

Spring 1994

Volume 2 Number 2

Price \$5.00

Welcome *Motorcyclist* Readers!

Perplexed, I stood in the post office I read the note from Pennsylvania - "Please send me a sample issue of the **ST1100 Newsletter** as mentioned in the May issue of *Motorcyclist*."

My first reaction was the guy was confused and meant the **ASTRAlogic**, ASTRA's newsletter, the only publication I was aware of that mentioned the newsletter.

After 200+ additional inquiries, my only comment is "Thanks *Motorcyclist*" and welcome to all the new readers! Everyone looks forward to your letters and articles about the ST1100.

Welcome Two Brothers Racing!

Two Brothers Racing has become the first advertiser in the **ST1100 Newsletter**. They now offer slip on exhaust for the ST1100. Russ Madsen reviews the prototype in this issue.

Thanks to Craig Erion of Two Brothers Racing for joining us. More importantly, Craig, thanks for addressing the needs of a *meager* after-market for ST1100 accessories and products.

Store Debuts!

I receive many inquiries about products and information in the **ST1100 Newsletter** each month. I knew there was mention of the item in the newsletter *but I did not know where!* The computer can identify and index key words, so now you will receive that information each issue. The page numbers in each issue will have some purpose now!

My other concern is advertising. The ultimate enigma: I don't like advertising interrupting articles throughout a magazine yet, I like advertising in an organized, easy to find area. Advertising helps pay the cost of producing the newsletter, which in turn makes it available to you, the reader. It has also been hard for ST owners to find a listing of companies with ST1100 products.

Store addresses these needs and more. I hope you enjoy this addition to the newsletter. Past issues of the newsletter will be indexed in future issues of *Store* so you will have a complete index to all newsletters.

If you know producers of products for the ST1100, be sure to tell them about *Store!*

ST1100 Newsletter

It's Back...

Like an old friend returning from an extended vacation, the ST wobble has returned to my bike! It was a little disheartening, especially since I'd just put on over 14,000 wobble free miles since September '93.

The Bridgestone Excedra that was put on the front of my ST when Honda repaired the wobble, was getting very worn and mushy feeling so I decided to replace front and rear tires before heading to the Honda Hoot and STAR. Tired of paying \$140.00 for rear Metzlers that only get an average of 6,000 - 7,000 miles, I was determined to find an alternate "bias ply" tire for the ST.

I was avoiding radials because I've already played "radial roulette" several times with the Avon and Dunlop Sportmax, all of which wobbled, so this time I went with the Perelli MT08/09 Match set. I'll see how the Perelli, a German cousin to the Metzeler, does at only \$100 each tire.

Dan Drom, the service manager at Wild West Honda who had fixed the wobble problem before, warned me before I even got on the bike that there was once again a slight wobble between 45-55 mph. His wobble batting average is now .500!

My first impression of the Perelli's is great - they corner extremely well and have the aggressive feel of the Avons and Sportmax radials, and for me at least, the accompanying wobble. I'm working on other wobble solutions, other than returning to Bridgestone OEM tires, and will keep you posted in future issues. I hope to eventually find a 100% sure fire fix for the wobble, regardless of which tires are used on the bike.

Ride Safe Ride Fun -

Grant

STOC Meetings

The un-club is having its first two unofficial meetings at the end of June. All ST1100 riders are invited to join at 8:00 am, 1 hour before the Asheville, NC **Ride for Kids**, on June 25, 1994 at the College Avenue RFK starting place. We will meet briefly and decide if there is enough interest in having another meeting that day after the **Ride for Kids**.

The second meeting will be at the **HSTA STAR** rally in Nashville, Indiana on Monday, June 27, 1994. I have requested the use of the event meeting room from 5:00 pm - 6:30 pm.

Please have your suggestions, questions, and any ideas ready for one or both of these meetings.

ST1100 Newsletter

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Published four times per year. Regular USA, Canada, Mexico subscription rate \$16.00 per year. Europe \$25.00 per year. All other locations \$30.00 per year. Copies of back issues price \$5.00 USA, Canada, Mexico, all others single issue price \$8.00. 1993 Bound all issues \$12.00 USA, Canada, Mexico, \$15.00 all other areas. All prices are in US funds. Please submit letters and articles to the above address.

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In Memory of Derek Catt

By Jim Alexander, California

On Friday, May 26th, Derek Catt died. He died as a result of no improper action on his part. He was attending a Honda Sport Touring Association Rally in Seneca, South Carolina, riding back to the motel after having dinner with a number of other members. The 'how' of the accident is scary and sad.

Briefly, Derek was proceeding at the speed limit in the slow (right hand) lane of a four lane road. He came upon an intersection while a van approached from his right. The van made a right turn, and Derek being the intelligent rider, made a lane change to the left hand lane. By the time the van had decided to make it's next move, without any additional indication, Derek was just to the left rear. The van suddenly made an illegal left turn from the right lane, across Derek's only possible travel path. Derek did not even have a chance to brake.

Derek Catt was my friend. He was my very good friend. We actually met, once. He actually never met Grant, yet I know Grant considered him a very good friend. Derek was like that. You didn't have to know him long to know how much you liked him. I exchanged a great deal of E-mail, I contributed to 'STuff' (the Electronic ST1100 newsletter he published). You had read (or will in this issue) read something Derek had written. He may have been young in years, but he was still pretty wise and had a zest for life. I will miss his witty comments and his fun style of writing. Our lives were richer for his being here.

As with most people who engage in Electronic interaction, Derek had a tag line or signature he added to his message. While it contained more, this excerpt expresses Derek's attitude about motorcycling:

"Second Generation 'Cyclists - we're born to ride!" (tm)

Derek's father George, wrote about him:

Derek's love of motorcycles was matched by many other interests. He was an accomplished musician, a sign-language interpreter of rare talent, a computer and math whiz, and a straight-A college student. And he loved people. He believed that we are all just a molecule in the handle of the great skillet of the universe. He believed in God and in himself. He had little use for people who make judgements without knowing the facts. He was human, and he was my son.

Greg Wilhelm, a student at Indiana State University, also knew Derek in the cyberspace as a part of the STOC (Electronic ST1100 Owner Club which Derek started) where we exchanged ST1100 information. He was able to attend the funeral and shared this from the program:

Every blade
 in the field
Every leaf
 in the forest
Lays down
 its life in its season
As beautifully
 as it was taken up
 -Thoreau



Letters

So there I was sitting around the house thinking I knew all there was to know about my ST1100 and the complimentary copy of the ST newsletter comes in.

I read about steering shakes and wobbles and figure I got a good one because mine don't. Hell not mine, I would have detected it by now. Many times I've let go to tighten a snap or zip my jacket and never experienced steering jitters before.

Doubt set in and forced me to take a ride to solidify what I thought I already knew about my bike, "it doesn't shake".

I took her up to 60 and let go. As the needle dropped just below 55, the bars started slowly at first and settled into a gentle rhythm that continued until deceleration took me below 45, the point at which everything cleared up except for my head. How did I miss this before?

I shot home and wrote a check for a years subscription to the mag.

Metzeler tires were the best thing that ever happened to my Yamaha Virago and I thought they would be the same for the ST but the day I shod them I found out different.

Bob Ratcliffe, New Jersey

What a surprise to find such a comprehensive newsletter published on the ST1100. A friend of mine sent me his copy of Volume 1 Number 3 which I found extremely interesting and applicable to some of my own experiences.

We met a short time back while we were both picking up Airline tickets. I had parked my 1992 ST1100 ABS in front of the building and he was admiring a new set of handle bar extensions made by Ron Major (of Iron Butt Fame) that I had recently installed. He has since installed a set on his 1993 ST1100 ABS and has had his first 550 mile day without

suffering the sore wrists, neck etc., of the stock mounted bars that us old folks have difficulty with. I'm pressing the hell out of 66 and my friend is not far behind.

Ron's bar extensions are very well made and easy to install. Unfortunately, the extensions require that the stock plastic cover around the ignition switch and over the steering head be removed. Has anyone come up with an attractive way to cover the area in a similar manner that the original cover did?

I was very surprised to read all the comments from joint Concours/ST1100 owners of which I am also one. I love the newer ST1100 for all of the same reasons that all your respondents do but I am still somewhat partial to my 1990 Concours that has 30,000 miles and is still running great.

The ST1100 has been flawless in its operation but only has a little over 5000 miles on the odometer. No wobble has been experienced but two of my fellow ST1100 ABS riders have both suffered the problem; one just prior to new tires at about 9000 miles and the other just after changing to new Metzellers at about 11,000 miles. New tires in the first case and a second new front tire exchange in the second solved the problems.

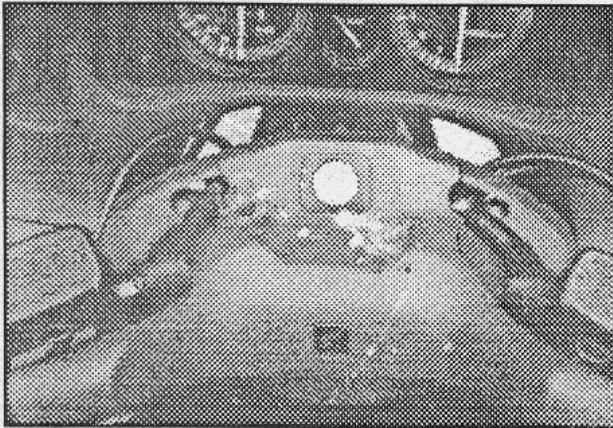
The Concours developed a severe wobble at about 12000 miles during deceleration at 50 to 45 mph. A new OEM front tire only partially solved the problem. A double check on the torque setting on the head bearings finally got rid of the wobble and it has not returned.

Aftermarket mods to the ST1100 have been limited to a 22" Smoked rifle windscreen, OEM backrest, foam rubber grips and a throttle lock. The stock seat is very satisfactory for the short trips I have been making. After I try some 500 mile days I may make another visit to Mike Corbin.

Homer Holmes, California

(Letters Continued on Page 18)

ST Life



Many ST owners have complained about the stock windscreen causing too much wind noise at the helmet level. While I don't find this a problem for me, I have found the angle of the windscreen means that the birds sitting on my ST in the office parking lot dump dead center on my handle bar cover! I'm now considering a Rifle...and I don't mean the one made by Gary Gatel in California!

Sam to the Rescue

I never have understood it, but for some reason, the Houston motorcycle dealers and shops are closed Mondays. Maybe this happens in other parts of the country, but I'm only aware of it happening in Houston. Even our neighbor to the north, Dallas, has plenty of open motorcycle shops on Mondays.

Most of the time, there is no problem with this Monday closing, except, for me one Saturday evening a few weeks back. Helen and I rode around Houston late Saturday afternoon running a series of errands. We arrived home at about 8:30 pm and I shut off the ST. Helen started for the front door, then reminded me I needed to run and pick up something. I turned the key on the ST...nothing! Dead! Completely, utterly dead!

I wasn't too upset at the bike. After all, it was only the 3rd time in 70,000 miles the bike had left me stranded, the other 2 times were because someone hadn't put any gas in the bike (guess who), and this time I was at home, so hey Honda, I can't really bitch. But where am I going to get a new battery before Tuesday?

I went in the garage and found an old Sears Incredicell I'd bought for my Suzuki GS850. I thought just maybe I could get it to work temporarily for a few days until the Honda dealers opened. No such luck...not only was it dead there was no way it would fit in the ST.

I gave up and decided to run up to Walmart and see if there was any smaller sized battery I could just use until Tuesday.

I took my dead Yuasa up to Walmart and started pulling batteries out of their boxes and comparing them for size. I was about to give up after going through their meager selection when I saw some Champion batteries on the lower shelf. I picked one up and looked on the side of the box and read "Pacific Coast!" What?!! Why the hell would they have a Pacific Coast battery in Walmart? And not only was there one, there was 4 of them!! I decided then that I really do hate those PC's!

I knelt down and looked way in the back of the shelf of Champion batteries. One of the battery boxes looked a little taller and I thought to myself, nah, it couldn't be. Not at Walmart. I reached way back and pulled the box out and looked on the side. There was only one motorcycle listed: **Honda ST1100**. Out of a selection of 5 different models of motorcycle batteries, Walmart had the Champion BS-14 Maintenance free battery for the ST1100. I was curious why on earth would Walmart carry ST batteries? Then I read a little further on the box and found: **Honda ATV - all models**. Thanks, Sam.

Custom ST1100 Exhaust

From
Two Brothers Racing

By Russ Madsen, California

ST1100 Aftermarket Exhaust from Two Brothers Racing - (714) 832-5504. Yep, we got Two Brothers Racing exhaust on our ST1100.

The project started when we rode with a friend from Compuserve Information Service who had TBR exhaust on his VFR750, it sounded great. I wrote a message wherein I mentioned (well, OK, raved about) how much I liked the sound of Bob's bike.

Next thing I know Craig Erion and I are discussing when I can get our ST to him to work up "something". I've done some exhaust mods and jetting on dirt bikes and realize a pipe can add power but to be honest, I told Craig what I wanted most was the sound. I was figuring any performance change would be a minor consideration, the power of the stock bike already kept me grinning.

We dropped our bike off at Craig's place to be used for making a prototype system in January. In a couple of weeks, Craig returned the bike so we could ride and give him impressions. The system he came up with consists of an elbow from the stock exhaust header under the bike, out to a slip on canister that bolts to the stock mounting bracket. The wrench work is a breeze. Loosen the lower clamp, then unbolt and remove the stock exhaust canister unit. Clamp the TBR elbow in place and one bolt plus two retaining springs later each TBR canister is installed.

Over the next two weeks, we rode some full days touring, some canyons, a few FWO runs, and some putting around town amounting to about 1,000 solo and two-up miles. The prototypes are now back at Two Brother's Racing to get production tooling

worked up.

Although I had a fair idea what to expect here I was still surprised. The new sound turned out to be a throaty deep somewhat burbly note compared to the VFR's higher, more energetic zing. I've not been around an RC30 at the track so I have to take Craig's word that the ST sounds identical to a fully race prepped RC30. What I do know is it sounds AWESOME!

I was immediately aware that the pipes affected jetting because the cold bike wouldn't start with choke, a little throttle fiddling with the choke off though and it fired right up. Later we tried a Factory jet kit but with the needle clip in the middle position things were not well. We didn't have time to work with adjusting and went back to stock jetting. Actually, I doubt stock is that far off except in the way it starts cold.

I'm no expert on power band analysis but I can say that there's a noticeable change for the better in how the bike works. The throttle response off idle is immediate, a flat spot and surge I didn't think much about before is gone. I can now appreciate the expression tractable power, it's more workable in comers and stronger in general through the low to mid range. I won't venture a guess of horsepower increase, but there's some there. I have the reshaped Rifle screen causing considerably more wind resistance than the stock screen, and with both the TBR and the stock pipes FWO fifth gear top speed was an indicated 134 mph so no increase in the top end as far as I can determine.

But...get this, the TBR pipes increased gas mileage, by at least 10%! We got a real big surprise riding the freeway with the group from the Phoenix GWRRA chapter who came over in February for the RR/MCN auction that was rained out. How about 50 mpg at two-up cruising speeds of 70-75 mph!? Our previous best ever was about 46 mpg achieved by staying under 70 mph (BORING!). Even when I ran a tank alone at high speeds I ended up with exactly 40 mpg where with the stock pipes I've gotten 28 to 35 mpg.

I really wanted to make one other jetting "test" that was impossible in February, a ride to elevations of at least 9,000 feet. Since the only places to do that are a little too snowy, the jury is still out on carburetion. We're nearly at sea level here and all the riding I've described has been at elevations less than 6,000 feet. I did add a K&N air filter but that was after most of the above riding and I can't comment on it's effect one way or the other.

The appearance of the TBR pipes is similar to stock in shape but I think the polished canister looks sharper than the brushed effect of the stockers. Also, unlike stock, the TBR canisters aren't cleared to remove the rear axle bolt, but the TBR's come off in a matter of minutes, one bolt and the two retaining springs.

I was pleasantly surprised to find that the TBR canister runs so cool it was only warm to the touch right when I shut the bike off. I didn't try touching the exposed elbow which connects the header to the canister though. It's got to be hot but is routed low and doesn't protrude far enough to be a problem for Jane and I.

Bottom line for me is the system is excellent; it works and even on the prototype the fit, finish, and stainless steel construction are all first rate; and the "sound"? Yeah! I can't wait to get refitted with the production units.

A complete
slip-on
exhaust
system for your
ST1100...

Who else but Two Brothers Racing!

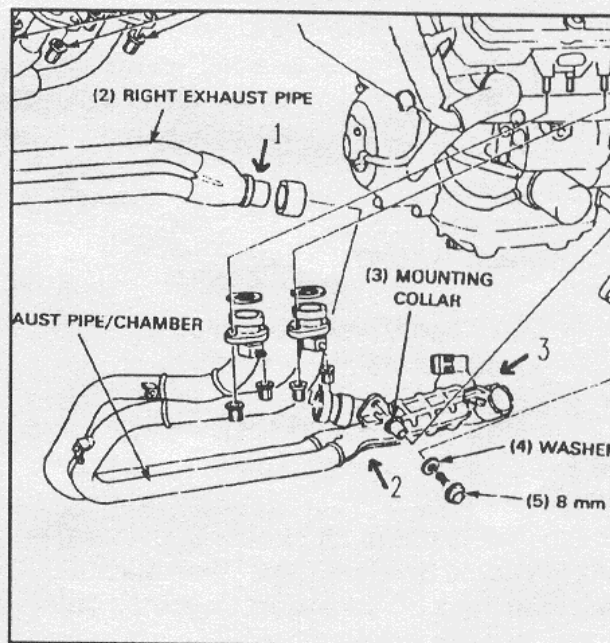
good
stuff
for
your
bike...

*Two Brothers
Racing*

714-832-5504

More Custom ST1100 Exhaust

By Jack Brown, California



The stock right slip joint at #1 is left as is. The left exhaust pipe/chamber is cut into at #2 (also we made a mating slip-joint for the chamber so the chamber can be reconnected if I want to put the system back to stock). New pipes are bent to connect the slip joints (#1 and 2) to the mufflers (mufflers are in stock location). This gets rid of the sharp bends at #3.

I had this work done at a hot rod shop. The owner of the shop wanted to make the system 4 into 2 into 1 into 2 like the stock system (without the sharp bends at #3) or at least add a crossover between each side (this helps make torque on V8 engines and in-line 4 cyls). I wanted it to be 4 into 2 because I believe that the firing order (with this system) puts 270 degrees between each cylinder (on each side) so with that, enough time between firing (on each side) exists to empty the cylinders without the crossover.

All parts used are stainless steel (steel would cost much less).

- 2 - Supertrapp Mufflers
Part#-425-17560
\$272.50
- 3 - Hooker "J" Bends
Part#-32550
\$103.20
- 2 - Stainless Steel Band Clamps
Part#-HC125
\$11.00
(made by SST)

Misc. Bolts, locknuts etc
\$7.50 (All stainless steel)

Labor (includes R&R fairing pieces at least two times to clear all pipes). 5 1/2 hours. (in this area \$302.50)

This is not at all cheap, but all of the new pipe could be steel rather than stainless. Also, mufflers could be bought from mail order house.

With the way it's all done, I can go back to stock Honda system in less than two hours. It is louder than stock but that can be adjusted with Supertrapps.

This system passes enough extra air that I gained 3 MPG. If this system is run hard the carbs should be rejetted (49 states jets should be just about right as they are .003 larger than California jets).

If something is not clear, or someone needs more info they can call me - Jack Brown (916) 688-1426 (Pacific Time)

Quick Tip

I ride in cold weather and by borrowing an idea from the BMW boys I was able to make the ride more comfortable. I got my hands on some nichrome wire which is used as the heating element in electrical appliances

etc. It is thin wire that can be wrapped nicely around the hand grips and combined with special high temperature tape, a switch and a fuse, I now have heated grips on demand.

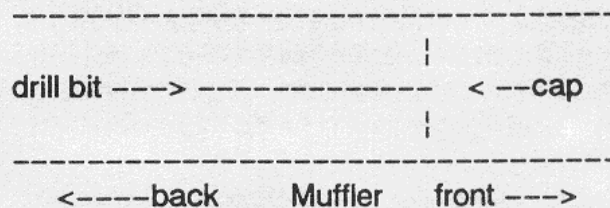
Bob Ratcliffe, New Jersey

Quick, Low Cost Exhaust Modifications

By Charlie Woods, Internet
cwoods@balrog.dseg.ti.com

The following exhaust mod provides increased low-end torque. Enough to allow roll-on wheelies in first gear without effort. Contact Charlie Woods at the above Internet address for more information.

Exhaust mod: Purchase an 18" 1/4 drill bit at your local hardware store (about \$8). Pushing the drill bit into the back of the muffler (straight in), you will hit the "cap" on the front of what I call the "holie" pipe. Simply drill out this cap in both mufflers. NOTE: It will take a few times.

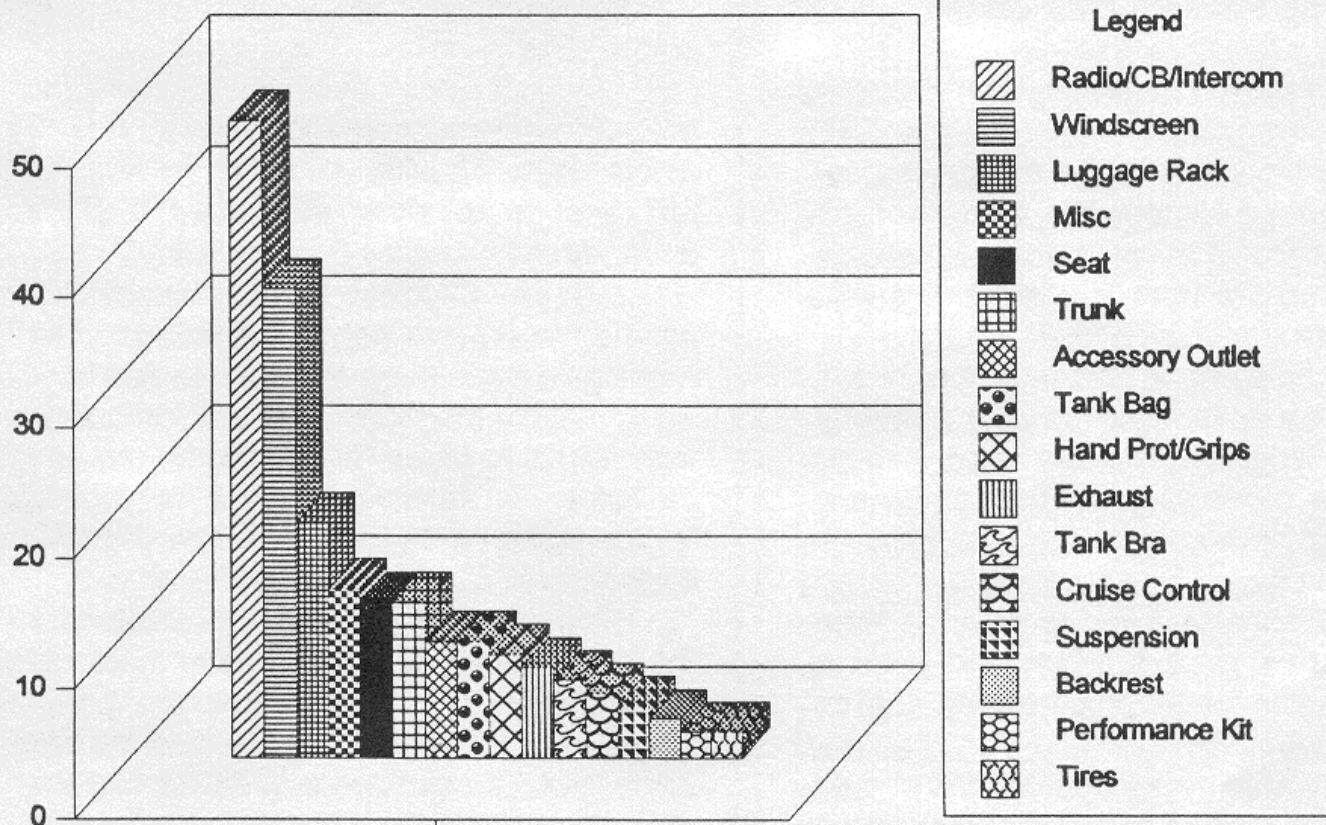


Note: there is a "bump" on the lower side of each muffler inside where you'll be sticking the drill bit, go carefully (I suggest a variable speed drill motor at slow speed) The back pressure in both mufflers is reduced, a noticeable note is apparent (still pretty quiet though). I have not seen the need to re-jet the carbs which is usually indicated by a "lag" in throttle response.

Reprinted from the STuff Electronic Newsletter on Internet - my thanks to Derek Catt for forwarding STuff to me!

Most Wanted Accessories

52 ST Owners Responding



Survey Results

The accessory item survey produced the above results. Although there is absolutely no claim to any scientific accuracy, I think it is safe to say ST riders do want a Radio/CB/Intercom setup for their bikes. Also, riders want the aftermarket Windscreens.

The wording of any survey's questions can lead to certain answers, as is the case with this survey. If more emphasis had been put on actual

replacement parts for the ST instead of just "add-ons," I'm certain tires would have had a lot higher priority. Under the miscellaneous category is: Custom Wheels, Radar Detector, Soft Rear Luggage, Headlight Shields (one is reviewed in this issue), and Self Cancelling Turn Signals and Flashers. My own personal wish would be for a set of high mileage tires! I'm tired of replacing tires 2-3 times per year and would sure like to see someone like Avon produce the Road Runner in the ST size.

Front Fork Alignment

By Bob Ratcliffe, New Jersey

I really enjoyed getting my feet wet with your complimentary copy of the ST newsletter and I would like to take a few minutes to offer a slightly different opinion on one of the letters which gave some insight on how to set up the front fork alignment with respect to the front disk brakes.

We often hear about stiction, which occurs when a tightness or binding develops in the front sliders. This could be caused by too much air pressure in the front forks or a misalignment of the components as they are tightened down.

The ST does not have air assisted forks eliminating this as a problem and leaving misalignment to be the prime source of front end maladjustment.

It is my contention the front end should be aligned with nothing forcing it to lock into a position other than the groove all components would naturally assume if not externally bound in any manner. What the hell did he just say?

Simply this, those forks should be locked at all holding points so that they are as parallel to each other and to their own internals as can be.

Here is how I would do it -- from the top down. Put the bike on it's centerstand. The fork downtubes are the chrome sections and sliders are the black portion. Before you start, check to see if the fork tubes have exactly the same height relationship to each other at the top of the steering head bracket. Adjust if needed.

Just as the previous letter mentioned, loosen all nuts and bolts which include the steering head stem nut (this can be left undone if you feel uncomfortable about

loosening it), the upper fork downtube pinch bolts, down tube clamp bolts, fender brace bolts, axle pinch bolts (these should be loosened considerably), and the axle bolt itself. If you don't have a torque wrench, mark the nuts and bolts you are going to loosen so you can eventually tighten back to the same point.

Be careful not to loosen the upper pinch bolts and downtube clamps too much or the whole mess will slide out on to the floor, but just enough to allow movement if placed under stress.

If you have the tools and know-how now is the time to adjust the steering head bearings. Leave them alone if you don't.

Apply the front brake and bounce the front wheel hard, compressing and releasing the fork as far as you can cause it to move. It is this action that causes minor alignment correction to begin to take place.

With the bike still on it's centerstand, lift the front wheel and support under the engine so the front end is hanging free.

Start re-tightening the steering head stem nut if loosened (76 ft/lbs), then alternately tightening the top fork tube pinch bolts (7 ft/lbs) back and forth from one to another, a little each time, until they are at proper torque or they feel correct to your calibrated wrist. Don't overdue it.

Now move to the downtube clamp bolts (36 ft/lbs) and slowly tighten back and forth between all four of them until proper torque is reached.

The downtubes have established their aligned position and are now tight in place.

Tighten the fender brace bolts as you did the others before, a little on each side moving from one to another in a constant pattern.

Tighten the front axle bolt (65 ft/lbs). Now, one more time on the front brake and bounce the wheel again. Then tighten the pinch bolts (16 ft/lbs) in the same manner as above.

The front brake calipers float in their housings and applying the front brake is not a major determining factor in the alignment relationship the components take to each other. It is the bouncing of the wheel that allows the fork components as a system to "find a home" and settle in to the closest parallel and unbinding position that manufacturing tolerances will allow.

I suspect the axle pinch bolts are the most important part of this procedure and even if you choose not to go through the rest of the steps, these should be loosened and bounced after a tire change or the wheel was removed for any reason.

The complete top down work should be done if any other major changes were done to the front end or if fork misalignment is suspect in any way.

I have to warn you, if you want to give this stuff a try, be sure you have the proper tools and a good supply of ambition and patience before you start.

I came up with the above ideas as a result of reading articles and publications from a variety of sources. I welcome any responses or thoughts on refining the method described. I am not a motorcycle mechanic but I do a lot of work on bikes and so far no springs have gone flying or parts have fallen off.

Quick Tip

Some ST's come with 2 air snorkels and some with one. I pointed out to my dealer mine was missing one and they ordered one and gave it to me free under warranty. I installed it myself.

Gary Knoll, Arkansas

ROLLER BEARINGS IN YOUR HEAD

By George Cat, Illinois

So, who would have thought we would get this done so fast! Derek and I decided to install the tapered roller bearings in our STs, he because of high miles and apparent wear in the stock set up; me because I wanted to avoid the problems he was having. So we did. On Saturday last (4-23) we tackled his front end with a vengeance. In short order (3 hours) it was all buttoned up and ready to test ride. Derek could not believe the improvement! NO head shake, NO wobble.

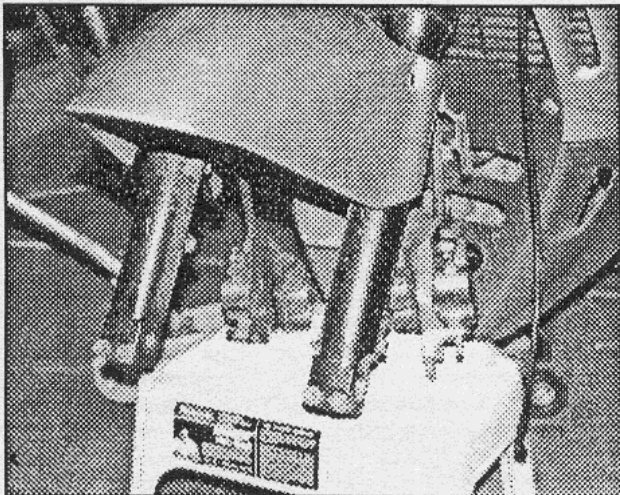
While he was finishing up, I decide to install the new PRO-GRIP hand grips I had purchased the day before. Since these grips are closed end, I didn't bother to re-install the handle bar end weights. When Derek was ready for his test, I decided to go along. Now, guess who had a significant oscillation. I WAS going to wait until after our Texas trip this week (4-28) before installing the roller bearings. But I decided this was too good an opportunity to miss. So last night I started on

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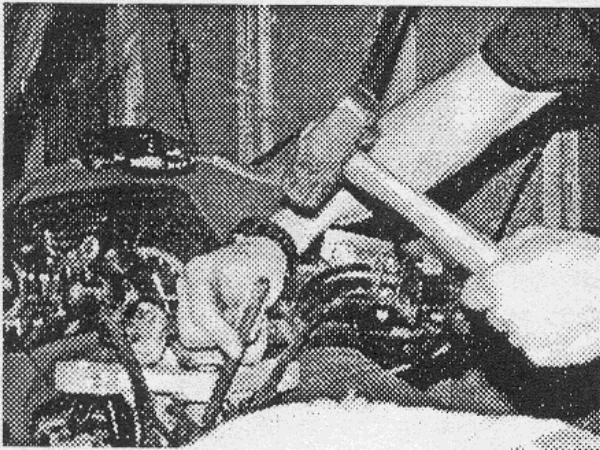
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mine. Working mostly alone, I expected to get it apart, and finish the installation this evening. Things went so well that the job was completely finished by 11:30, with dinner, phone calls, test ride, tools, bath all done. Five hours from first wrench to last faucet. Only two steps required help. They are noted below.

1. Remove the top cover (for scratch protection only. If you're careful, you can leave it on).
2. Remove vanity cover from the bars (only the center need be removed) - 3 screws.
3. Remove handle bar clamps - 4 bolts.
4. Remove triple clamp bolts (2) and top nut (1).
5. Reinstall handle bars to lever off top triple clamp.
6. Leave handle bar-triple clamp dangling. (If you separate them, it may be easier to work in this limited space. I didn't bother.)
7. Remove front brake calipers (don't leave dangling!) - 4 bolts



8. Remove speedometer cable - 1 screw
9. Loosen right fork axle pinch bolts (2)
10. Remove axle bolt from right end of axle (1)
11. Loosen left fork axle pinch bolts (2)
12. Place appropriate jack under crankcase and elevate front end. (I used a hydraulic floor jack.)
13. Remove the front axle.
14. Remove the front wheel. (Don't drop the speedometer drive!)
15. Remove bolts holding front brake hoses to the forks (2)
16. Remove bolt holding front brake hoses to lower triple clamp (1)
17. Loosen hose clamp on right upper fork leg - 1 screw
18. Loosen clamp bolts on bottom triple clamp (4)
19. Remove forks complete with front fender
20. Bend down the tabs on the steering stem locking washer.
21. Remove steering stem lock nut and steering stem nut with Honda socket (2) (Don't allow steering stem to fall out the bottom!)
22. Remove upper dust cover, upper inner race, and both bearings.
23. Remove lower inner race from steering stem with hammer and chisel or drift.
24. Remove outer races from steering head with hammer and drift. (Wear safety glasses during all the pounding parts! We broke one



race while removing and sent shrapnel flying!) (Place a screwdriver or pry bar under the lip of the race and hit it! This is much easier than trying to punch out the race directly.) (Removing the outer races took a second pair of hands. Thank you, Debbie.)

25. Install new inner race on steering stem. (Don't forget the dust cover!) (I made a "press" from a piece of one inch water pipe and a pipe coupler. file down the threads on the 'operating end' of the coupler so it will fit over the fat part of the steering stem. Grind that end flat, then grind a taper around the outside edge so it only contacts the inner race and not the bearing. For a one-time use tool, it cost about \$5. Derek took his to the shop and they pressed it on for free.)

26. Press the outer races into the steering head using a suitable press. (I made one from a piece of 1/2" threaded rod and some heavy duty washers. You may need to grind the edge of the washers so they will fit inside the head tube. Don't make them too small or you will score the new race.) (Make sure the new races are fully seated!)

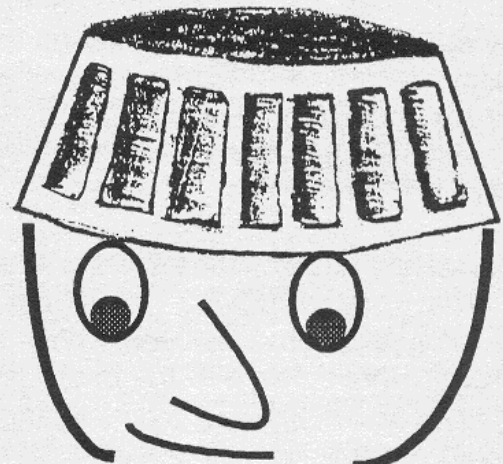
27. Pack the new bearings with heavy duty bearing grease. (I used Phil Wood waterproof bearing grease. It's made for bicycles and seems just right for this application.)

28. Reinstall all parts in reverse order. (Installing the steering stem took a second pair of hands. Thank you, Debbie.) (The only critical part here is to not over-tighten the steering stem nut. The shop manual says to torque to 20 ft lbs. Torque everything else according to the shop manual, or educated wrist. It's your bike.) (ADDED NOTE: Do this part right or you'll LEAVE parts around the country. Derek lost a bolt out of his left front caliper on the way to Texas. The temporary fix is a story in itself!)

RESULTS: YOU WOULDN'T BELIEVE! NO head shake! NO wobble! Even without end weights, the bike is absolutely stable at all speeds.

CONCLUSION: DO IT! I purchased our bearing sets from MARE'S CYCLE, 1401 Ogden Ave, Downers Grove, IL 60515 (708) 963-7720 for \$49.95 each. Everything fit as it should.

Listen up, Honda! The ST1100 has to be one of the best designed motorcycles ever. BUT it could be better. And tapered roller bearings in the steering head would be a good place to start. In fact, ALL the big road burners should have them. Pass the cost on to the consumer. It would have saved me some work.



STuff

*The following excerpts are from the electronic ST1100 newsletter, **Stuff**, started by Derek Catt, who recently lost his life while riding is ST1100 (see page 3).*

Saddlebags: The ST saddlebags are great. Kind of. They have a pair of unnecessary holes in the mounting bracket allowing water in. If you seal these holes (you can't miss them!) the bags become very nearly waterproof. (I haven't found any adverse reaction to sealing these holes--no pressure release when changing altitude...don't know why Honda bothered with the holes...)

If you damage the outer lids on the bags you can replace the lid -- not the entire bag. Using the original bag hardware, replacement takes less than an hour. (\$224 instead of > \$570 Thanks Dave!)

If you stuff the bags full, the lid hinges can bind. Lifting the lid from underneath will release the pressure and make closing the lid possible. If the bag is not locked to the bike, it will come off. (I don't understand why it came off on a perfectly good road, and not at the railroad tracks, but I am grateful!)

If you think the ST bags flop around, here's a cheap fix. There are four "feet" on the bottom of each bag (for setting them on the ground). With the bags mounted on the bike, simply attach a 1 foot bungee cord between the inner rear feet and behind the plastic fender. This effectively keeps the bags from flopping around.

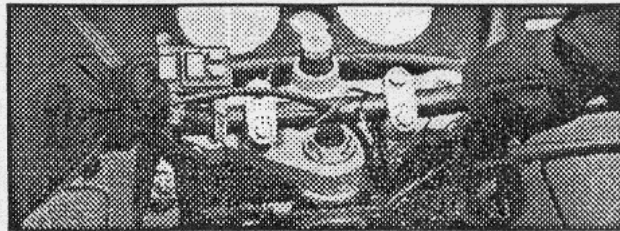
Helmet Locks: I haven't used the stock ST helmet locks. They won't work with a helmet having a J&M headset. However, Goldwing Helmet Locks that screw into the brake and clutch screws also fit the ST. Available most places that handle Goldwing accessories, about \$7.00. The actual lock is extra --from most hardware stores.

Custom Handlebars

By George Catt

You asked for information on how Derek converted his ST to different bars. Well here's the simple version. First of all, the work was done by the second owner. Derek is third. But, as you can see from the pictures, it's really an easy job IF you don't fuss with the vanity cover.

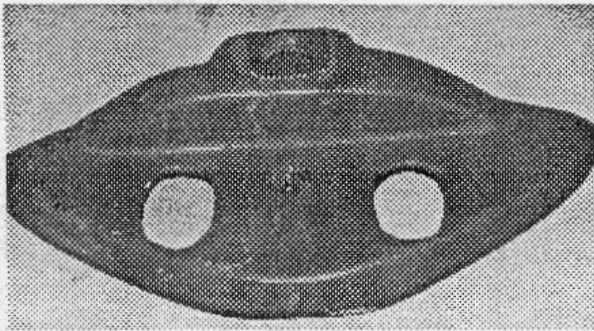
Use any standard, non-drilled 7/8" bars. Un-clamp the stock bars. Remove all



the associated hardware and let it dangle. No need to disconnect anything unless you have to re-route cables and wires to get some additional length. There's enough slack, though, for both taller and more pulled back bars. With some judicious rerouting, you can gain more than 2 inches.

Install the new bars of your choice, add the switches, etc., and try it out. If you're REAL ambitious, polish the aluminum top plate to a high gloss. The only thing that looks out of place is the too tall ignition switch. Derek says he can live with this. Besides, the other keys dangle instead of scratching up the aluminum. If someone wants to run a cross reference, there's probably another Honda ignition with a shorter top that would bolt right in.

The second picture shows a fiberglass cover for the top plate that goes under rather than over the bars. It was a prototype made by a friend of Derek's. He ended up with a much fancier version, and added Honda



Custom fiberglass cover ; fits under the bars.
This one was never used.

Shadow risers and pull back bars to fit his 5' 7" stature. He also color matched it to his red ST. Most important is the addition of a Pacific Coast clutch hose to gain 8 inches, an expensive but functional solution. Less expensive alternatives for longer hoses are available from Dennis Kirk.

We've also seen the Sabre bars on an ST. This installation involved trimming the stock vanity cover to clear the additional height of the bars (the top of the cover is trimmed to allow the more vertical part of the bar to escape). Simple enough. But the stock bars also have an additional welded-on brace for the vanity cover. I don't know how Frank addressed this. Derek says that at least one owner had the brace welded to the new bars.

I'm not going to do anything to my bars until Heli-Modified comes out with their new product. Actually, with the taller Rifle shield, and Corbin Dual Canyon seat, I'm pretty happy. But I've also got a 35" sleeve. (Derek's is 37". He probably wouldn't have done the modification if his bike had been stock when he bought it.)

Quick Tip

A note on final drive oil change; the drain plug has a magnet in it. Mine was covered with real fine metal goop. Be sure to clean it off to keep metal particles from being suspended in the oil.

Gary Knoll, Arkansas

V65 Honda Sabre Handlebars

By Reuben White

I purchased a new pair of 1985 V65 Honda Sabre bars from my dealer (about \$75.00.) A machinist friend made me a pair of interference fit plugs which I drove into the bar ends. These plugs were drilled and tapped in order that I might retain the stock bar end weights.

There was a locator pin on the bars near the area of the steering head clamps. Having no need for this I filed it off. I installed the new bars in the steering head clamps and tightened slightly. While sitting on the motorcycle I rotated the bars fore and aft until I found the position that suited me best. At that point I marked them for future reference and located the point where I needed holes drilled to locate the switch housings. Please note that you cannot just file these ribs off or else there will be nothing to keep your switch housings from rotating as they do not clamp tight to the bars.

I made a plate out of sheet metal to match the one welded to the stock bars and attached it with pipe clamps, this to be used to attach the plastic cover. The doglegs on the plastic cover had to be trimmed off as the new bars are about 3" higher than stock. It still looks O.K.

I had previously stripped off all brake and clutch hoses. I happened to have a braided stainless line which I used for the clutch. I had a local vendor make two brake lines, \$85.00, which I installed from the master cylinder to each of the calipers.

I obtained a longer hollow bolt from a salvage yard which allowed me to bolt two banjos to the master cylinder. This is the way most racing bikes are prepared today.

Now for the tough part. The wiring harnesses were long enough and required no modification. The choke and throttle cables had to be rerouted behind the steering head. The choke cable was easy and the throttle cable would have been simple too if it was a single cable. The dual cables were a bear to change. It was necessary to slack them off on the engine end and that was a pain. Then to unwind and rewind them at the grip end even worse. I really can't explain how I did it. All I know is it took about six hours of frustration and a bunch of different tools to do it.

Was it worth the effort? I think so. Now I lean forward just slightly and I have short arms. If you have a good selection of tools and a lot of ingenuity and don't mind getting a bit frustrated, you too can change your bars!

Thanks for sharing this information, Reuben. Reuben will always be a special writer for the newsletter since he has the distinction of being subscriber #1, and also first to submit an item to publish!

Heli-Modified Corp

Makers of Taller Sport Bars

Dear Grant,

I am happy to report to you that our ST1100 Heli Bar project is out of the design stage. A prototype should be ready for road testing by the middle of May, and we hope to be filling orders by the first week of June.

As I told you before, we have been designing several approaches at the same time. We will offer, to our customers, the best overall design only. Nine years of Heli Bar development has enabled us to build a touring bar that will produce "day long comfort for the ST rider." We haven't finalized the price yet.

Here are the tentative specifications:

1. 1" taller, 2" more rearward.

2. Stock damper weights retained.
3. All cables and hydraulics retained
4. Plastic cover will not be used; a cowl that fits over the triple clamp will be provided

Please feel free to use this information in your newsletter. I'll look forward to giving you a call as soon as our ST1100 Heli Bars are available.

Sincerely,

Harry Eddy

Phone hasn't rung, Harry!

ST1100 Owners Directory

By W. Grant Norman

Okay, okay, I will be happy to help see that an ST1100 owners directory is published! Several of you have asked in letters to have their names and phone numbers listed in a directory so they can meet up with other ST riders in their area. After doing some checking on the cost of putting together such a directory, I've come up with a solution.

Since a directory would cost the reader upwards of \$25.00, I figure the best way to get one of the most excellent directories available is for you non-HSTA members to spend \$25.00 and join HSTA! Not only will you receive the excellent current HSTA Blue Book (its grey), edited by Membership Director Elbert E. Silbaugh, and many others too numerous to mention, you will receive all the other benefits of HSTA membership.

You will get one of the best listings of ST1100 owners in the US and Canada, but you may find a fellow Concours, BMW, or Harley rider to ride with in your area! And yes,

you'll even get some names of ST1100 owners that *haven't* subscribed to the newsletter.... yet.

In order to make it real easy, I've enclosed a membership form with this issue of the newsletter. Not only will you get the directory, but also a monthly newsletter, *The STARreview*, edited by that talented PC ridin' Okie, Mike Morris! In the *STARreview* you will also periodically find the "ST1100 Corner", tips and letters edited by Rod Eastwood, another fellow ST1100 owner, who has well over 100,000 miles on his ST!

So join HSTA Today! Fill out the form and send in your \$25.00! I asked the **President of HSTA, Donald 'Moose' Parish**, who also is an ST1100 owner, to write a brief letter which follows:

Dear *ST 1100 Newsletter* subscribers,

I, like you have enjoyed the fruits of Grant's labors that have appeared on these pages for the last 4 issues. I think that the technical articles and the very informative how-to articles are first rate. Now, after you've done the steering head bearing update as described in the last issue and you've replaced those pesky instrument panel lights, (I'm up to about 5 or 6, not counting headlight bulbs) and clock bulbs, you need somewhere to go!!!

The Honda Sport Touring Association is the place to socialize and ride with like minded riders. We offer many activities and rides that you would expect from any group whose middle two initials are "ST". We are 1300 strong and have a national network of Sport Touring enthusiasts. Not all of us ride ST's that's for sure, but let's face it, it's always nice to have other machines around, just to help confirm that we do in fact have one of, if not the best "sport tourer" on the market. I invite all of you who haven't given us a try to drop me a note or give me a call at the address and phone number listed below, and

I'll send you some information about us. In closing, if I may quote the famous (or is it infamous) Rock Rhoades from his recent letter to *STARreview*, the H.S.T.A. monthly newsletter, "What a great bunch of folks, and a neat club! They've broken away from the traditional club mentality and put the focus on the members, and the lifestyle of sport-touring, instead of on the machine". I cordially invite you to give us a chance, you won't be disappointed.

Don "Moose" Parish
374 S. 850 E.
Greenfield, Indiana 46140
(317) 936-5818

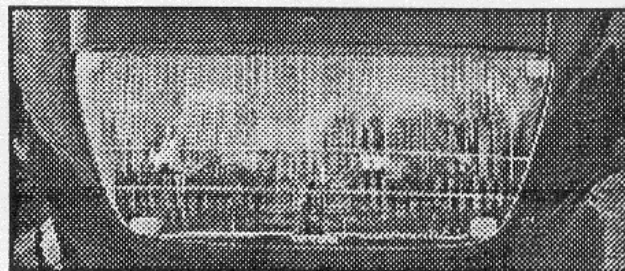
P.S. Glad to hear that you're helping the "Ride For Kids".

Ventura Light Guard For ST1100

From Headgear Specialties, Inc.

What can be said? This beautifully finished plastic headlight cover from New Zealand took all of 2 minutes to install. It is "manufactured from high quality, impact resistant acrylic." It is held on by 4 corner oval shaped velcro pieces.

At \$25.95 plus \$5.00 shipping, it may be one of the best bargains available. Call your local Honda dealer and price a new ST1100 headlight (make sure you are sitting down) - then call HSI (800) 688-6439!



(Letters Continued from Page 4)

I'm not a subscriber, although I'm thinking about it. I've had my '91 ST for three years, 32,000 miles with only a blown headlamp, A broken speedo cable, a blown clock light, and a faulty OEM rear Dunlop. Honda fixed the tire and speedo cable under warranty.

I run a ME33 on front and a ME55 on back. I ride pretty fast, so I get about 15000 and 10000, respectively. I have maintained my bike to the point of obsession, and have experienced absolutely no wobbles. I also do not buy "motorcycle" oil. I think this is a marketing propaganda rip off. I use Mobil 1 auto oil.

I'm a little guy, so the OEM windshield is okay with Saeng "Stealth" edging. That stuff works! I also bought a beautiful polished aluminum luggage rack from Jim Smith, **Litre Racing**, 14174 Lyons Valley Road Jamul, CA 91935. Ph (619)669-4875. This cost \$87.50 and is worth every penny. The workmanship is excellent and it complements the black bike very well. If you install one of these, beware that the bolts at the top of the grab rails are hell to get out unless you use penetrating oil. I finally had to use screw extractors. For some reason, Honda chose to make these bolts from very soft metal, and with galvanic corrosion, a 5mm hex key just doesn't cut it.

I also installed some loud car horns on my bike. This took all day. The main thing is to get a large enough relay, Delco part#s 0521L8, 1#15-8264, 12070670, GR.9.276. All of these numbers are on the box. This is a Cadillac accessory relay manufactured by Bosch, sold through Delco. It is completely waterproof and fits where the OEM piece of junk horn is. Placement of the larger horns is beyond the scope of this letter, but I will be glad to explain the process over the phone if anyone is interested, (407) 255-3385.

I really like this bike. I traded an '88 1500 Goldwing for it and like it much better.

The wing was such a pig, both in weight and gas mileage. Previous bikes include a Suzuki 1100GLD, Suzuki 450GL, Honda Shadow 700, Honda 125, and Honda CB100. The ST is by far, in my opinion, the best bike. However I wish I still had that 1100 Suzuki. Thanks for the opportunity to write.

John M. Carruth, Florida

My husband and I got your newsletter yesterday and we both agreed that we needed the back issues and subscription.

Tom got his '92 ST1100 ABS/TCS to replace his Yamaha Maxim X which was permanently disabled by a bimbo driver at the intersection of Nasa Rd 1 and El Camino in Clear Lake. That accident was the final straw in our decision to leave our high paying jobs in Houston (two income engineers) and head for ski country.

We searched desperately for an ST with ABS as we were told by several Honda dealers in the Salt Lake area that none were due for shipment in Utah. Finally, Bountiful Honda was delivered an ST with ABS and we snatched it up. Tom has outfitted his bike with a Rifle 22" windshield. He rides with earplugs, and I do not. Because I continued to doze off on the back seat, we replaced the stock seat with a Corbin Rumble Seat.

On our trip last September to Edmonton, we velcroed one side of a soft side Tourmaster saddle bag behind the seat to hold photography equipment. We also purchased a telescoping tank bag and used that to contain additional items and our maps.

We belong to AAA and one thing that helped us on our trip was the use of the "flip maps" that they will provide to their members at no charge. We provided them our trip route, and they will soft-bind your route and highlight it. These are small and compact (fit easily in our weatherproof cover) and were easy to read and concise. In addition, they give enough information to let you plan ahead on your gas stops and lodging.

We had a great motorcycle trip through Glaciers-Waterton Park (most Americans do not venture to the Canadian side of the Park, but it was also spectacular), Jasper, the Icefields Parkway, and Banff. The problem we had was with a 40 mph side wind from Edmonton to Jasper. The wind would gust up to over 50 mph, and the ST would act like an RV and move over. Our combined weight is about 280 lbs on the bike, and it felt like we were riding on a rolling coke can.

Just like to mention one last thing. At the duty free store heading back to C'ourdane, we met up with a red gold wing and another ST that was also red in color and we made the ride into C'ourdane together. We looked great. The other ST had a grey GIVA Maxia trunk bag mounted to it. With the red trim stripe it looked very sharp. The owner of this bike felt the bag was required for long trips (he was heading back to Southern California). We will be ordering one again for our trip this summer....we ordered one last year but cancelled the order because their delivery lead time is very long.

Anyway, we love our bike. We haven't witnessed the wobble problem, but Tom will try some of the hints for reducing noise. We wish that Honda would allow more options for heated hand grips, power connections for electric vest, and cruise control. Keep up the good work!

Becky Starkweather, Utah

Just received your complimentary newsletter (Fall, 1993) and spent my lunch hour reading it. Thanks. What a great newsletter! It appears that most readers share my opinion that the ST1100 is by far the best damn bike around. If only I could find more time to spend on it!

I'm 38 and have been riding since 10 and except for my lean college years, have had a bike ever since then. My most recent was a Concours; a fine machine but I prefer the smooth, torquey ST.

Many readers mentioned the wobbles in the front end. At 9,000 miles I replaced the stock tires with Michelin M89 radials, (great tire!) and have not experienced any wobble problems before or after the tire change.

However, I did experience the problem on my Concours. At 7,500 miles and no wobbles, I replaced the stock Concours tires with Michelin A59 radials and the problem occurred immediately. After insuring the front tire was balanced and both wheel and neck bearings were good and properly adjusted, I decided that I'd have to live with the problem (it only occurred during deceleration with both hands off the bars).

I experienced the problem before on other bikes and could not cure the problem on them either. It seems to me that wobbles are a combination of many things: tire balance, wheel and steering head bearings, steering head/frame geometry, engine/frame vibration and harmonics, front/rear weight distribution, etc. With so many contributing factors, I would guess that unless each component is perfect, a problem could arise. I saw Jamie James on his Vance & Hines Yamaha develop a front end wobble on the main straight-away at the Daytona 200 this year that nearly caused him to crash. And although he was doing about 170 at the time, I would expect that his bike was tuned to perfection far more than the average street rider's!

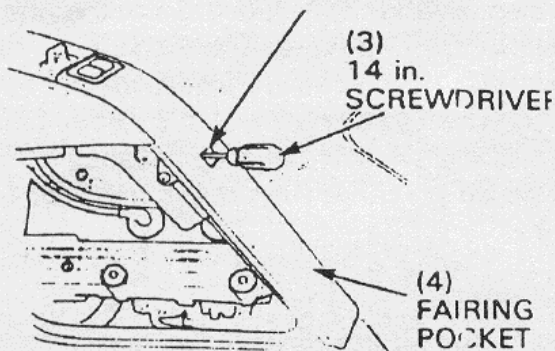
I have a question for many of your contributors. How the heck do you find the time to log all the miles? I'm married with three kids (2, 5 and 7) and log about 10,000 miles a season (Northern Ohio season runs from April thru October). This normally consists of two long weekend trips and many a Saturday blitzes. I guess I'll have to wait for the kids to grow up so they can fend for themselves or they can ride along with us!

I have another question for those who have done a valve adjustment on their ST. If I determine that a valve shim must be replaced and use the formula to determine the new shim thickness, will the new shim result in a properly adjusted valve? I've heard rumors that guys have properly determined and installed shims only to discover after reassembly that the valve clearance is not what it should be! That possibly some "settling" had occurred to the valve or cam after reassembly thus requiring a new shim. Has anyone experienced this? If so, is there a way to get the proper shim thickness the first time?

Thanks again Grant, from the letters I read in the newsletter, it appears as if it should be a success. Enclosed is my subscription, please keep those other issues coming.

Rich Russell, Ohio

P.S. In the newsletter, Jeff Rabenda of New Jersey asked about the purpose of the two pop-out plastic pieces near the knees on the inside, gray fairing. I believe they cover access holes for carburetion adjustment.



You're right, Rich! Garret Walker of Florida sent me what was apparently left out of earlier ST1100 Service manuals, the part on how to drain the carburetors.

As for the valve adjustment, there are

several variables that can effect trying to get an exact on valve clearance. By pressing too hard, you can force in a thicker gauge feeler than the actual clearance. Calculating the proper replacement thickness can be confusing, especially if you are not of an engineering background or tired. That's why I wrote the computer program to calculate it for me. I've also found that I can measure the valve clearance and write it down 3 times and in some cases have 3 different numbers! So I average my results and shoot for the "middle" of the clearance range. I've found that my valves then are adjusted within + - .02, which is close enough for me.

Grant

Okay, I'm impressed. Sign me up for the ST1100 Newsletter. I'm sure it will continue to be a great source of information. The complementary issue, (Fall 1993), that you sent me has already answered two questions for me. (1) Is my bike the only one with an occasional wobble of the front end while hands free? (2) What would be a good tire to replace my now seriously scorched K505 Dunlops with? I found that I'm not the only one with the wobble and that Avon ST 22/23's have proven to be good tires on this bike. I ordered new Avon tires and installed the new ST23 on the back the other day at 6,650 miles. I was planning to milk another thousand miles or so out of the front tire, but after today's ride up to the mountains to watch leg 7 of the Tour DuPont bicycle race, I've decided to change it in a couple of days. The thing's shot. I'm confident that the front tire causes the wobble on my bike. My front wheel bearings and steering head bearings previously checked out OK.

My ST1100 is a 1991 model with 7,014 miles on it as I write this letter. I bought it new on Oct. 05, 1993 from Honda of Winston Salem, back rest and scuff kit included. The bike sat on the floor of a West Virginia Dealership for nearly a couple of years and

didn't sell. Maybe it was Virginia. I forget. Well, no matter, as it was one of those street bikes Honda forced on a dealer that normally can't give away street bikes and Honda of Winston-Salem ended up with the bike on some sort of deal. I replaced the hand grips with larger, touring type grips made by Sunline of Reseda, CA, which are more comfortable for me. The only other mods on my ST to date are a throttle friction lock and a BMW 12v battery charger/accessory jack mounted to the left pivot cover near the gear shifter. I put mating BMW plugs on my "velcro on" heated hand grips as well as on a cable with a standard cigar lighter jack on the opposite end. It's kind of neat to be able to power up the cellular, portable air compressor, work light or any other gadgets I may be crazy enough to lug around with me just for the sake of doing so. I like the ST1100 and think it's a keeper. If you're ever in the area riding the Blue Ridge Parkway, give me a call. We're an hour from the Parkway and head up that way often; Did about 20 miles on it today getting to some killer Virginia back roads. Thanks again for the free issue of the Newsletter.

David W. Kennedy , North Carolina

Thank you for the complimentary copy of the ST1100 Newsletter. I enjoyed it, especially the comments of other owners regarding the selection of tires and the wobble problems some are experiencing. I would like to relate my ownership experiences and comments for you and others who answered your survey I have a 1991 ST1100 which I purchased in August of 1992 and the bike came equipped with Bridgestone Excedra tires. Last month, I replaced them with an ME-33 Laser in the front and a ME-55A in the rear. The original tires lasted 9350 miles for me, however, I am not an aggressive rider on the straights or in the curves. So far, I have not experienced the wobble problems others have. I have 500 miles on the Metzellers.

I picked the Metzellers because of the recommendation of others who have them on their bikes, and my experience with them on other bikes has been great. I considered putting the Michelin A89X radial on the front and the M89X radial on the rear, but was advised not to run radials by Honda because they said the rims were not designed for radials nor was the bike's suspension "tuned" for radial tires. They also mentioned that handling could be affected. Honda's main concern is probably from a product liability standpoint. I know several people who run the Avon ST-22 and ST-23 radials and they speak highly of them. They did say however the Avon's are sensitive to tire pressure changes.

One thing I have noticed along with other riders of ST1100's up here; the tires have a tendency to lose 3 or 4 pounds of pressure in a month. Evidently the air leaks from between the tire and rim. It is not leaking from the valve core or stem. After the 3 or 4 pound loss, the pressure does not continue to drop. If you do not periodically check your tire pressure, your tires probably will be under inflated. Too little pressure results in excess flex of the tread which causes the tire to overheat and shorten its life. Under inflation also accelerates tire wear, causes poor handling, and causes the tread to "cup." This cupping is more pronounced if the tire has a ribbed tread design. I check tire pressure once a week. If I am on a trip, I check it daily. I use a digital tire gauge, and follow Honda's recommendation of 36 psi in the front and 42 psi in the rear.

There is an excellent article on motorcycle tires in the August 1993 issue of *Rider*. Best of all, it has the 800 telephone numbers for the manufacturers. I called them all and received free brochures describing their motorcycle tires. A product specialist from each tire company also sent a letter with their recommendation for tires for the ST1100.

One company, Dunlop, does not recommend radial tires for bikes that originally came with bias ply or bias belted tires.

The stock windscreen is incredibly noisy, so I replaced it with a Rifle and have been very pleased. However, I still wear earplugs. Although the Rifle is 4 inches higher than stock, I have not noticed adverse handling in strong cross winds or head winds, and it keeps the rain from hitting me right in the middle of the face shield. Another reason for replacing the stock windscreen is its poor scratch resistance.

For oil, I use either Torco MPZ racing oil or Maxima Maxum4 Premium. Both the above oils provide very smooth transmission shifting. On trips in the summer months, I use 20W-50. I run 10W-40 the rest of the time. Except for one case, I have always used oil that is specifically designated for motorcycle use. That one case nearly ruined an engine and transmission in a 1973 Z-1 on a long hot trip using 10W-40 oil for automobiles.

The only thing I don't like about the ST1100 is the ridiculous overpricing of parts such as air filters, oil filters, headlight bulbs, etc. I switched to a K&N re-usable air filter at a one time cost of \$38.00 versus \$54.00 for a Honda air filter. The rest of the parts I mail order from Dennis Kirk in Rush City, MN.

Thanks for the complimentary copy of the newsletter, and enclosed is a check for my subscription. You have done a great job in putting the newsletter together. Newsletters such as yours are a valuable source of "real world" information from people who actually own and ride the machines, and not just from a dealer who may not have much input from owners of the bike, or experience in fixing it.

Joe Schanen, Minnesota

Please include my name on the Newsletter list mentioned in the May issue of Motorcyclist.

I purchased my ST in August of '91 with 3800 miles on it from our local dealer.

The bike was a factory demo with a few minor paint blemishes; I figure I saved about \$2500.00 off current list since the cash difference was \$3800.00 plus my '86 Kawasaki Concours with 20K miles on it. I really had no intention of trading until I rode the ST (and fell in love) plus the dealer burned himself on the Concours - they needed over a year to sell my old bike, so I know I stole it!

Anyway, I've owned about 30 bikes since 1965 and the ST is easily the best overall. It's an original stock except for a 6" taller rifle windscreen and some new plastic on the left side where a horn-fisted, Harley riding friend dropped it in the twisties 2 years ago, following me as I rode his low rider. Harley guys!

One of these years I'll probably upgrade to an ST with ABS or the new BMW twin but for now, with a college age child plus two in grade school, plus mortgages, home improvements and car payments, old '91 ST will have to do! I commute on it some, I do 60-100 mile day trips plus one or two longer trips yearly which isn't nearly as much as I'd like, but that's all the time there is for it.

It starts a lot easier than the Concours after sitting for a few weeks which is great, too - not a lot of choke fiddling needed to get it going. No bad habits at all!

Steve Fowler, Ohio

Great Newsletter! Had Rifle make a windshield for my ST1100, cut to 8". Less turbulent air flow and **much** cooler in the summer than the stock shield. Cooler because there's more air around the helmet but also because it curls down around your waist and thighs. ST1100 air conditioning! Secondary benefit! The air flow supports you on the freeway, resulting in less weight on your arms.

Made the modification to the headlight bracket so they'll take the "cheap" 55/60 watt

bulbs. Works good.

Installed dual Fiamm horns under the front of the fairing. Wasn't that hard even though I have an ABS model with extra stuff installed up there. Put one on the standard horn mount and the other in the equivalent area on the other side.

Use two Widder electric vests with no adverse effects on the electrical system.

Avon ST22/23 radials are the way to go. This is my 2nd ST1100 and have had zero go wrong with 'em. Great bike!

Fred Cole, California

Thanks for your letter and the Newsletter, it looks very good, sign me up!

I have also had the "wobble" problem which Honda also denied ever having heard of. That's what makes me so angry I could spit-blood.

Its a great bike but "not perfect" and that's OK, but when they string you a line that turns out to be absolute lies and deny any knowledge instead of getting on with a fix, well, that's sheer arrogance and is going to lose them a lot of credibility. I will write a lot more later (soon) about my experiences.

Robert Finch, New Jersey

I am a smaller rider (5'6", 145 lbs.) and would be interested in any info about different handle bars and if the Corbin rumble seat would be a good purchase for me. I ride near the tank (air filter cover) and wonder if the Corbin seat is comfortable that far forward. Also, does the Corbin seat put me closer to the ground? With the stock seat, my footing is not that solid.

Any comments or contacts to other owners with similar setups would be appreciated.

The Corbin questions is really whether the seat puts me closer to the ground. I assume comfort will be about equal. Being short, I'm looking for a shorter seat height and handlebars a little further back. I'll call Harry Eddy as you suggested.

All the comments about wobble have

given me something to worry about that I didn't know about before. Ignorance is bliss. It does make me wonder about a problem I have. I have 1100 miles on my new '93 and whenever I hit a bump while braking, I hear a rather loud "grunting" noise. The area rep says he thinks it is a looseness when I hit a slight bump while making slow speed turns. I have the 600 mile service done and they said steering head free play was OK. Now I'm wondering if I should insist on checking the amount of grease at the wheels and steering head, and checking the torque, but I don't get excited about paying big bucks to check a new motorcycle. Any suggestions?

Have you considered publishing a directory of the subscribers?

With their permission of course. I think ST owners would like to swap stories and compare bikes if something feels wrong with their bike.

I am also interested in tie down location to put the ST on a 3-rail trailer.

Thanks for your help and efforts putting together a fine newsletter.

Doug Trotman, North Carolina

Dear W.G.,

OK! OK! I give up! I'll subscribe. Stop the mailings.

I don't think we need another motorcycle club/association, but don't let me stop you. I commend you for contemplating such an undertaking. You already know what it takes to do a newsletter. However, my wife and I belong to 8 clubs of one form or another and don't have the time/money to keep up with half of them. We do the best we can and enjoy all of it. The HSTA seems to do its best for ST1100 riders.

I think the newsletter's best potential is for tech information, owners fix-ups, inventions etc. A calendar of events that may be of interest to ST owners would be good.

Thanks for the chance to write.

Tom McKiernan, Ohio

PACKIN' MY STUFF

By Lloyd (Brad) Bradbury, California

I like to camp. Really camp, with a tent, sleeping bag and all the cooking gear that goes with it. My favorite time is in the morning before anyone else is up. I like to make a freshly brewed pot of coffee and listen to the birds chirp as they wake up along with me. When the sun just starts to peak up over the horizon and I have my coffee in hand, it seems like everything in the world is right.

Well, how do I get all that camping gear to the campsite on the ST? That is a good question. After many trials, I have come up with what I think is the best solution for the gear that I take camping. Check it out.

PASSENGER SEAT

SMALL 16" ROLL TABLE, LOUNGE CHAIR, COOLER, LARGE WATERPROOF BAG Sleeping Bag, Air Mattress, Tent Bag with flooring & lantern tripod

RIGHT SIDE CASE

RAIN SUIT BAG, RED SPORT BAG, Mess Kit, Gaz Stove, Gaz Lantern, Coffee Pot, Coffee, Flashlight, 1 Can Chili, 1 Can Fruit, Espresso Maker, Coffee Cup, Garbage Bags

LEFT SIDE CASE

BIKE COVER, VEST BLACK SPORT BAG, 2 Water Containers, Daub Kit, 2 Gaz Cans, Bath Towel, Tripod Hdw, Flashlight, Paper Towels

TANK BAG

Jeans, Dockers, 3 T Shirts, Long Sleeve Shirt, Tennies, 5 Pr Socks, Garbage Bags, Bath Towel, Hat, Toilet Paper, Batteries

UNDER SEAT

Tool Kit, Extra OJ, Bag of Peanuts, Extra Tooth Brush, Extra Toilet Paper

This is the formula that works for me. You probably already have a method but you may get something from this that is useful. Remember, "IT'S NOT HOW FAST YOU GO. IT'S HOW YOU GO FAST!"

Brad -

Since I'm a native Southern Californian exiled to Texas, I can understand the need to pack an espresso maker, but since you have enough socks and shirts for 4 days, the thought of living off of one can of chili, well... I hope Dominos delivers to your campsites!
Grant

Coming in the Summer Issue

Custom Shock Absorber
Priority Plus Installation
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Many More Letters

Submissions: Please submit material for consideration in neatly printed or type-written format. IBM compatible 3.5" disks are greatly appreciated in Word Perfect or any popular Word Processor format.

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WG Norman

ST1100 Newsletter / STORE INDEX

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STore Index

to the

ST1100 Newsletter

Spring 1994

STore Index to the ST1100 Newsletter

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STore Index Debut

The *STore Index to the ST1100 Newsletter* debuts with the Spring 1994 issue of the *ST1100 Newsletter*. Its purpose is to provide a reference guide by word to the material included in the *ST1100 Newsletter*. It also serves as a place for advertisers to reach not only regular newsletter subscribers but those that do not subscribe.

In addition, classified ads, free to all newsletter subscribers, reach many more ST owners. Non-Subscribers may purchase classified advertising for \$10.00 per issue for up to 4 lines.

Vendors and organizations mentioned in the newsletter articles and letters are also listed as a service to both the ST1100 owner and vendor.

Display advertising is available for the price of \$260 for 1/6th page, 4 issues, or at \$75.00 per issue. For classified and/or display advertisements make check payable to:

WG Norman
PO Box 840566
Houston, TX 77284-0566
Summer Issue Closing Date: August 15, 1994



Okay, ST1100 owners. Here is a **very worthy cause**. The official designated charity of both the Honda Riders Club and Honda Sport Touring Association, **Ride for Kids** actively raises money for pediatric brain tumor research.

I am donating \$2.00 for every new newsletter subscriber at the Ride for Kids on June 25, 1994. If you wish to have me donate additional money in your name, I must receive a check made out to : Ride for Kids **prior to June 20, 1994.**

If you plan to attend the Honda Hoot, join in on the ride. One hour before the ride I will be organizing a meeting of ST1100 riders. There are also 6 more Ride for Kids rides scheduled for the rest of 1994 and if you would like a fund raising kit, let me know and I'll send you one.

Ride Safe - Ride Fun -

W. Grant Norman

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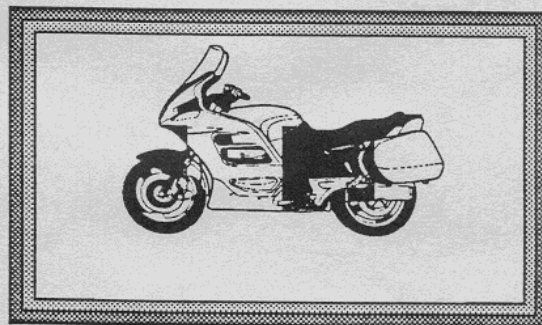
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(719)635-3719

Honda Riders Club of America

4040 Mystic Valley Parkway

Boston, MA 02155-6918

(800) 847-4722



New half red half silver model!

ABS	4, 18, 22, 23	mileage	6, 9, 18
air leaks	21	Motorcyclist	1, 22
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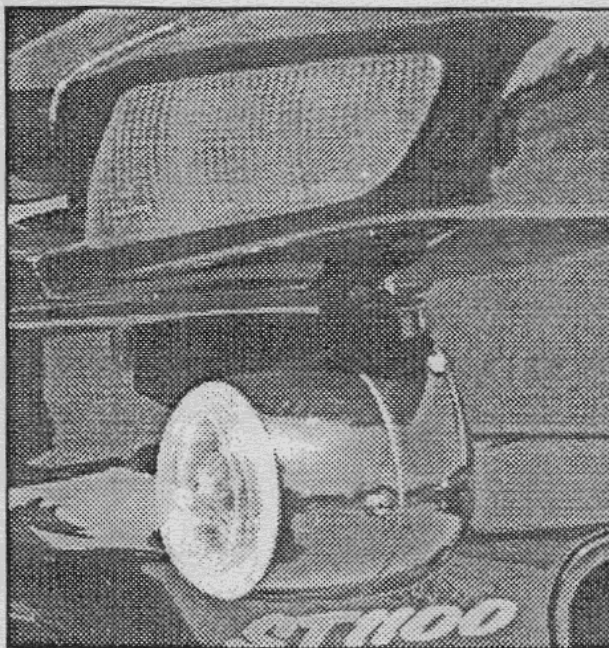
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