

CB Help Guide

Be Advised:

Correcting for common CB problems on a bike is a true exercise in trial and error which may take some time. If you decide to go the CB route be ready to invest the time or money in the shop. For communications quality and ease, you are vastly better served by using an FM transceiver.

While other manufacturer's resort to such tactics as 'clipping' the speaker fidelity, so that they do not reproduce the unwanted noise CBs create on a bike. We have chosen not to do this as it deteriorates the system to accommodate a dated technology undermining overall sound and performance.

Consider for a minute the fact that a single handheld 4W FM transceiver will cost you in the range of \$400-\$1,000 while a CB will cost you from \$50-\$100. Simply put the CB lifecycle is mature and build quality has dropped to accommodate the market price required to achieve sales. As a result of this lower cost requirement, the componentry used means limited quality. The problem on a motorcycle is that this level of quality will not hold up to the punishment of motorcycling (heat, vibration, moisture) or perform very well or with consistency (ex. RF interference and range).

Here is a quick test you can do on your own. Take a small transistor radio. Move it around a running bike and see the interference that results as you move through the channels. After you finish this test you will see why we can not recommend CB radios with motorcycles as the combination of the two (CB's 50 year old A.M. band technology and motorcycles) is like mixing oil and water.

CB's are extremely prone to RF problems, inconsistent (distance) range, poor transmission quality, more traffic per channels and interference from the bike's ignition system. FM-banded FRS, GMRS, business or amateur 2-way radios will always perform better than even the best CB.

If a CB is required, adhere to the following guidelines in order to better approach a positive result.

1. If the customer must use CB, handheld portable units work best
 2. The CB **MUST** be powered by it's own battery (not powered from the bike).
 3. Using the **LOW power setting** on the CB usually has less RF feedback.
 4. Using the **supplied rubber duck antenna** generally is less prone to RF feedback than an external, bike mounted antenna. In order to install a remote antenna, an SWR meter will be required in order to get a proper result.
 5. **Do not run interface wires near ignition coils, spark plugs, or any other places on the bike that may pick up RF noise.**
 6. **Different locations** on the bike may work better than others — be prepared to move the CB around for the best performance.
 7. **Installing an RF choke** core around the (IL-09) lead, close to the 2-pin plug end will help absorb some of the RF noise. The amount of its effectiveness will vary.
 8. **Swapping the CB** with an identical unit may resolve the issues
If after trying all of the above items the CB is still causing feedback. Keep in mind that CB's are very inconsistent even among the same brand and model units. Swapping units may very well result in a higher level of performance.
 9. **Use the CB to monitor only**
If the purpose is to monitor truckers for feedback on the road ahead we suggest that the CB is used with an audio lead to monitor only. An FM transceiver can then be interfaced for bike-to-bike communications.
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