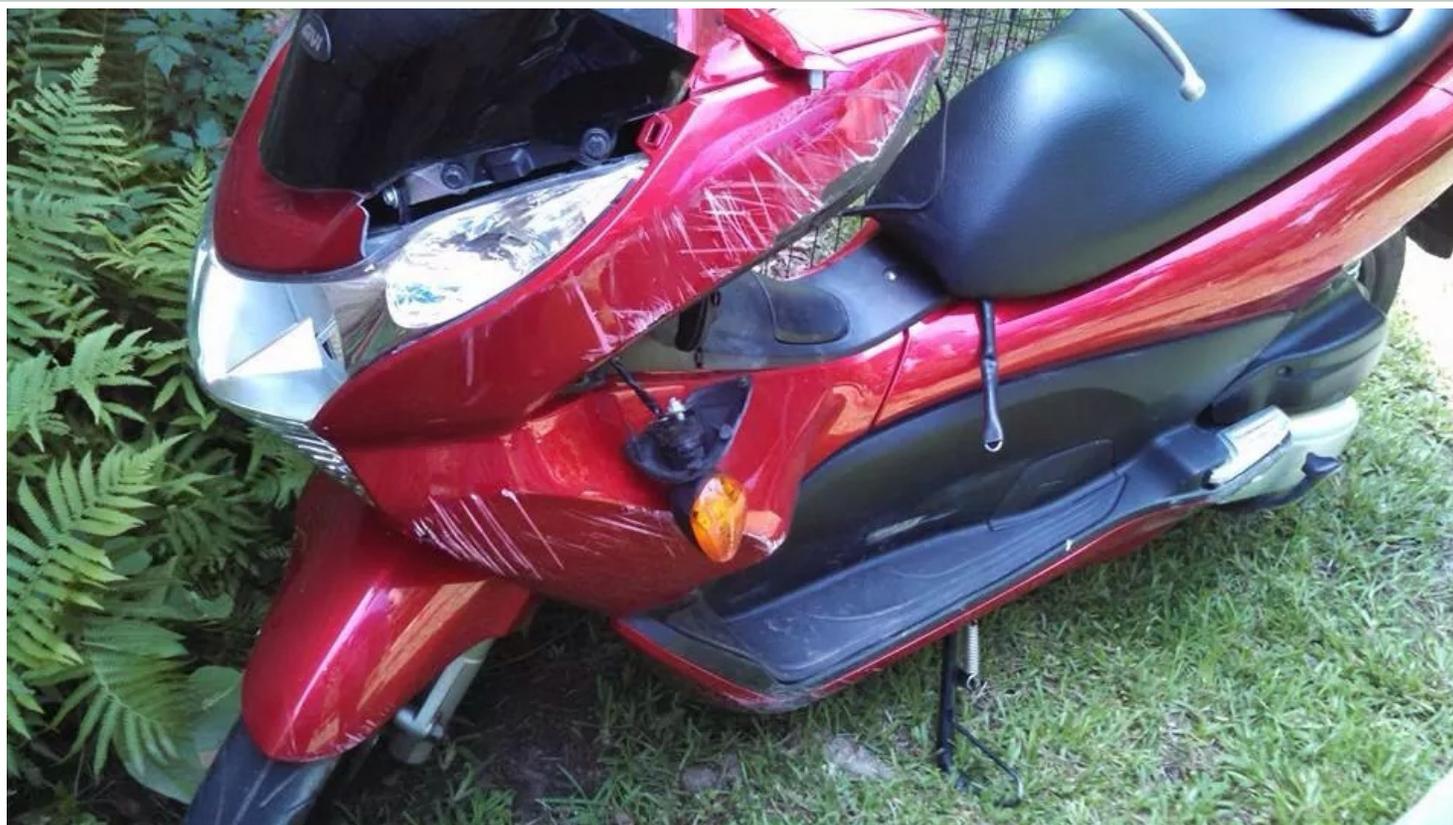
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Post subject: Re: How-To: Completely Dismantle A PCX

Posted: Sat Jun 21, 2014 9:09 pm

Attachment:

Joined: Fri May 03, 2013
11:46 pm
Posts: 580
Location: Ruston, Louisiana,
USA



ImageUploadedByTapata1403402984.313066.jpg [184.25 KiB | Viewed 57 times]

Before

Scooter - 2011 Honda PCX 20 Fuel-ups driven by logepoge1			75.7 Avg MPG	Trailblazer - 2003 Chevrolet Trailblazer 9 Fuel-ups driven by logepoge1			14.1 Avg MPG
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logepoge1

Post subject: Re: How-To: Completely Dismantle A PCX

Posted: Sat Jun 21, 2014 9:10 pm

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Attachment:



Joined: Fri May 03, 2013
11:46 pm
Posts: 580
Location: Ruston, Louisiana,
USA



ImageUploadedByTapata1403403003.362338.jpg [408.15 KiB | Viewed 58 times]

After

Scooter - 2011 Honda PCX
20 Fuel-ups
driven by logepoge1



75.7
Avg MPG

Trailblazer - 2003 Chevrolet Trailblazer
9 Fuel-ups
driven by logepoge1



14.1
Avg MPG



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maddiedog

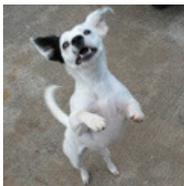
Post subject: Re: How-To: Completely Dismantle A PCX

Posted: Thu Jun 26, 2014 11:25 am

Currently Offline

Benevolent Overlord

Site Administrator



Well done. The white's a much better color too. 😊

Currently own: 2011 Honda PCX 170 (Takegawa 170cc big bore kit)
Previously owned: 1996 Honda Nighthawk 250, 1987 Honda Spree, 2000 KTM 125SX, 2003 Honda Silverwing, 2007 Genuine Buddy 125, 1998 Honda PC800, 2x 2008 Buddy 125, 2001 Honda Reflex, 1987 Honda Elite, 1988 Honda Spree, 2007 Yamaha Vino, 2007 Honda Metro, 2x 125cc dirt bikes (Chinese brand)

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Joined: Tue Nov 01, 2011
7:04 pm
Posts: 2960
Location: Marietta, GA

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logepoge1

Post subject: Re: How-To: Completely Dismantle A PCX

Posted: Thu Jun 26, 2014 12:26 pm

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Forum Benefactor



Took me like 5-6 hours total. But spend about 2 fixing the turn signals instead of buying new ones

Scooter - 2011 Honda PCX
20 Fuel-ups
driven by logepoge1



75.7
Avg MPG

Trailblazer - 2003 Chevrolet Trailblazer
9 Fuel-ups
driven by logepoge1



14.1
Avg MPG



Joined: Fri May 03, 2013
11:46 pm
Posts: 580
Location: Ruston, Louisiana,
USA

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