

Fall 1994

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# Can We Talk?

In the Spring 1994 issue, ST'ers<sup>1</sup> overwhelmingly, at about the same margin as the recent Republican victory, said their most wanted accessory for the ST was a radio, CB, and or intercom system. Therefore with the help of several ST'ers, I am pleased to present more than almost 1/2 of this newsletter reporting on some different approaches to "tuning in!"

Since so much in this issue is dedicated to radio and electrical installations, I have put aside many other articles for the next issue, Winter 1995. Paul Taylor has written a fine piece on aftermarket rear shocks and suspension, as has Michael Gilliland. I still would like to receive additional experience pieces on both rear and front suspension modifications. Winter 1995 issue deadline: **January 15, 1995**. Also, see **STore Index** for other articles needed. One final note on your articles and letters, if you haven't heard from me, assume part or all of your article or letter will be in a future issue. Tom Cardinali's piece in this issue has been

sitting patiently in my computer since April. Again, submissions on disk are *greatly* appreciated and photographs also help.

## Price Increase

As you have probably heard, postage rates are going up across the board by about 11%. Since the newsletter is mailed First Class only, postage has always been a major expense. But to add to that expense, my cost for printing has just recently increased by almost 500%. The days of the \$4.00 newsletter are now long gone.

I was hoping to wait until 1996 to raise the rate, but there just isn't any other way around it. Now, instead of two tankfuls of gas, the newsletter will cost you three! The new subscriber rate for 1995 is \$24.00 for 4 issues. I hope to hold at this rate for at least 2 years. See **STore Index** for rates and **Special Renewal Offer**.

<sup>1</sup> ST'ers my new word for subscribers and STCC un-members, pronounced like *steers*. Stock - Steer - get it?

# ST1100 Newsletter

"Newsletter for ST1100 Owners and Sport Touring Enthusiasts"

## STOC News

On the weekend of November 12, 1994, about 20 plus ST'ers met at the HSTA Hill Country Dixie Dude Ranch event. We talked for about an hour about various ST updates, modifications, etc. For many of us, it was the first sight of the new Hondaline trunk. Tray Hall had a red one and a few days later I had a black and grey one! Also discussed was carburetor synchronizing, high intensity taillights from Competition Accessories, shock absorbers, exhaust systems and the gas capacity of a TransAlp. New ST'er Brad Mobley showed off his new "Tank Box" as pictured below.



Custom cardboard tank box - not recommended for wet weather or speeds above 10 mph

## Few Changes Made to '95 ST

Sources at Honda have indicated some of the changes for the 1995 ST1100. Most notably, is a new side vented windscreen, that is also just slightly higher. Some other changes are: rubber side protectors, noise reduction in the muffler, added sponge to handle bar cover, minor

changes in painting of garnish to help prevent chemical cracking, rubber added to handlebar weights mounting, trimmed battery holder box for weight reduction, clutch hose in handle cover, U-lock on crash bar underside.

## Dealer of Excellence Plano Honda, Texas

In a recent issue of *Motorcycle Consumer News*, the results of a readers ranking dealers around the country listed the top ten. It was no surprise, for me at least, to see Plano Honda, in Plano Texas listed as one of those dealers.

I have dealt with Plano Honda's parts department for several years. Not only do they usually have the ST parts I need, when they don't, they get them quickly and at reasonable prices. When I decided I just had to have the new top box for my ST, I called Vince Lucero, 800-856-1226, Parts Manager. It was delivered to me in less than 24 hours. If you're not familiar with Texas geography, Plano is about 250 miles north of Houston - yet Vince gets me parts faster and at a better price than the dealer two miles down the road.

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## Add ABS to Your ST1100 for About \$300!

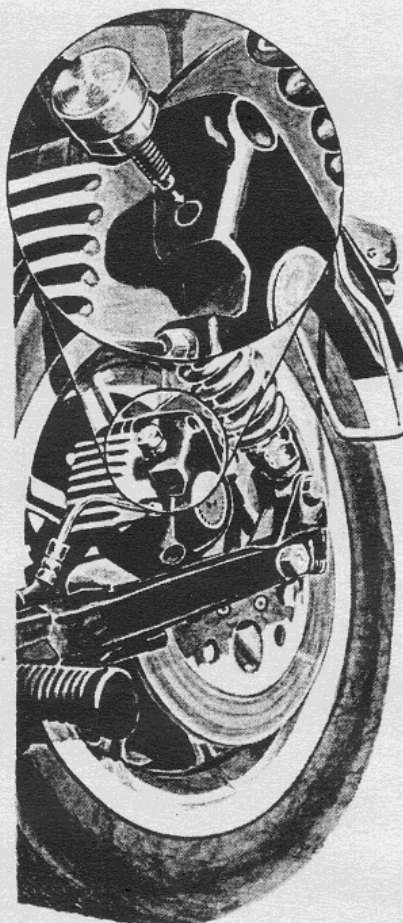
By Michael Gasper, CA

Let me say this, right up front, that I found it very hard to believe that this ABS braking system would work as advertised. But, the bottom line is that not only does it work, it works great – perfectly – unbelievably. But believe me, it DOES work.

As I said in the last Newsletter, I won this great door prize at the Utah 1088 Rally, What I received at the Rally was actually a certificate for the ABS BrakeSafe, donated by Competition Products of Salt Lake City (801)486-9301. For the week following the rally, before I redeemed the certificate, I had many conflicting thoughts about whether I wanted to go through the hassle of installing an Anti-Lock Braking system on my bike, considering all the wiring, plumbing, wheel sensors, computer, etc.

Let me set the stage of though. As an occupation, I have been an auto mechanic for 20 years. My speciality being Volvo's and Subaru's. During the course of the past 20 years, I have achieved

certification as a Master Technician from 2 different Auto Manufacturers, and as a Master Tech via testing by the National Institute for Automotive Service Excellence. Also I have



### **Here's How BrakeSafe™ Works**

With conventional brakes, cycles begin to skid when excess brake pressure is applied - usually the rider's response to an unexpected situation. The result: wheel lock-up and an immediate reduction in road cohesion.

**BrakeSafe™** coordinates braking by modulating brake line pressure, aiding in controlling the rotational wheel lock-up before it

occurs. It's almost like a hydraulic "shock absorber" for your brakes, because it absorbs excess brake pressure before it ever reaches the wheels.

Easily installed on your existing brake system, one unit for the front, another the rear brakes. It works equally as well on drum or disc brakes, without complex wires, sensors or pumps that will add both weight and price to your machine.

With **BrakeSafe™** and confidence, a rider can learn to squeeze the brakes more effectively than with conventional braking, rather than experimenting with lever pressure as it is related to wheel lock-up.

With practice, a rider should be able to utilize threshold braking (braking as close to the point of tire lock-up as possible) more easily and safer. It can be regarded as a safety net, something we can fall into if our braking skills falter and we apply too much pressure.

**BrakeSafe™** allows you to experiment with this threshold. Think of BrakeSafe™ as a parachute, it is invaluable when called on.

had to deal with ABS systems on recent autos in my shop. Being quite familiar with ABS systems, as it applies to current automotive use, I was thrilled with the concept of having anti-lock brakes, but not thrilled with the installation of any aftermarket system, especially if it doesn't work.

So I contacted Competition Products and asked them to send me my prize. My thanks to them for their donation to the Utah 1088.

When I received the package, and opened it, I just about fell over, wondering what kind of joke this was. I had received 3 modules that each needed to be installed at each of the 3 brake calipers on my bike. I opened the instruction, read all the literature, and still thought this must be a joke. Here I was, Mr. Fancy-Pants mechanic, with my education and technical background, going to fall for this and believe this could work as an Anti-lock braking system.

So - I did the inevitable next step. I installed the 3 modules on my bike. After reading about how easy it is to install, I thought it wouldn't hurt, or waste too much of my time. Installation is simple, you remove the bleeder screw from a caliper, and screw in the module. Do this at each of the 3 calipers on an ST-1100, and when done, bleed the brakes normally.

Once you have done this, test ride the bike and perform 3 test stops, at about 45mph each time. This test sets each of the modules to the specific characteristics of the bike. Your bike is now ready for any emergency stop. During the next week you will notice even more improved braking. By then the modules have totally settled into your bike.

Okay, I did it, and I saw immediate results. I now have ABS brakes, and 5 months later I am still amazed. A stock ST-1100 without ABS Brakes has monster braking power. Many bike have gone down by over braking, and this bike is no exception. I spent my last 600,000 miles riding full dress

Harleys, which have decent brakes by industry standards. But now I have my ST and have perfect brakes!

I still find it hard to believe. I have had several people ride my bike to compare to their bikes, and every one of them are amazed. If I had not received these ABS BrakeSafe modules for free, I never would have tried them. Now, I will never ride without them. I have intentionally tried to lock up my brakes, solo and two-up, and cannot lock them up. The bike stops quick, and straight. There is a major difference in braking distance, and absolutely zero feedback through the brake lever or pedal. Folks - these things work, and work perfectly!

Selling price, approximately \$100.00 per module. You need one per caliper. Not cheap, but remember, they work! They install in seconds, and they work! I now ride with a great feeling and improved confidence, because they work!

**ABS Brakesafe**  
**743 North Golden Key**  
**Gilbert, AZ 85233**  
**1-800-257-8720**

## ST1100 Newsletter

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## J&M MAP-SP400 Audio Pak™ CB/Stereo Audio

John L. Wilson, Oklahoma

The SP400 is a tank bag mounted 40 channel CB/AM-FM stereo package. For 8,000 miles it has been very dependable. I have not experienced any operational or maintenance problems in rain or heat.

### Operation

For the AM/FM stereo unit, a battery operated Sony Walkman with a tape drive is a good choice. The SP400 stereo module has an override device so that when a CB signal with the strength to override the CB squelch setting is received, it cuts out the Sony and receives the CB signal. The SP400 comes with two handlebar switches that are piggy-backed. One switch is volume control for the AM/FM/tape and the other is a push-to-talk switch. They are mounted on the left handlebar within easy finger reach maintaining the left hand on the handlebar grip.

The tankbag is well designed and made of quality material. It comes with a form-fit rain cover that works very well and protects everything in a downpour. There have been no problems with moisture. The mounting straps for the tank bag have three quick release snaps which makes for easy removal of the unit from a bike. It is as easy as 1,2,3 once the cables are disconnected. Disconnecting the cables is relatively easy. There are three cables. Two cables have quick release couplers and the third cable, the antenna cable is a threaded coupler. The only nuisance with the bag mount, if it really counts as a nuisance, is refueling. Access to the gas tank cover is through a hook and lock protector cover and the three cables have to be disconnected. Once the cables are

disconnected, the protective flap can be lifted for access to the gas filler door. The entire operation takes about an extra minute to undo and another minute to redo, including cables, which is the extent of the nuisance.

A full face helmet and the J&M full face HS-157 helmet headset works well with the SP400. With a Rifle extended windshield, an open face helmet headset and microphone works fine up to about 45 mph without picking up too much wind noise. Above 45 mph, the fullface helmet is much better.

The antenna is a Honda GL1200 antenna with a homemade mount affixed to a flat iron piece of metal secured to the bike using the stock bolts that hold the rear grab handles to the bike.

### Mounting

J&M mounting instructions are on the "skimpy side." For the rider that knows little about motorcycle electronics, it might be best to let a shop install the unit. However, not too many shops probably have experience with this unit and it will be their general knowledge about motorcycles and motorcycle electronics that will give them the advantage.

Routing the wires and antenna cable is relatively easy and installing the tank bag support straps is best accomplished by removing the ST1100 tank cover to get easy access to the steering head and bike frame. The instructions are "universal type" instructions so there was nothing specific for ST1100 mounting.

A frustrating part of the installation was the seemingly simple handlebar mounting bracket. The unit comes with three universal brackets which, according to J&M, there is one that will work with the ST1100. The instructions do not say that the brackets have to be bent and reshaped to work with certain bikes. That is the case for the ST1100. I finally gave up and made my own bracket from a bracket supplied with the kit. After

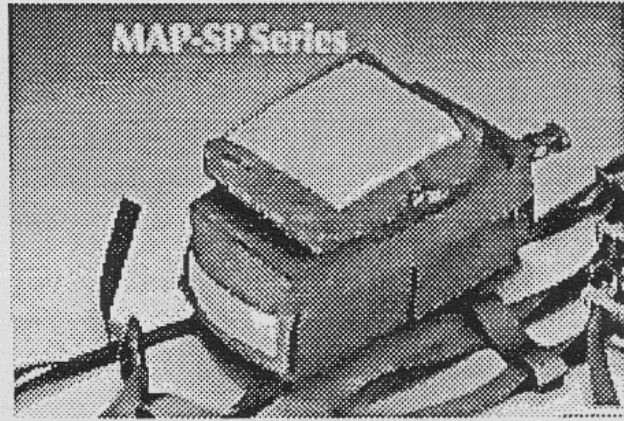
completely changing the angles of one bracket and fresh paint, the handlebar switches were mounted and they looked like they were part of the bike.

The GL1200 antenna cable connector and the SP400 antenna cable coupler did not match. Adapters are available at Radio Shack or you can splice the antenna cable that comes with the unit to the GL 1200 antenna. I did a solder splice that requires some skill splicing shielded cable but it has worked well.

The instructions for connecting the SP400 unit to power calls for the power wire to be connected to a switchable power source or accessory terminal so the unit is automatically switched on or off with the ignition switch. The ST1100 does not have an accessory terminal and it is best to avoid the ignition switch. Locating a switchable power wire is not difficult if you know where to start looking and you have a 12volt probe that lights when touched to a positive power source. Wires are located on the left side behind the left side fairing. Most of the wires in this area are enclosed in the wiring harness but there are a few spots where they are exposed. Use the probe to find a wire that is hot when the ignition is on and cold when the ignition is off. A solder splice coated with silicon and wrapped with electrician plastic tape will give a solid long lasting connection.

Honda could make installation of electrical accessories much easier if they installed an accessory terminal. J&M could improve their mounting instructions and have specific mounting brackets for different bikes. Other than these comments, the unit has worked very well. The advantage of a bag mount is that it is transferable to another bike. There are no holes in the fairing or elsewhere and the unit can be completely removed without much trace that it was ever there in the first place. One disadvantage is that it is hard to see the LCD channel indicator because of the angle at which the rider sits relative to the tank bag. However, channel

switching is not common so it has not really been a problem. The J&M unit is a little "pricy" but is designed for bikes like the ST1100 and the quality comes through.



J&M also makes other tank bag units including a unit that has an intercom for a rider. This is the SP600. The SP400 retails for about \$690.00 in the J&M 1994 catalog and is also available from mail order houses such as Competition Accessories, Inc. and Chaparral. Jim Lasseroni at Competition Accessories, Inc. 1-800-543-4710 seems to be familiar with the ST1100 and related accessories. Ask for him at extension 2188.

Prices in the mail order catalogs for the SP400 are in the range of \$640-\$690. Competition Accessories, Inc. sells the SP600, which has the intercom in addition to the CB-AM/FM, for \$880.00.

The CB radio and AM/FM stereo/tape add another dimension to the pleasure of tour riding.

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## J&M Audio Sounds Great!

by Herb Weiss, Florida

There are several options from J&M Audio, and all you need is lots of money. The first option is the "Sportbike AudioPak" which is a tankbag full of whatever audio options you care to pack in it. This AP system mounts with straps front and back similarly to any tank bag. It will flip foreword to allow access to the fuel tank filler cap. The system can be completely removed to take with you.

AP is available with these options:

|  |          |
|--|----------|
| Music Amplifier for solo rider                                 | \$359.95 |
| Rider/Passenger intercom only                                  | \$339.95 |
| CB radio only for solo rider                                   | \$469.95 |
| Music Amplifier & CB radio<br>for solo rider                   | \$689.95 |
| Music Amp and Dynavox Intercom<br>for rider and passenger      | \$499.95 |
| Music, Dynavox Intercom and<br>CB system for rider & passenger | \$939.95 |
| License-Mounted CB Antenna                                     | \$79.95  |

All of these options require a music source such as a radio/tape player or CD player, and there is room in the "AudioPak" to mount this equipment too. Some wiring is needed for power and you will have to either mount fairing speakers or install helmet speakers and voice activated microphones for both rider and passenger in your favorite headgear.

The second option and the one I chose, is to buy the individual components and install them internally in your ST. I bought the MA-925 Helmet Headset Music Amp with Remote Volume Control for \$189.95; the Radar Override 55V unit for \$99.95 and the HS157FF Helmet Headset for \$104.95. Total

\$394.85 plus \$75 for an experienced dealer to install the headset in my Shoei RF700 helmet.

I mounted the audio amp and the radar override amp on the front side of the fuel tank with the radar unit on the left and audio unit on the right. Power is attached into the power circuit for the amp and fed through the amp to the radar override unit as these two units are linked. The headset cord is attached to the radar unit and I fed the external cord out of the left side at the junction where the airbox cover and side panel and fairing pocket cover meet.

The audio source wire is connected to a combination Sony radio/tape player located in the right fairing pocket. I mounted the volume control switch on the right handle bar control unit with the hardware supplied. I also attached a 3 volt power supply source for the Sony unit in the same right side fairing pocket. You will have to drill two holes in the inside of fairing pocket in order to access and hide all your in and out wiring.

I have it set up so that I can also mount a Sony D-421SP Compact CD Disc Player in my tank bag and use the same source wire into the music amp. CDs offer better sound quality but you have to stop more frequently to change the disc selection. Playing time for a disc is 45 mins vs 100 mins for a tape cassette.

This setup is a better option for me because I can use it with or without a tank bag. Without a tank bag it is hidden, always available for use and can't be easily stolen. Because of the power connection method it starts when the ST's key is on and stops when it's off.

The J&M components are well made, easy to install and after 5,000 miles of hard, bad weather riding they have proved to be reliable.

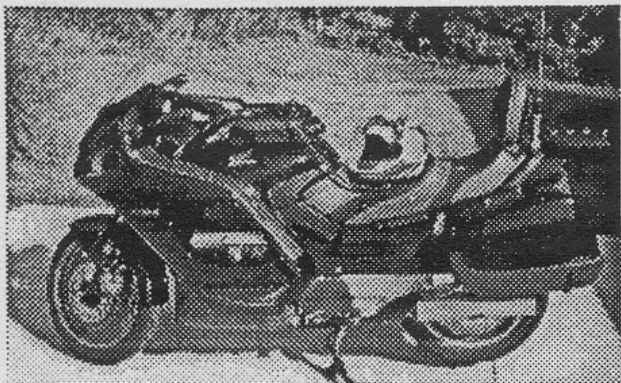
The sound quality is very good, given the listening conditions; now I have sound with my moving picture show every time I ride.

## Cycle Comm CB Radio

by Darryl H. Evans, Jr - North Carolina

I purchased a Cycle Comm CB radio & weather band (Model CC-2500) and a universal antenna; both cost around \$250. This unit comes with hardware and wire harness and push to talk switch. I also purchased a OSI Tank Bag model OSTB 076 which is expandable. It is tear drop style so it doesn't take up much room. I also purchased the J&M full face headset (HS4119FF) which mounts nicely in my Arai Quantum helmet.

Installation started at the back side of the fuse box where there is a switched ignition hot. I used a blade type auto connector and it clipped right in. The ground I put under the center stand lift handle where there is a frame ground. I ran the harness along with the antenna cable up the left side on the bike and installed these wires in plastic split loom (Radio Shack). I removed the seat, side fairings, tank cover, etc. to access installing the harness. I also installed a plastic tube for the wires that go from the side fairing to the tank bag, so they won't scratch the tank.



The antenna came with a bracket which I couldn't use because of my Givi Monokey setup. I manufactured an aluminum

1/4" X 4" stock bar, which mounts to the forward back rest mount bolt. I used a longer than stock metric bolt. The push to talk switch is mounted horizontally under the left clutch lever bolt. I also manufactured a bracket to hold the switch so it is not in the way of other hand operations.

The J&M headset came with pretty good instructions. Each head set has to be modified to fit your type of helmet. The headset comes with a bungee cord with a 5 pin plug, which is universal on most touring bikes. Cycle Com has a 5 pin to 1 male plug (WA-135) that fits my Sony Walkman which I carry in the tank bag.

This system hooks up for touring in about 5 minutes. I wanted to be able to put everything back to normal as soon as I was done touring. The total hook up time to install: 2 hours for the CB and antenna and another 1 1/2 hours for the headset installation.

## Now Hear This!

by Paul Taylor, Michigan

Motorcycling is a lot of fun, but you know that. What you might not know is how much better it can be with the addition of equipment that will allow you to listen to music, talk with your passenger, be aware of police radar, and talk to other bikes, cars, and trucks. Whatever your interest, when it comes to communication, there's a wide range of equipment that can be tailored to your specific needs.

The first step in expanding your bike's communication abilities is to order catalogs from J&M (800-358-0881) and CycleComm (800-527-6798). These two companies are, I believe, the only makers of quality cycle specific communications equipment. They both offer a full range of components for every possible motorcycle communication need.



Both companies have been in business for many years, and each provides sales and service on a direct sales basis.

After looking through the catalogs, think about what your needs are, and what they may become. This equipment is not cheap, and ordering either more or less than you need will surely cost more in the long run than you will spend by making the best choices initially. Consider the use that you will make of your communications equipment. Will you be listening to music while you ride? Do you want to talk with a passenger? How important is it to you to be able to talk either bike to bike or bike to box? And for those of you for whom the posted speed limit is a starting point, how about radar protection?

You should temper your enthusiasm for a full zoot purchase with the understanding that you can spend well over a thousand dollars for a complete system, and you can have the basics for as little as three hundred dollars. The least expensive option is music for the rider only. This would require a personal stereo amplifier with a single output cord, and one helmet headset. Adding intercom capabilities will increase the cost to the \$600 dollar range. If you desire radar protection, then take another hundred dollars out of your wallet, plus, of course, the cost of the radar detector itself. And be advised that only a few radar detectors can be used with this system, because the detector unit must have a speaker output jack. If bike to bike chit-chat is something you just can't live without, then you'd better whip out your favorite credit card, and add another four hundred dollars or so to the total.

My experience with this is the installation of a Cycle Comm 1400 series integrated CB/Intercom with a personal stereo amplifier, radar detector override module, noise filter and headsets. This is, except for J&M's offering of a cellular phone interface, a complete cycle communications system. It allows full duplex conversation between rider

and passenger, with push-to-talk control by either; push to talk CB output by either rider or passenger with CB input that will override either music or intercom inputs; full stereo in rider and passenger headsets with individual volume control; and radar output to the rider's right earphone on a priority basis. I will attempt to describe the installation of the equipment in this package, and give you a few tips on how to make the job easier, and also how to avoid some of the pitfalls in such an installation.

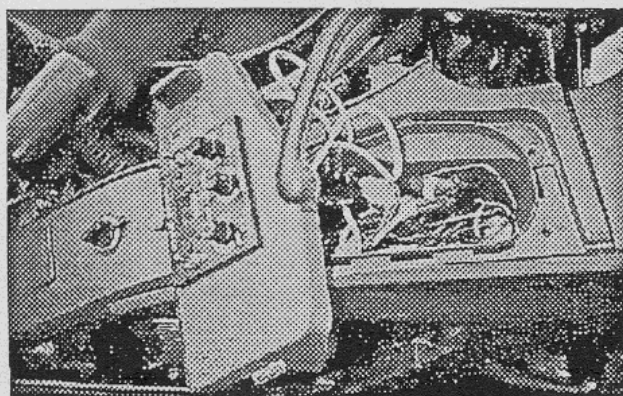
The specific equipment on my bike is:  
Cycle Comm 1400 series CB/Intercom  
2 Cycle Comm FF 2001 Full Face Helmets  
Systems  
Cycle Comm CC-4000 Stereo Power  
Amplifier Ordered to interface with CC  
1400  
Cycle Comm RA-108 Radar Alert Module  
Cycle Comm NF-721 Noise Filter  
Cycle Comm HM-060 Hand Held Microphone  
Cycle Comm PE-121 12 inch Passenger  
Extension Cable  
2 J&M JMV-2A Headset Volume Control units  
FireStick 4 foot CB antenna

Cycle Comm provide most of the materials needed for installation. They also include detailed installation instruction, and a template for the control head cutout. Additionally, they offer unlimited phone support, when needed, at no extra charge. Not included, but required for a quality installation will be red and black color coded wire in 16 gauge, orange wire in 14 gauge, shrink tubing, solder and a solder gun or pencil, assorted hand tools, and a lot of patience.

At this point, let me say that if you do not have above average tinkering skills, a lot of confidence in your ability to work with the electrical system, and no fear about cutting into the plastic on your bike, then you need to have someone else do the work. J&M has a

network of factory trained sales and installation dealers throughout the country. They can, for a price, make this painless. CycleComm advertises that their equipment is for the do-it-yourself installer. Maybe so, but it's not for someone who has qualms about their abilities. I would estimate that ten hours would be a reasonable amount of time to do this installation, and I wouldn't be surprised if you took forty hours to do it right.

The first step, after choosing your equipment, is the layout of the components on your bike. On my 1992 ST1100A, the choice of where the equipment can be placed is limited by the complexity and completeness of the ABS/TCS installation. I choose to put the CB/Intercom control head in the right fairing pocket. The radar detector override also fits in the pocket. This makes it easy to access the RA-108 for volume adjustments. The main power unit for the CB/Intercom, the Stereo Amplifier, and the Noise Filter fit in the rear tail section, where the tool pouch is usually stored. Tools are carried in the left fairing pocket.



The CycleComm requires both an unswitched power lead, to retain the CB channel setting when the bike's ignition is off, and a key switched power lead for all other components. The choice of where to take off power for the equipment is very important. You must avoid any wiring which connects to any part of the actual ignition system. A poor

choice will result in a high level of interference with the radio equipment, and an unpleasant amount of background noise through the system. I use a connection to the taillight for the switched lead. This is convenient to the main power unit, is easily identifiable and accessible for hookup, and reasonably free of interference. For the unswitched connection, I tapped in to the same wire that provides power to my Widder vest. This is basically just a wire to the positive battery terminal. It is very important that you disconnect the battery while performing the installation, and also that you be certain to install any power leads with an in-line fuse. CycleComm provides appropriate fuses and fuse holders with the equipment.

Using the taillight connector location for the switched lead, and a nearby ground connector (I used a bolt that holds on the left passenger grab bar), lay out lengths of red and black wire long enough to go from the connection point to the fairing pocket. Don't skimp on your estimates of how long this wire needs to be; it's a lot easier to cut some off than add some on. This will become your power takeoff for all of the components. Locate the fuse holder so that it can be tucked into the tail section near the main power unit. Do the same for the unswitched orange wire connection, and locate the fuse holder so that it, too, will be near the main power unit. You will find all of this is pretty easy, after you've removed the seat, side covers, top shelter, right side access cover, right fairing pocket, and rear tail section. In other words, be prepared to spend an hour or so just getting the bike stripped down.

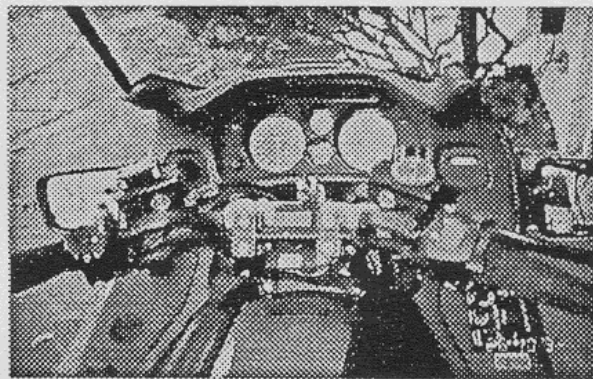
From the switched connector, and the ground connector, you will be tapping in at several points to provide power and ground for the individual components. Right here, let me say that all connections should be soldered. Do not use those cute little blue clamp type connectors. They will not retain their integrity in a motorcycle environment. Whatever



amount of extra time you take in soldering the connections will be saved when you have to troubleshoot a bad clamp connector. Do it right the first time, and you'll only have to do it once. Use shrink wrap at each connection to insulate the exposed wire. Zip ties should be used to fasten loose wires to various hard points. This will prevent the wiring connections from being strained by the tension from moving the component at future times. Be very careful with the pin connectors provided by CycleComm. These are very delicate; a moderate tug on a wire can ruin the connector and cause you a lot of extra work.

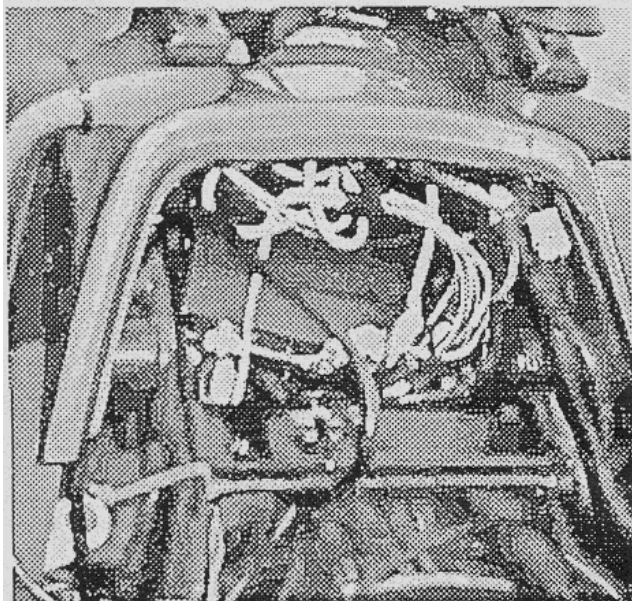
Work from the rear of the bike towards the front. Wire up the main power unit connection, the noise filter, and the stereo amplifier first. I used pin connectors from Radio Shack at every power connection. This allows me to remove any component from the system with no hassle. Rout the wiring from the main unit along the upper right side frame rail. Use zip ties to ensure that the wiring is snug and protected.

A moment of truth comes when you cut into the fairing pocket cover. Measure twice, cut once. The head will only fit with the display parallel to the line of the bike. If you try to fit it in the opening any other way, there will not be sufficient clearance between the control head and the side of the fairing pocket. I used a coping saw to cut the opening for the control head. Smooth the saw cut edges with a file to get a clean appearance. Mount the control head in the pocket cover using the gasket provided and a small amount of silicone caulk to provide a weather tight joint. You will need to cut a hole in the bottom of the fairing pocket to pass the wire connectors through. Try to make it no larger than necessary for the job. This should be located in the rear corner of the pocket, at the lowest point, to provide for drainage of any water that gets in the pocket. Allow sufficient slack in the wiring to allow access to the control head, and fasten all wires with zip ties.



Next locate the connector cables for the headsets and control switches. On my bike, the passenger control and headset cables are attached to the inner front of the passenger grab bar with Velcro. This location is unobtrusive, and allows good access by the passenger. The rider headset cable is Velcroed to the left side fairing pocket just above the flap. The rider control is Velcroed to the top of the clutch reservoir. The Velcro is provided by CycleComm. This looks very neat and "factory." The radar detector cable runs out of the bottom of the right side fairing pocket towards the dash area. I mount my Escort 4500 wideband detector on an aluminum plate which is Velcroed to the dash above the tach and speedo dials. When not in use, I put the radar cable inside a plastic 35MM film can with a hole punched in the lid. This is Velcroed in an upside down position on the dash to the left of the clock. This provides weather protection, and looks very neat. Don't forget to zip tie all cables once they are in their correct location. Loose cables will snag and are easily damaged.

The bike part is just about done at this point. Run the coiled connector from the control head back to the main power unit. Do not zip tie this cable, you will need to remove it for many service operations. Be very, very careful with the 16 pin connector at the end of the coiled cord. This connector attaches to the circuit board and should be installed so that there is no pressure on the cable or the connector. On my bike, I cut away the rear



portion of the plastic flap that forms the tail section pocket. This gave me an additional 3/4" of space in which to locate the power unit. I also used a right angle connector for the CB antenna, which maximized the space for the power unit. Even with these modifications, the fit is tight. I drilled a drain hole in the bottom of the rear pocket and covered this with a piece of 1/4" plastic with saw kerfs cut in the bottom. This allows any water to drain from this area without exposing the bottom of the radio gear to crud thrown up from the bike.

When I first installed this unit, I used a magnetic mount 16" CB antenna. Frankly, this was junk. The antenna is the most critical factor in good CB communication. The original installation allowed only a quarter mile or so of CB range. I have since switched to a four foot Firestick antenna which allows range up to three miles. I made a bracket which attaches to the bolts used to mount the Honda backrest and tail trunk. Because I have a Corbin seat with backrest and a GIVI top box, this was a very tricky piece to make. It took me about six hours to fabricate and finish the bracket. It does, however, look like it was made by Honda for this application. When the antenna is installed, there's about

1/4" of space between the antenna and the top box, and about the same between the antenna and the seat back. The antenna is screw mounted, and takes just a few seconds to remove for covering the bike.

If you've done everything so far, then you're pretty well done with the basic installation. Now it's time to install the helmet headsets. We use Shoei full face helmets. Installation requires removal of the lower foam section. Put the helmet on and mark the location of your ear on the outside of the helmet. This pretty much corresponds to the "ear pocket" in the inner foam liner. Grab the liner next to the ear seam and pull it inward on each side. Shoei uses small dots of adhesive to locate the liner. Gently work the entire lower liner section loose and remove it from the helmet. You will need to cut three holes in the EPS foam, one for each ear, and one for the microphone. At the ear locations, cut through the EPS being careful not to cut through the fabric liner. The speakers should fit in the hole snugly. The best mounting location for the microphone is to the side of your mouth. Cut a hole through the EPS and the vinyl liner. The microphone should fit snugly with the inner surface of the microphone flush with the liner. Use duct tape to secure the wiring to the EPS. Mount the 5 pin connector to the helmet using the socket screws and clamp. Gently push the liner back into the helmet shell. Be sure that all wires are neatly installed between the shell and the EPS liner.

It's time to test your system. Start by hooking up both helmets, and hook up a personal stereo to your amplifier. On my bike, I carry a Walkman or Diskman inside a tank bag. The connector from the amplifier run between the front of the seat and the top shelter. When not in use, the wire can be coiled under the seat on top of the gas tank. To avoid battery hassle, I use a power take off from the radio switched wire to an adapter which is also carried in the tankbag.



You should have stereo music in both helmets, now. Start the bike to check for in-line radio interference. If its right, there will be almost no background noise. Check this by revving the engine, listening for a whine as the revs increase. If this seems like a problem, try changing the ground wire connection.

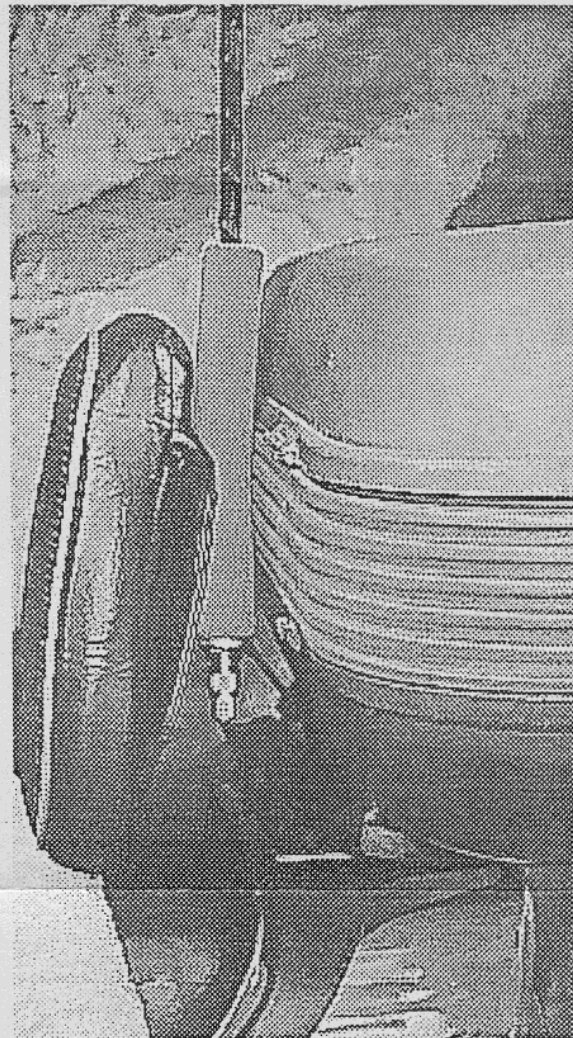
Next try the intercom. The rider can, on the CycleComm, switch the intercom into "always hot" mode. This allows for hands-free intercom communication. The passenger intercom switch is spring loaded, and it requires constant pressure to remain "hot." Activation of the intercom will override the music input. On the J&M equipment, there is no intercom switch, this is voice activated. The intercom volume control on the CC 1400 should allow a full range of sound levels.

Connect a radar detector to the Radar Alert Module cable. When you turn the detector on, you should hear the beeps and buzzes of the self test in the rider's right helmet speaker. Since the radar alert is a priority override, you should hear the detector output over music or conversation. Adjust the volume level of the detector output according to the CycleComm instructions.

Testing the CB requires a second CB unit. You can try an initial test in your driveway. Two-way communication should be clear on both ends. A more elaborate test can be carried out later, when the bike is being operated.

Assuming everything works, it's time to button up the bike. I use plastic bubble wrap around the main power unit to protect against impact shock. Whatever you use, make sure that the power unit is protected. A completed installation should look very neat. The idea here is to make this look as much like a factory installation as possible. Should all of this seem like too much work, well, you can always purchase similar equipment which can be mounted in a tankbag. And, in fact, I might very well suggest that as the best solution for most people. A tankbag unit will cost less, be

portable from bike to bike, and be far easier to install. The main drawback is carrying hardware in an area that poses some injury risk to the rider. And of course there is a greater possibility of having this stolen than a built in unit.



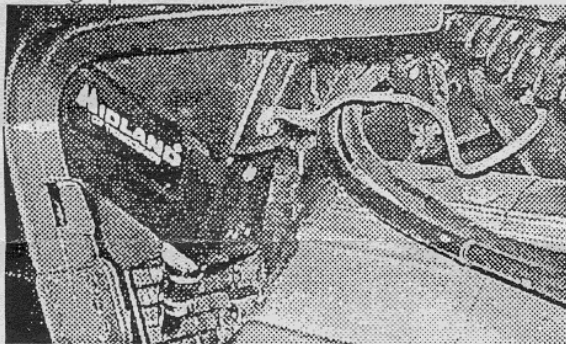
For me, the biggest reason for going with the built in equipment was the factory-like appearance of the finished installation. But whether you choose to go with just a simple stereo amplifier, an intercom, or a complete system, once you've ridden with a bike that is capable of providing communications and entertainment, anything else seems lacking.

## J&M 6000 CB

By Fred "Testarossa" Ziglar, Illinois

I have installed a complete sound system consisting of the J&M 2007A master amp which handles an input from an am-fm cassette Walkman, intercom and CB. I also have a radar override amp with input from a Whistler Q2000 which is mounted in the right fairing pocket. This detector has an earphone jack for the patchcord that goes to the radar amp. Both amps fit nicely in the fairing tail section.

The CB is the J&M 6000 two piece unit. I mounted the control unit in the lid of the left fairing pocket by cutting a square hole in the lid and fastening with the mounting screws provided. Finding a place for the bigger main unit, or "black box" of the CB was a little more difficult. There is not a lot of room left in the ST fairing, especially with the ABS hardware taking up some room.



I settled on cutting out the bottom of the left fairing pocket and installing a bracket to mount the black box in there. The bottom corner rests on the top of the radiator and is cushioned by a piece of dense foam. The heat has had no effect on the unit in the 20k plus miles I have had it installed. I purchased a replacement fairing pocket cover and left grey panel with pocket for installation if and when I ever sell the ST. I think it was only around

\$60 for both pieces.

The Walkman is fastened to the center of the grey handlebar cover with velcro so it can be easily removed. This also allows easy access for tuning the radio while riding. I have installed a 12 volt to 3 volt converter to power the Walkman. I installed two miniature toggle switches in the left fairing grey panel below the headlight adjuster knob. One switch is for the Walkman power supply and the other is the 12 volt power to the radar detector. The detector is fastened with velcro inside the locking fairing pocket which provides a weatherproof, secure location. If I am in a city or other area where false alerts are setting off the detector I can just turn it off with the toggle switch. I had some ignition noise when playing tapes so I installed a noise filter in series with the 3 volt supply and that took care of most of it. I have recently tried using rechargeable nicad batteries for the Walkman and carry a small charger in my tankbag. I think this is a better system and eliminates the need for the noise filter and power supply.

How does it all work? Very well, indeed. My wife and I have J&M speakers and mic's in our helmets and we normally listen to tapes as we ride. I leave the intercom on in the "voice actuated" mode so that it automatically overrides the music whenever one of us says something. It also has a push to talk feature that can be locked on or, I can turn the intercom off altogether if I feel like signing along with a song or something. This could come in handy if the driver decides he has heard enough from the passenger, although that has never happened to me, of course. If I turn the CB on I can adjust the squelch control to set the strength of signal I want to trigger the CB. When it receives a signal strong enough it overrides the music. It has a "push to talk" button mounted on the handlebar and both driver and passenger can transmit and receive. I normally only use the CB when I am travelling with friends that have CB on their bike and have found it is very



useful on trips. We stay on channel 1, which other bikers seem to frequent and that way we don't have to listen to all the truckers on channel 19. It's great to be able to communicate bike to bike and you don't worry about getting separated in traffic.

While all this is going on, the radar detector is staying alert and if it goes off it overrides EVERYTHING in the drivers left ear speaker. The passenger never knows it is going off until I get a "pulse alert" triggered by instant on radar and I hit the brakes. Seems to work every time. Keeps me from getting tickets and wakes up my wife at the same time.



J&M now has this complete system mounted in a tankbag and that might be an alternative for some. I do a lot of riding two up and we normally have both saddlebags, the Honda tail trunk and the tankbag full, so the built in system works best for us. I lost a little

storage space in the left fairing pocket, but actually can't remember what I used to keep in there anyway.

I considered the Cycle Comm system, which like the J&M system is fairly expensive because they use quality components. I think you normally get what you pay for in electronics. I chose J&M because my local Honda dealer, Niehaus Cycles, is an authorized J&M dealer. The people at Niehaus always stand behind what they sell, which may be one reason they were recently voted the number one dealer in the nation by the readers of Motorcycle Consumer News.

I am presently using a GL 1200 Gold Wing antenna mounted on a stainless bracket I made that uses two of the four bolts that hold the trunk rack on. I may change to the new smaller antenna J&M now offer that mounts on a bracket bolted to the license plate holder. It probably wouldn't have the same range but it looks good and should get out far enough for my uses.

I met another ST owner at the Mid Ohio races who mounted the same unit on an identical bike. He said that whenever he transmitted his ABS alarm light came on. The only thing I can attribute that to is that he mounted his black box on the left as I did and then mounted the control unit on the right fairing pocket. This caused him to have to run the interconnecting wiring through the dashboard area near the alarm lights. I believe these wires induce a signal in the alarm wiring whenever he transmits. He was going to relocate the control unit to the same side to see if that cured it. I didn't get his name, but if he is one of the readers of your newsletter, I would be interested in hearing if that cured the problem.

Anyone that has any questions can call me at 217 532 6775 or E-mail at [Fjziglar@aol.com](mailto:Fjziglar@aol.com)

Ride safe,  
Fred Ziglar  
=o&\o

## A CB For Your ST

By Michael Gasper, California

Last year I installed a J&M CB/Intercom unit on my 1991 ST1100. After doing some initial catalog shopping, I was convinced that I wanted a J&M Unit due to their product quality and that they build specifically for use on a motorcycle. I have several other friends that use CB's, Intercoms and/or bike to bike communicators on their ST1100's and not one of them is satisfied with the product quality or use. And not one of them use a J&M product.

I have used J&M units on previous bikes, and was very happy, so switching to another brand was not an option to me. My only selection would be which model to buy - I finally decided to go for the big boy, the JM CB 6000, the most expensive one.

I am not sorry that I did. The JM CB 6000 is a 40 channel digital CB unit and also a rider to passenger intercom. When I installed on my bike, I was rarely hauling a passenger around, so I elected not to hook up the intercom wiring. This does not interfere with the full use of the CB.

The perfect mounting location for the control panel with its digital read-out is the left side fairing pocket, the soft cover side. The pocket hole has enough room in it to store some of the wiring while the panel is directly mounted to the soft cover.

The main brain control box is mounted behind the seat in the tool kit space. This allows for a good cable routing for the antenna which is mounted at the right side upper bolts for the rear fender.

The wiring plug that connects to my helmet is routed to come out at the forward end of the seat. I have this then sitting in one of the side pockets of my tank bag. It is easily accessible to plug into my helmet headset cord when I want to use the system.

I also have a handlebar mounted control system. After I have turned the system on at the left fairing pocket control panel, I can now control all functions of the CB or Intercom using these remote handlebar switches. I can change CB channels up and down, Intercom talk or receive.

The system has been on my bike for one year and functioning perfectly. It looks good on the bike and receives compliments from other ST1100 riders.

As anyone who has used a CB knows, a perfect "ground" is of the utmost importance. And a tuned-in antenna is also very important. My choice for antenna was a K-40 Firestick. It is adjustable to exactly tune in your CB. It is a single purpose antenna, intended only for use with the CB, not also for a radio. On a motorcycle, *never* use just one antenna for both a radio and a CB - each should use a separate antenna.

Bottom line - you get what you pay for. Buy a cheap CB and you'll be whining about it! Buy a JM CB 6000, install it correctly, add a good antenna, and you'll be very happy.

## The ST and the Radio or How To Get Gray Hair Under 30

By Martin Hildebrandt, Germany

ST's are wonderful and fine machines, reliable, fast and stable. They're state of the art in modern touring motorcycles. Probably we all agree in this. Where we probably also agree is that they are only second class or less when trying to install any add-ons; especially the ABS machines give you hard defense against any goodie that you don't like to strap on the passengers seat. And the



worst of all is the installation of a radio.

Most ST-riders I know wanted to have radio/cassette/CD units on their bikes, but only few really did it. I desperately wanted one myself and looked around for some month to find out which solutions the market would hold available for me. I found out that there are three major groups: Those who don't care for the sight and simply tighten screws in the fairing and attach the radio somewhere on the outside i.e. directly behind the windshield. Those who pack it into sidebag or topcase and those who have special tank bags. Each of this has advantages and disadvantages too. The first have a problem with rain and thieves and the sight is worth a Russian military design award. Nothing I would like to do.

I'm a hard winter rider and no radio would survive this. The third solution means that I have to remove my beloved tank bag where I have my maps and other stuff all of the time. Besides it can be stolen anytime and I have to run wires on the outside of the bike and have no place for speakers. The second solution brings the disadvantage of wasting room in the topcase and not being able to control the radio. It's a disaster however you look at it. Situation was even worse 'cause I WANTED CD on my bike. 95% of the canned music I have is on CD's and since I have a CD-changer in the car I didn't want cassettes for the bike only.

I got a new radio with CD and tried it on the bike. The experience was shattering. The bike shakes and bumps much more than a car and the CD-drive simply won't work except on really excellent road surfaces. Besides I simply wasn't willing to accept that I should not be able to control the radio. UNTIL I looked into the windows of my favorite HiFi dealer. He had a new Clarion radio with infrared control and CD-changer support. A wonderful idea grew. I got the radio (Clarion CR123R) together with the smallest available CD-changer (Clarion CD-9250) and

installed both in the topcase. The CD-changer is the lower part of the package with the radio on it.

From Pioneer I got sea-proof speakers meant for the motor-boat people and installed them in the sides of the topcase. The CD-changer is much more shock-proof than plain CD-players 'cause it has much more room for good dampers. This package works reliably. On hard bumps the CD will click and on VERY hard bumps the changer even can eject the magazine. but it's still a practical solution. And remember: ST's are long distance bikes. I don't want to stop every hour to change the CD manually.

Fine you say, but what use has a infrared control for a radio in a closed topcase behind the rider? That's my special trick: I opened the cover of the control and installed a small power source in the batteries place where I bring regulated 3 Volts in the control out of the bikes 13.8 Volts. Then I solder out the infrared diode and install it inside the topcase, face to face to the radio. The bottomless control is glued inside a polished aluminum plate (I like this material) and this whole plate is attached with brass screws inside a hole that I cut in the cover of the left side- pocket of the bike. It's looks much like one of this marine compasses. Very stylish and professional looking.

The whole thing is attached to switched current and the infrared diode is attached with it's former soldering point by a simple cable. The rear channel of the radio is attached to the outer speakers and the front channel is attached to the input of our CB/Intercom unit which resides in the back of the bike. This way we can switch off the outer speakers and still hear the music inside the helmets. The infrared control can be sealed with what we call "Silicon- glue" here. The infrared control can be sealed with what we call "Silicon- glue" here. You know it, it's the material you use to seal things in the bathroom.

I have fitted a small antenna with integrated amplifier into the top cover of the topcase. This way no antenna can't be seen from the outside. I don't like antennas on bikes. They look silly and attract thieves, but when someone wants even higher performance he can always use a normal antenna attached to the topcase.

The whole material for this type of radio installation is about \$1600, including the speakers and high quality connectors for the topcase, NOT including one topcase which is destroyed after the surgery 'cause you have to cut holes for the speakers and the screws. Needed time for the whole thing was about 20 hours, most of it for high class installation of connectors and cables.

It's not cheap and it's a lot of work, but was worth it! The advantages are outstanding: I have a full radio/cassette/CD- changer unit with even Dolby B&C, with outer and inner speakers which can be controlled separately. It's controllable by the driver with a professional looking control that only occupies room that isn't used anyway and that is very near to the free left hand of the driver. The pocket is still full functional. The unit is locked against stealing, but can be removed from the bike in a second. Just loosen the connectors and take off the topcase. It's waterproof, even the speakers, and the CD-changer is a practical way for the bike.

The only real disadvantage is it occupies one complete topcase. On the other hand, I'm not satisfied with the solution of putting a Walkman inside my jacket and wiring cables with clamps to the battery. Hopefully there will be a different ST-fairing in the future with a place for a radio, like the K1100LT, but until then I'll stay with my installation. It has run about 12000 miles now without any problems (except that I forgot to remove the transportation locks in the CD-changer first.<gg>) and whenever I enter a scene of ST- riders this radio installation is a thing I'm asked about.

*PS: Don't try to do this with a radio with a removable front plate. I tested this also. The front plates are driven with very low current and when you try to take this small current over cables along your whole bike you will notice anything but a stable function, even with excellent shielded cable. The infrared LED's are used in pulsed mode, which means high current for a short time. This way is extremely safe and stable and if you really manage to destroy the LED of infrared unit you can buy a new one for about \$50, instead of a whole radio.*

## Talk is Cheap!

By W. Grant Norman, Texas

I don't like radios or CB's on motorcycles. For me, it seems to "automobilize" them. In the movie **Crazy People**, Dudley Moore shouts at a driver in a traffic jam "People hate people who use car phones!" He finally rips a phone out of one motorist's hand and throws it in the river! I can identify with that.

Helen, however likes to talk. So on our summer trip to the Honda Hoot & HSTA STAR, we used bike to bike communicators – two of the Maxon 49-HX. I paid \$113.79 for *both*! They worked very well – we chatted off and on the entire trip (Duracell stock went up several points – the units like *fresh* batteries!). They now collect dust on a garage shelf. At least I didn't throw them in the river!

The June 1, 1994 **Motorcycle Consumer News** does an excellent review of Maxon's and other communicators. (*Don't read their VFR review in the same issue – I want to keep you as a subscriber!*)

**Maxon Systems Inc.**

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## Priority Plus Installation

By Tom Cardinali, Vermont

*Several issues ago I offered a free Priority Plus in exchange for an article about the installation. Tom promptly replied and promptly wrote the following, which I'm just now finally publishing! – WGN*

The first thing you need to know about how I do things is I hate to cob things up. If it's not sanitary, I'm not interested. I describe what I believe is the best way to do the installation without modifying the wiring harness on the motorcycle. Using genuine Honda electrical connectors you can easily assemble a unit which is inserted in the wiring between the taillight/turn-signals and the main harness. To do a normal installation involving cut wires and crimp-on connectors, the instructions that accompany the SOS Priority Plus lighting system should be enough.

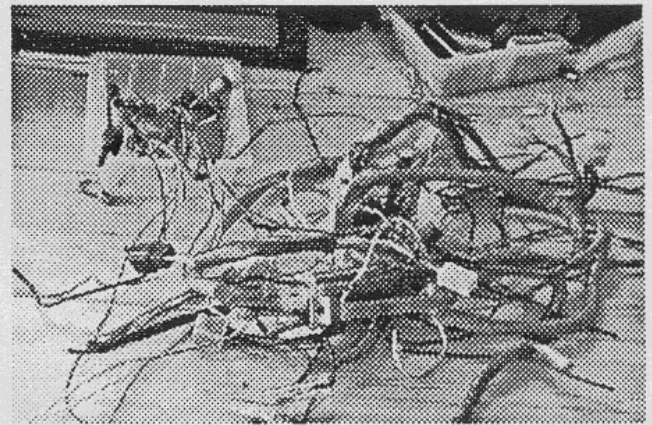
In addition to the SOS Priority Plus unit, you'll need:

- 1 male 6 terminal Honda wiring connector
- 1 female 6 terminal Honda wiring connector
- 1/4" heat-shrink tubing (about 7", or enough to cover at least seven joints)
- plastic sleeves
- soldering iron
- rosin core solder
- flux
- heat gun or candle
- fine needle nose pliers, a metal pick or a heavy duty paper clip

The trick to saving money on connectors is to go to your nearest Honda

shop and ask to scavenge a wreck. I've obtained three sets of connectors from my dealer without even trying. Bring along your own dikes to cut the connectors out to avoid inconveniencing the shop. It helps to have a good relationship with your parts man, but even without it, the cost of the connectors is a fairly low and worth the price for new ones) even at retail.

When you retrieve your connectors from the Junk heap, take as much wire as you can (six inches should be enough). Get fresh metal connectors for the plugs. Most dealers should have a kit with a crimping tool and all assortment of terminals for the plugs. But this will probably cost you money (not to mention reducing the sense of satisfaction at hacking it together yourself! )



Harness harvested from a "donor" motorcycle

1. Remove the terminals from the connectors. This is to match as many of the wire colors as possible to those of the bike's harness. Though not necessary, it makes troubleshooting easier. If you can't match the colors exactly, make a logical substitute (i.e., a yellow wire in place of a green wire with a yellow stripe). You may also find that the arrangement of the terminals in the connector doesn't match that of the bike's (five wires in the tail section with six locations in the connector). The wire colors may already be matched if you got your connectors from the taillight section of a junker.

2. Use a pair of fine needle nose pliers to compress the retaining clip of each terminal. Pull it from the rear of the plug using a fine metal pick or heavy duty paper clip. Be careful not to damage the terminal in the process. Remove all the terminals from both the male and female connectors.

3. To match the colors to the harness easily, remove all items from the under-seat storage area. Fold the rear end shield down into the storage bin. Separate the connector near the taillights. Take an empty connector and attach it to the wiring harness. One by one take each of the terminals and press it into the connector in the position corresponding to its color in the harness. Remove the connector and plug the other half into one you just rewired. Repeat the All your colors should match.

4. Rough out the lengths required for each wire. Use the plastic sleeves to gather the wires neatly. Cut four lengths of the plastic sleeves to gather the wires going into each connector and coming out of the Priority Plus box.

5. Leave as much wire as possible on both the connectors and the accessory should you want to transfer the part to another machine. Approach this aspect of the build with as little wiring as you're comfortable, yet still provide enough length to organize the wiring neatly. You may have to trim some wires again to make a good fit for the rest of

the wires, stripping about 1/4" to 3/8" of insulation.

6. Cut seven 1 " lengths of heat-shrink tubing. Slide them over the wires before joining them. Twist the untinned wires together to form a reasonable mechanical joint. Apply a small quantity of flux and solder the wires

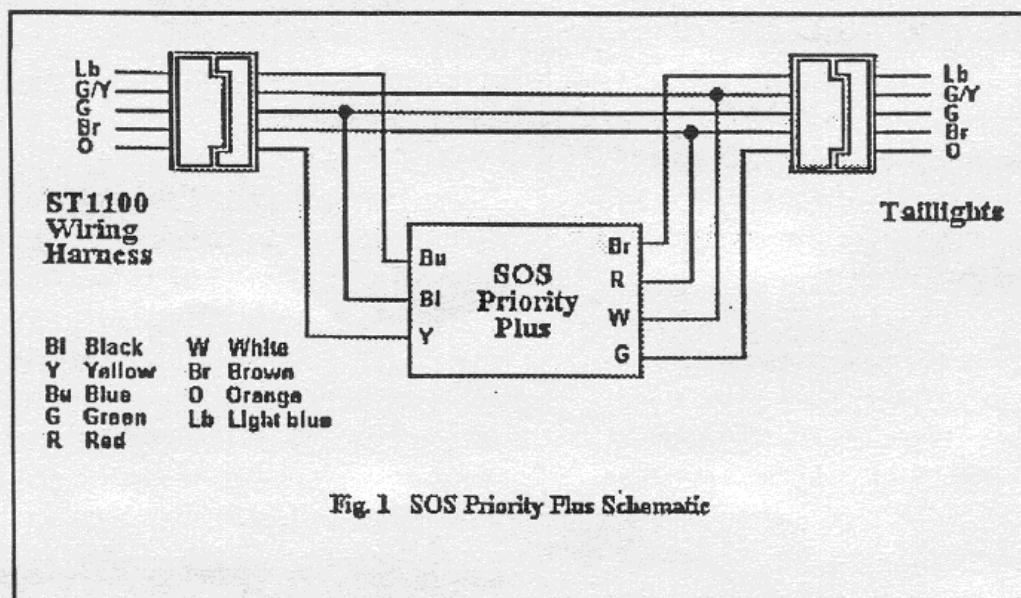
together.

together.

7. Before shrinking the tubing, slide them over the exposed joints and attach the unit to the bike to check if it works correctly. Turn on the ignition and check each of the SOS functions (running lights, turn signals and brake pulsator. Make sure all the lights work and no function interferes with the others. If there is a problem, disconnect the unit and recheck the circuit. Reconnect the standard connectors and make sure that the unmodified circuit still functions normally.

8. Make a drawing of the new circuit noting wire colors and place it with your owner's or sip manual. The colors of the wires that you connect between the plugs and the Priority Plus will vary depending on what comes with the plugs that you get. But the colors of the Priority Plus wires will be correct.

9. Position the heat-shrink tubing over the joint and shrink it with the heat gun or candle. **Warning: Remove all flammable materials from the work area when using the soldering iron, heat gun, or candle! If you must use a candle or open flame,**

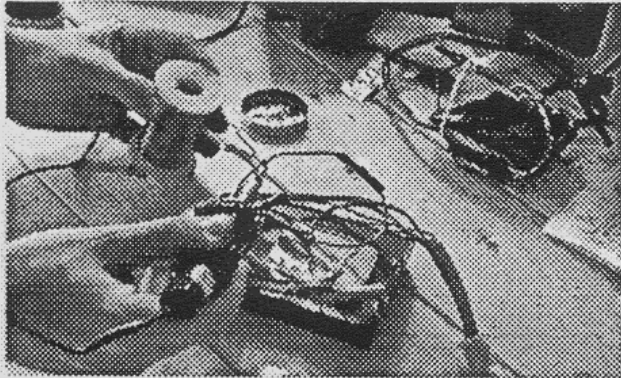




*move to a safe location such as a kitchen rather than the garage or workshop.*

10. Reattach the Priority Plus to the bike. You may attach the SOS box permanently to the inside of the body work with sticky foam. If you find it so tight that it's next to impossible to locate it correctly before you reposition the rear end shields, the box fits snugly between the body work and the rear of the storage bin. Adhesive is not required.

Last summer I installed a set of Priority Lites like the Priority Plus without the pulsing function. The Priority Lites box fit snugly, but easily, between the top of the taillight reflectors and the bottom of the tail section. The Priority Plus box is larger, but I was able to fit it behind the storage bin and completely fold out the side shields.



The Priority Plus functioned perfectly. Like the Priority Lites, the turn-signals are now on continuously. The turn signal causes one light to flash while the other remains lit. The turn signals flash rapidly for about 1.5 seconds when you touch the brake and then glow brightly while the brake is on. The pulsing disables if the turn signal is in use.

Though I haven't seen an ST1100 with the Priority Plus lights before, my close friend and riding buddy Justin Krause has them on his '86 BMW K100RT. They effectively draw attention to his bike when he applies the brakes. I have no doubt that they do the same on the ST1100.

**Sound Off Inc. (800) 338-7337**

## Clock Light Replacement

**By W. Grant Norman, Texas**

I don't know – when I only get 4 years and 80,000 miles plus out of some bulbs on the ST, I begin to wonder what's wrong with electronic workmanship today. Oh well, I spent the couple bucks and got new tail light bulbs and a new clock bulb.

The taillight is relatively easy but the clock light is hidden in one of those "fairing shrouded canyons." An earlier tip from an unnamed ST rider suggested easy clock bulb replacement by removing the right mirror. I guess it would be easy if you had 14" long fingers! Actually, I removed not only the mirror but the windscreen, top garnish, and a couple screws out of the fairing near where the windshield attaches. That, and some assistance from Helen's tiny hands and the bulb change was easy. I guess I'll have to go through this all again at 160,000 miles.

While you're there, you may find that the weather and years have taken toll on your mirror hinge rubber boot. Mine fell off while I was loosening the mirror. I found that a piece of inner tube from one of my son's numerous dead bicycle tires was a cheap replacement. Of course, if you don't have kids, it would be cheaper to buy the rubber replacement from Honda than to have kids and wait for one of them to wear out a bicycle tube. Then again, some Honda parts prices....

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# Letters

## Utah 1088 Article Discrepancies

*Both newsletter subscribers Michael Gasper and Utah 1088 Rallymaster, Steve Chalmers, asked me to please print their entire letters about the UTAH 1088 article which appeared in the Summer 1994 issue of the newsletter. It appears that there were some discrepancies on the information in Michael's article. When I read and formatted both letters, they were well over 3 pages! While I personally apologize to Steve, Michael, and all concerned individuals, I am not going to dedicate over 10% of this issue to these discrepancies. Instead, I will present and edited version of both letters, with my words in italics added for clarification.*

**Steve Chalmers:** Michael Gasper states in his article that he and another rider, Ron Major, "Blew by a highway patrol unit at over 125 MPH."...and..they were not stopped....because the Trooper was "thankful" for... *money...* raised for the Utah Hope Project; I can assure you...*at that speed a trooper would put them in jail...* The officer that he passed was a county sheriff...*and they were not going even close to 125 mph.*

**Michael Gasper:** I stated that I and another rider passed a Utah Highway Patrol unit at a high rate of speed. It turns out that the vehicle we passed was not a Utah Highway Patrol unit, but was a County Sheriff, I also cast supposition to the thought that the officer did not stop us due to our financial donations to the Utah Hope Project. Quite frankly, this was meant to be a joke.

**Steve Chalmers:** The amount of tolerance that the Highway Patrol shows the riders of the 1088 is the same as any driver is

accorded in our state. The Highway Patrol issued a total of seven citations to riders of the 1994 event, all for speeding...

**Michael Gasper:** ... I would like to apologize to the Utah Highway Patrol for not correctly identifying whom we had passed and for giving the wrong impression regarding their impartiality to offending vehicles.

**Steve Chalmers:** Ron Major did in fact receive two tickets... *one...* was for 13 MPH over the speed limit...*the other..* 35 MPH over.

**Michael Gasper:** ... I apologize to Mr. Ron Major...*and...* I would like to apologize to Steve Chalmers, Rallymaster for the Utah 1088, for the turmoil that my last article caused. While it is true that we *did speed* past a County Sheriff....this should not construed to mean that the Sheriff overlooked us...*he radioed ahead about us.*

**Steve Chalmers:** I appreciate the space in your newsletter...about our rally. We have a great time---give away a ton of door prizes---award a new motorcycle to one rider---and raise a lot of money for a very worthwhile charity.

Steve Chalmers,  
Rallymaster UTAH 1088

**Michael Gasper:** *advice to writers.....*1. Always confirm all elements of your story, about a week after the Rally, so things have had time to calm down and more sober information can be given to you.

2. Always give the Rallymaster the respect of proof-reading your article before publishing it. They are more in tune with the sensitive subjects that could be detrimental to their rally.

**P.S.** The ST-1100's still took #1, 2, 3 and 4 at the finish. Yea. ....

Thanks,  
Michael Gasper

*Again, I offer my apologies to any riders, police agencies, or any other rally participants for information that may have not been exactly on target. W. Grant Norman, Publisher*



## Alaska

Thank you for the most recent edition of the ST 1100 Newsletter. It has some great information that I will use for future reference and provided interesting reading about the love of my life (well, the mechanical one anyway) and how other aficionados of the ST are utilizing their favorite mount. Thanks too, for your welcome help with the *Ride For Kids!*

Dianne and I took what to this point was the ultimate trip on our ST to Fairbanks, Alaska this past July. Due to a jam packed *Ride For Kids* work schedule we had to take advantage of the AMA shipping program and send our ST to Seattle via Allied Van Lines. Cost one way, Atlanta to Seattle, was \$508. University Honda was kind enough to accept shipment, serviced the bike and had it ready for us when we arrived. We had removed the saddle bags, removed the external plastic mirror pods, folded in the mirrors, drained 99% of the fuel out of the tank and gave it to the shipper. They strapped it on a pallet, uncrated, loaded it on an eighteen wheeler and we received it on time, unscathed, in Seattle. We shipped extra boxes of tank bag, saddle bags, and rear soft bags to the dealership where we assembled it all on the bike in a couple of hours and rolled north.

The story bears telling at another time but suffice it to say it was our epic Journey through the best and worst roads I have seen in my experiences over 35 years of riding in several countries and nearly 300,000 miles of motorcycling miles. The scenery was almost too magnificent to describe. The experiences will keep us Jabbering for years to come. It IS 2,400 miles from Seattle to Fairbanks. 2,000 miles are on often times some of the best roads I have ridden~ 200 miles are the worst broken, frost heaved roads in existence and 200 miles weren't there. We followed a road grader more than once over brand new dirt (also lots of mud) that will one day be a

handsome highway. (Yes Virginia, you can moto-cross a heavily laden ST two-up and not fall down) We made the Seattle to Fairbanks run in five days.

The British Columbia roads invited the ST to stretch her long legs and run hard for hours on end. And after we got the hang of it we were wicking the dirt and mud roads in the Yukon as well since the ST is truly a magnificent machine under any conditions. And no, we did not have ABS nor traction control on this ST. Dianne never did get comfortable with the 80 mph launches that came unexpectedly on the highway in Alaska. You see, in an otherwise smooth asphalt highway there are these frost heaves that can, without warning, drop three or four feet into a depression immediately followed by a ramp of equal height above grade making one exciting departure from terra firma with two wide eyed folks and lots of gear seeking an upright landing.

We had a great time at a mini-Ride For Kids event at the Fairbanks Honda dealer and then rode at a brisk pace south to the stunningly beautiful sea port of Haines, Alaska where we caught the giant ferry boat MV Columbia bound for Bellingham, WA. Dianne set up our tent on the starboard deck of the ship while I eased the ST into the cargo hold and we cruised south for five days through Alaska's inside passage. Imagine waking up in the morning, opening up the tent rear door and seeing an endless panorama of ocean and snow capped mountain peaks while snuggled up in your sleeping bag. All the while the ships engines murmured a low rumble giving a soothing massaging effect while resting in the tent. The trip was simpatico in every way including great food on the ship and interesting ports of call along the route. There may be a more complete and exhilarating trip, but as of this writing we have not experienced it.

We took two weeks to accomplish this (Seattle to Fairbanks to Seattle) with three

days stop over in Fairbanks. Should you decide to retrace our tracks (sometimes muddy ruts) I would be happy to provide plenty of info to help you or anyone else be prepared for the trip. I hope you will take the time to go to our nation's last frontier. It is not for the faint hearted, but quite do-able by anyone who wants to stretch him/herself. If a fifty-ish couple can do it, so can you! Ride safe, and go to the front!!

### Mike Traynor, Georgia

*In the meantime, Mike, Dianne, and their Ride for Kids staff and thousands of motorcyclists raised a total of \$665,000 for the research of pediatric brain tumors, which according to the December 1994 issue of **Motorcycle Consumer News**, is 20% better than their previous year.*

Grant -

Thank you for initiating and providing the ST1100 Newsletter. To an ignorant, bumbling, old fart like me, it is a godsend. I ride my '94 ST1100-ABS around town of course, but my primary use is to commute quarterly from Alaska to New Jersey, about 7,000 miles round trip (the short, direct way.)

Entry or exit to Juneau is by either air or water. One cannot drive here as there is no road access to the "Outside." Usually I sail the State ferry to Prince Rupert, British Columbia, and ride east from there. Sometimes, usually when the damn ferry schedule doesn't coincide with mine, I ride the Alaska Highway to Skagway and sail from there.

I just wanted your readers to know from a native that Alaska and rural Canada are everything they've heard they are, both dangerous and spectacular, truly "the ride of a lifetime."

If any fellow riders want direct information about riding up here, they're welcome to call me during reasonable hours

as long as they remember that in Alaska we're four hours behind Eastern Time. When it's 10:00 am in Washington, DC it's 6:00 am here.

Pax & Amo,

**Thomas R. Mangieri, Alaska**

Phone (907) 780-4143

PS: Keep up the excellent work.

## Any Pittsburgh ST'ers?

Just received your Spring 1994 complimentary newsletter, great reading. Relieved to find my wobble is shared by others (misery does love company). It has concerned me since day one. Some ideas on the cause have been discussed, along with possible ways to remedy the problem in your newsletter. This alone is reason to subscribe and send for back issues, so please sign me up.

My ST is a '92 standard, purchased April '92, factory rubber from Dunlop in the form of D103's which I replaced at 7,400 miles with a pair of Metzlers. The ME33-LASER and ME55A-METRONIC made it 7,000 miles. I switched to Dunlop 591S ELITE'S, a 110/80VB18 up front and a 160/70VB17 on the rear. My wobble is still present, only when I let go of the bars, it never gets better or worse. Aside from this problem my ST has been great and I feel Honda needs to address this concern. I subscribe to Motorcycle Consumer News, this type of problem is handled regularly by them and their readers and I will forward this letter and your newsletter to them.

Like mentioned in your newsletter, add-on goodies are hard to find but here is my list. A Rifle 20" with Saeng Stealth Edging, I had a 22" one but a large rock violated it this spring. The new combination is cooler and no buffeting (I'm 6'1). The factory backrest and



pad keep my loved ones feeling safe. This fall I added CB/INTERCOM/SOUND by J&M. The JMCB7000, MI2009B combo mounted easily and work as promised with a pair of HS4119FF headsets. I sacrificed my right fairing pocket and mounted the controls there, with the other hardware in the tail cone in a waterproof antistatic bag. I ride year long and use an electric vest/chaps. Also with my inseam the Honda knee pads were a must. An Eclipse standard tank bag rounds out my accessory list.

Feel free to use my name on your list of owners/subscribers. In Pittsburgh there are few ST's and I am looking forward to changing ideas with others. My son and I ride together with the aid of a CRV riding belt, Bob has CP and needs the assist with his balance so we are easy to spot, give a holler or a wave...SAFE SCOOTIN'.....

**Fred Abercrombie, Pennsylvania**

**Phone: (412) 337-1826**

*My data base shows a total of 60 ST's in PA, OH, WV, and KY. Hope someone gives you a call. Also, HSTA (206-882-0224) has a directory with many ST owners. Why not join?*

## More Oil

Thank you for your outstanding Newsletter. Although I have been riding for years, I am new to the ranks of ST owners (9 weeks and 5500 miles). It is nice to finally have my suspicions confirmed that there are others out there for whom motorcycling is a passion and not a pastime.

I just received your Summer 1994 issue to complete my set of ST1100 Newsletters, and would like to respond to several of the letters in that issue. First is the letter titled MOTORCYCLE OIL on page 25 by Mark Siebert, California. I also believed all the advertising hoopla of Honda Oil, Spectro

etc. regarding long chain molecules and viscosity retention until I happened across a publication called **Motorcycle Consumer News** (to subscribe call 904-445-4608). I am sure you are familiar with it, but possibly Mr. Siebert and perhaps others are not. I would like to refer them to the February 1994 issue (Volume 25, Number 2), page 9, "Motorcycle Oils vs. Automotive Oils."

To briefly summarize the article, five different oils were all run in the same motorcycle for the same mileage, with viscosity being measured both before and after by some very sophisticated equipment and knowledgeable (read PHD type) people. The results were as follows:

| Oil                              | % of retained viscosity |          |
|----------------------------------|-------------------------|----------|
|                                  | 800 mi.                 | 1500 mi. |
| Mobil 1 (auto/synthetic)         | 86.6                    | 83.0     |
| Castrol Syntec (auto/synthetic)  | 78.1                    | 74.5     |
| Castrol GTX (auto/petroleum)     | 72.2                    | 68.0     |
| Honda HP4 (motorcycle/synthetic) | 69.2                    | 65.6     |
| Spectro 4 (motorcycle/petroleum) | 68.0                    | 63.9     |

Their conclusions definitely did not support the long chain theory and their recommendations were to use a good grade of oil and change it frequently.

In the same issue you responded to another letter that you use the N.E.P. throttle lock. My own past experience with this throttle lock has steered me toward the Vista Cruise unit. The N.E.P. works fine, but is held together by a plastic push rivet. When used in conjunction with a sizeable tank bag (what do you mean that life is possible without a tank bag?), parking lot maneuvers at full right lock can bring the throttle lock into contact with the

tank bag and spring the rivet out of place. The second time it comes out even easier, until it is soon non-functional or lost.

And finally in response to Gene Novosad who questioned the wisdom of spending the extra \$400 to extend the warranty period to five years, unlimited miles, it all depends on whether you want to worry about your bike, or ride it. Imagine if Michael Gasper (Utah 1088, 55,000 miles per year Michael Gasper) were offered this coverage he could be collecting warranty service at a QUARTER OF A MILLION MILES. Think about it.

And finally, on the anecdotal side, when I purchased my ST1100, I received incredible grief in the form of "fantastic plastic" comments from several co-workers, all of whom own (some after an 8 month wait and \$15,000) those Honda Shadow look-a-likes from Milwaukee. My response is invariably, "There are motorcycle riders and there are motorcycle owners, which one are you?" Your marvelous ST1100 Newsletter has convinced me that anyone with an ST knows exactly which side of that fence they sit on. Happy Trails,

**Carson E. Wells, New Hampshire**

## Meeting Other ST'ers

Grant,

This Newsletter has brought another local ST1100 rider to my doorstep, he researched through the dealer my name and such. He liked my Givi trunk system and wanted to come look at it. In talking over the phone we both work for the same company and didn't even know it. We have become friends over this Newsletter. I hope more can benefit also. Keep up the good work. Thanks

**Daryl Evans, North Carolina**

## StWingsT

Well Grant, I must say this is some of the finest material that a person could read. I purchased my first ST-1100 (which by the way, was a 1991) in the spring of 1992. I never in all my 27 years of riding thought that I could be so impressed with the way this bike handled. It still amazes me today!

Every time I'd ride people were always giving me the thumbs up, boy was I proud (still am). Anyhow as the story goes, one hot August evening just 12,000 miles and 5 months after the day I pulled away from my dealer (Honda Village) in Grand Rapids, MI, my ST was being sold, thanks Dave! Dave Bell the salesman at the village just happened to be talking to an eventual ST1100 owner, the only problem was that it just happened to be about my bike!

So now the ST is gone I'm getting married and I think its time for a Wing. Gold Wings sure are nice but its just not the same (I think you guys and gals know what I mean) enough said about Gold Wings. By the way it only lasted one ride to the Florida Keys. My wife endured the ride with me. I'm very happy to report that since that little journey Toni, my wonderful wife decided that she really was not cut out to be an over the road rider.

I convinced her that it was in our best interest to sell the Wing and purchase another ST1100. Thanks to Sam Cooley and the rest of the fine folks at Shawmut Hills sales they had a red 1993 with my name on it. Since purchasing the bike in September of this year I've managed to put 4,800 miles to date and thanks to your advertising in *Motorcyclist Magazine* I've become a member of what I would call one of the lucky ones (that is to have the privilege to own the best kept secret out there!)

I also wanted to comment on the Two Brothers exhaust..WOW! They are the best. You don't see a lot of ST's nor do you see



aftermarket products so keep up the latest on all the new gadgets. I can hardly wait!

Tom Rysdyk, Michigan

## Brace Yourself

I received my first issue and enjoyed it very much. I wanted to mention I was surprised to read about the somewhat pervasive problem of front wheel **CENSORED** (sorry, Wayne, I'm not supposed to allow the "W" word anymore) and no mention of a product I have installed called "Super Brace" for front forks made from billet.

I never experienced any **CENSORED**, but noticed a big difference in how stable the bike rides. The factory brace is under the front fender and is a toy compared to the Super Brace. If you stand facing the front of the bike and lock your knees tight between the front tire grasp handlebars at grips apply pressure from left to right and vice versa. you will notice very clearly how much flex there is from the front forks. I did this before I installed the Super Brace and I was amazed. After installing the brace flex was all but gone.

I called Super Brace direct and was lucky enough to talk to the inventor himself. During our conversation he told me that Honda purchases Super Brace direct from him to install in Gold Wings that are to be ridden by the public in demo rides. The ST1100 and the Wing are somewhat similar. Honda must have a good reason for the Super Brace for the use of the brace on the Gold Wing and ST1100 owners will feel the same after installing theirs.

Also, I wonder how qualified and more important how quality minded the mechanic was who balanced the tires of all the ST owners that complained about wobble. One last note will there be further info about T.B.R. exhaust system such as (weight vs. stock) and other specs? Thanks for a great

newsletter!

Wayne Marcus, Florida

*Subscriber Eldon Rix sells the Super Brace. He can be reached at 918-825-3326*

Dear Grant,

I received your complimentary Newsletter (Spring, 1994) yesterday and thoroughly enjoyed reading it last night. I got more information about the ST1100 from that one publication than I have from all of the magazines that I have read over the past three years, and I think that I have read every road test, etc. that has been published.

I submitted an Owners Survey to Road Rider [ now called Motorcycle Consumer News, ed. ] several months ago and my comments about my experience with the ST 1100 were almost all very positive.

I have put over 250,000 miles on the 10 road bikes that I have owned over the past 20 years, including 1 450cc, 1 500cc, 1 650cc, 3 750s, 3 1100's (including the ST), and 1 Venture. The ST is by far the most competent and satisfying all-around machine that I have owned.

My one criticism, voiced (penned?) in that survey was the lack of opportunities to modify the machine to better to fit my personal needs. The resulting Road Rider survey and the information that I gleaned from your Newsletter certainly show that I am not alone in that area of criticism.

My local Honda dealers have provided quality service for my bike, given the very little that it has required, but have provided virtually no information as to what after-market equipment is available, or where I can get it. Phone conversations with you, Ron Major, and Jim Alexander (California HSTA) over the past 10 days have been of real value. Quite frankly, without some modifications to the ergonomics of the machine, specifically the

handlebars and wind noise, I would likely replace the ST with another Venture. I now have confidence that solutions to those ergonomic problem areas are available.

I have enclosed an order form for all of the back issues and for a subscription to your Newsletter. I am looking forward to getting the "inside scoop" on a machine that, with some adjustments, may be the first on which I can watch the odometer read over 100,000 miles – and perhaps a good deal more. Take good care and "Thanks!"

Ed Joiner, Washington

## Top Box

By Lucas Fernandez, Connecticut

Do you need some more lockable storage on your ST? Honda just released a new rack and trunk combo for the ST 1100 that looks quite nice on the bike. Mine is black with a gray top lid, which seems to go pretty well with my '91 silver ST. The trunk or Top Box can be taken off the bike, along with the hard bags, and you'll be left with an ST in sport-bike mode and a nifty little metal rack. This rack is fastened to a sub-frame, which in turn is anchored by the four bolts holding the passenger hand rails. It took me four hours [mine took 1 hour, ed.] to install the trunk. This is because my CB antenna had to be relocated and a new bracket fabricated.

If you are looking for an OEM rack for the ST, the Bracket Top as it is called by Honda, is a nice one. The Top Box can also be ordered in candy red for an extra \$50. My dealer charged me \$191.25 (\$33.75 off List) plus tax for the two pieces.



ST'er Tray Hall on his red ST with new Hondaline top box - red is smooth finished paint matched - black is black and grey with rough grey plastic top finish

If you already have the Hondaline Back-rest for the passenger (I did), the cushion can be removed from the metal frame and velcroed to the front of the trunk. It works in my case because I also have the Corbin Canyon seat, which has about two inches of unused space. The cushion is right on top of this dead space. It looks good and the cushion can be easily removed. Prices:

|             |             |       |
|-------------|-------------|-------|
| Bracket Top | 8L42MT3B00  | \$75  |
| Top Box Blk | 08L55MV1860 | \$150 |

**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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# STore Index

to the

## ST1100 Newsletter

Fall 1994

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### Avon Makes Another Winner!

#### New AV27 Radial Released

I used to say I was *not biased*, but now, my ST is literally running radials for the first time in 60,000 miles. And they are great!

Finding new tires is one of those difficult tasks because almost *any* tire feels great after removing the rubber carcasses you just spent 10,000 miles destroying. In this case however, let me preface my review of the Avon by making it clear I had just 3 weeks and 1500 miles earlier had a brand new set of Pirelli Match MT08/09's put on my ST. I also had my steering head (tapered roller bearings torqued).

First off, the Pirelli's were great! And unlike the first set I had installed, they were completely *wobble free!* (I can say the "W" word in **STore Index**). They are still, in my opinion the best *bias ply* tire for the ST1100. However, the new AV27/ST23 are tremendous! Not only are they solid in their handling, they are quicker in their turning response, and unlike my first experience with radials on the ST1100, they are **100% wobble free!** What follows is from the Avon product announcement. And its the truth!

*Looking for the best performing front tire? Avon's got it. Tired of having your heart in your throat because of the front tire causing the bars to flutter? The AV27 stops it. Want a tire that sticks like racers, but wears like a sport tourer's? This new front Avon radial does it all.*

*Now a totally new front radial from Avon's design team provides handling that satisfies the most aggressive street racer as well as sport touring riders. The new multi-radius tread area has a high contour arc yielding easier steering and with less turning effort. It responds to rider input better and yet is more relaxing than any previous tire. Many of today's sport touring bikes suffer from an irritating deceleration oscillation which is now controlled by the AV27's increased pneumatic trail. The new longer, narrower contact patch produces greater stability over poor road conditions and at extreme lean angles. A unique contour allows later braking and quicker "turn in" for faster cornering with great control. This feature is of great benefit for sluggish or slow steering bikes.*

If you want a radial tire for your ST1100 – the AV27 is the *only one* I know of that works great on my bike. May even convert me permanently from my *bias*!

**For More Info:** AVON c/o Hoppe & Associates (800) 624-7470 PO Box 336 Edmonds, WA 98020

# Sport Tour Reader

An exciting new publication from WG Norman, ***Sport Tour Reader*** premieres in January 1995. The quarterly publication will feature articles, short stories, and essays about the thoughts, images, and *life* as a motorcyclist. Where virtually all motorcycle publications concentrate on the "nuts and bolts" of motorcycles and equipment, the focus of ***Sport Tour Reader*** is on what's under the helmet. The following is from the *Writers Guide* sent to potential writers for the magazine:

***Sport Tour Reader's*** expected audience is educated motorcyclists, male and female, mostly above the age 35. They are serious about riding and understand there is a lot of joy and self discovery in not only the "tour" or "event," but in their interaction with the riding environment and other riders. They read for pleasure, not just for information, and often subscribe to several motorcycle magazines, but are often unfulfilled after pages of wheelies and performance specs.

They frequent riding events that are not just "restaurant trips," enjoy "non-political" clubs. While no specific brand of bike is critical to their way of thinking – it could be anything from a Helix to a Harley – their mounts of choice are frequently what the motorcycle industry designates as "Sport Tourer's" such as BMW's, Concours, ST1100's, GTS1000, or "Standards" equipped to be sporty, or "Sport Bikes" equipped to tour. However, the rider's state of mind is always more important than the machine – so any rider of any bike is a potential reader.

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Marietta, Georgia 30067-0035  
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Sport Touring Riders Club of Colorado  
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B.J. Ondo, Director  
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Honda Riders Club of America  
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