

Oct 95

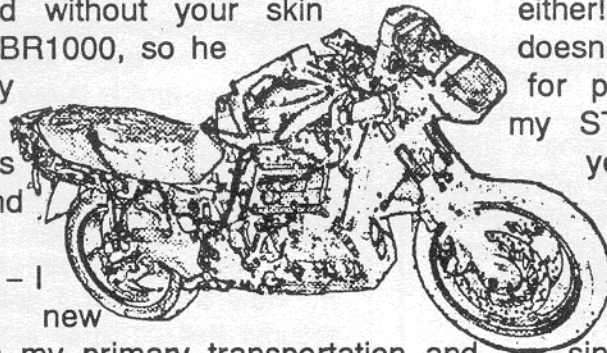
Spring 1995

Volume 3 Number 2

Price \$8.00

Skinned!

Dave Gorham said it best on a ride earlier this year, "That's the ugliest bike I've ever seen!" To which I replied, "You wouldn't look very good without your skin either!" Besides, Dave rides a CBR1000, so he doesn't even know the right way for pistons to align! Actually, my ST was skinned after 4 plus years of Texas sun and rain, and literally hundreds of scratches - I decided it was time for new paint. However, the ST is my primary transportation and since the plastic parts were to be gone for about 3 weeks, I decided to wire strap, bolt, and bungee all the other pieces back on the ST and ride it without any of its plastic. The compete paint story starts on Page 5.



Honda Issues Voluntary Recall

American Honda Motor Co., Inc. has issued a voluntary recall for replacement of the bank angle sensor in 1991-1993 ST1100's. If you have not yet been contacted by American Honda, you may wish to contact your dealer about the recall, especially if you have experienced any abnormal engine shut-off while riding. Those that have already paid for the replacement of the sensor may be eligible for reimbursement, but you must submit your request prior to December 31, 1995. See your dealer for the reimbursement form.

We Have Moved!

Definitely not planned, part way through the compiling of this Spring 1995 issue, we had to move the entire **ST1100 Magazine** files, computers, etc. The magazine had outgrown my office space at the software company where I contract. Our temporary offices are in our home until we find new office space.

New FAX : (713) 463-6063 - Voice: (713) 463-3794

ST1100 Magazine

"Magazine for ST1100 Owners and Sport Touring Enthusiasts"

From The Publisher

A tremendous event in Colorado, the HSTA's 1995 STAR was the highlight of our late spring riding. If you have never ridden the roads of Colorado, it needs to become a "must do" on your riding plans. Although I got just a small taste, what I did ride was unbelievably great – and the ST, with faulty rear wheel bearings and all, performed flawlessly. Plenty of power, solid in the turns, handled as well as the first day I owned it.

Part of the thrill, was riding a BMW K1100RS on one of BMW's hour-long demo rides through some of Colorado's nicest curves. Although I still prefer the feel and torque of the ST's engine over the BMW, the K bike's transmission was silky smooth. The K bike handled superbly, but not, in my opinion, any better than the ST. Plus, the engine, which I strongly prefer to the BMW twins, still was not the engine the ST has – I guess I'm just a loyal ST'er.

One of the reasons BMW allowed the HSTA group to take these long demo rides was they were aware of the skill level of most HSTA riders. Not only are there several MSF instructors in HSTA, a very large percentage of the members have ridden for several years and have taken the MSF rider courses.

With this in mind, I was very saddened to hear the HSTA president during our banquet dinner ask us to pause for a moment of silence in remembrance of those members that lost their lives during the last year – saddened not only because of their deaths, but also because of the 4 members I'm aware of that have died since March of 1994, 3 died on their ST1100's! Sadly, the 4th, was Margaret Goodson who was killed in the Oklahoma Federal Building bombing.

With roughly 1500 members, and about 300 of them ST1100 owners, this is not the kind of percentage I like to hear about. It

made me stop and think about all the REALLY DUMB things I've done on my ST and survived!

I've taken the Experienced Ride course twice on my ST. I have practiced emergency stops in parking lots several times a year. When I'm on long trips, I wear a leather jacket, long sleeve shirts and jeans and heavy high top shoes. I also wear earplugs, sunglasses, and a full face Shoei helmet. These are the "smart" things I've done. Now for the dumb.

Since I ride daily, sometimes I just jump on the bike and go on short errands, Shorts, sandals, and a t-shirt probably aren't the best riding apparel.

When I was real young and stupid on my new ST, about 4 and half years ago, I thought that because the bike was such a great handling machine, I could easily keep up with Ventures and Goldwings on a twisty Arkansas road. What I had forgotten was these riders probably had at least 10 –15 years experience on me, not to mention some had even done some serious road racing. Needless to say, *riding beyond my skill* led me into a decreasing radius turn way too hot! With my then 7 year-old son on the back, I at least did one thing right – I kept my cool and leaned the ST over and rode the dirt shoulder out of the turn (which was next to about a 6 foot deep rocky ditch). The MSF experienced rider course is what saved me that time!

The other times, I was not so lucky (nor so cool) ! Once, I slammed on the ST's brakes in a restaurant parking lot with my wheel turned almost completely left. Down it went. Another time I came into a rest stop near Dallas after riding 250 miles non-stop at about 75 mph. I was about ready to get off the bike when suddenly I realized I was still going about 15 mph! Down we went. Then there was the time I put Armoral on the sides of my tires and torqued the ST right out from under us (TCS would've saved us here) on

a right turn. Sometimes I feel like the entire cast of *Dumb and Dumber* ! Probably the worse crash I had was when trying to follow a friend at night in Dallas on unfamiliar streets, I swerved into a left turn lane and hit a large "street turtle" and the ST went sliding down the street as I rolled several times behind it. Of course I had the correct riding apparel – my suit jacket and slacks were ruined!

Then there was the time I dumped it in the rain – well, actually, truth be known, my rain suit has hit the pavement several times! Once at a railroad crossing when I locked the front wheel on the wood between the tracks – another time while making a slow right turn though mud – and my all time favorite, just letting my foot slip off a wet foot peg while trying to get on – over we went.

Counting the drop overs in the driveway – when it was new and I didn't know how to handle the weight – plus all the times I've been down, the ST crash guards have saved my bike probably a dozen times in the last 92,000 miles!

Not once have I been down because of something the ST did – only one failure has happened every time – brain failure on my part!

This certainly isn't to imply that any of those that have lost their lives on their ST's were at fault. Any vehicular fatality on a bike or in a car has several factors that lead to the sad end results. Just for my own awareness, I like to occasionally remind myself of the dumb things I have done. And maybe by working a little harder to avoid some of these "brain failures" I will save not only my own life, but also my loved one's.

Ride Safe – Ride Fun,

Grant

Windscreen Alternatives

By W. Grant Norman, Texas

From the earliest magazine reviews of the ST1100, wind noise has always been mentioned as a concern. While sometimes I feel it has had more publicity than needed, nevertheless, I fell for the "too noisy" comments. With just a few thousand miles on my ST1100, I purchased a Rifle windscreen to replace my stock windscreen. Although the Rifle was definitely higher, I found that the wind noise from the sides of it were more distracting to me than the stock windscreen. After one 3,000 mile trip, I replaced the Rifle with the original Honda windscreen.

I did not really follow-up on any other windscreens until I saw one from Bill's Plastics in Dallas. I rode the bike and found the wind noise to be almost completely silenced. However, the windscreen seemed so big to me that I didn't really care to add it to my ST. But it was an alternative for those that were looking for "Goldwing" quiet on their ST's.

Since I do not listen to or use any radio equipment, I may not be the best

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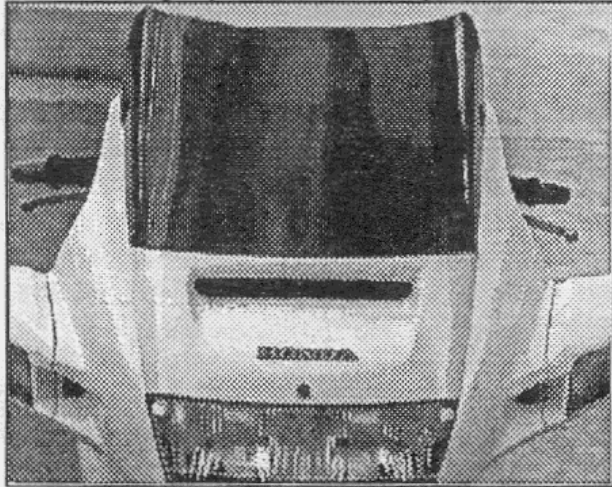
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Editorial Assistance: All those great ST owners/writers!

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person to discuss the concerns of wind noise. However, this spring I did get a real world opportunity to try two windscreens from Clearview and I must say I was very impressed.

First, I used the Clearview Sport Screen. In the hot Houston climate, the extra airflow hitting my chest was very comfortable.



The Clearview Sport Screen makes the the ST1100 airflow very similar to the CBR1000

At higher speeds, the wind protection is adequate – I rode several hundred miles in extreme Texas heat and felt very comfortable.

The very next day of riding, I switched to the greater wind protection of the larger Clearview – I was in the higher altitudes of the Rocky Mountains and the rain and hail started almost as soon as I switched screens.

From Sport Screen to Tour screen in about 5 minutes – from 100 degree hot Texas air in the chest to 35 degree Colorado sleet and slush.

Not only was the wind noise dramatically reduced, the screen took the major portion of hail smacking as I climbed through higher elevations. I kept the larger screen on until the next day when there were clear skies and sun again in the Rockies – 70 degrees and pleasant, back to the original Honda screen. More wind and noise, but again, with ear plugs I wear, I wasn't too

concerned about it. I have so many miles on the stock screen that it just seems normal to me to hear the noise.

I was just glad I had the Clearviews along with me to help with both the Texas heat and the Colorado slush.



The Clearview Touring Screen has built in molded edge wind deflectors that rid the screen of that terrible wind noise I found when using the Rifle.

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Another alternative is the Saeng edging. I do not have enough miles on my ST stock windscreen with the Saeng to comment, but there were several ST's at STAR with the edging. Just about everyone I spoke to with the Saeng edging agreed that it did improve the airflow.

I saw the Saeng on the Clearview Sport Screen, along with the Clearview touring, plus it was on various Rifle screens, and of course, the stock Honda screen.



The Saeng edging creates a greater air envelope. The brochure claims it is over 3 inches more - the difference of air right in the helmet or over it for some riders.

Companies Mentioned

Clearview	800-798-6089
Saeng	800-868-7464
Rifle	800-663-1016
Bill's Plastics	214-744-1170

Painting the ST1100

By W. Grant Norman, Texas

For the most part, the original black Honda finish on my ST1100 proved quite durable, even in the sun and rain of several years in Texas. In fact, were it not for an unfortunate breakdown of Helen's Shadow, I may have had another couple years of use out of the original paint. However, in the middle of a violent summer storm we loaded virtually all the soft luggage off her Shadow onto the ST, which after close inspection, caused several scratches to the ST's 4 year old paint.

It actually was several months after this occurrence that I found someone to paint the bike. I went back and forth several times between the idea of just painting it myself or having a professional do it. I checked around and found one place in Houston that came highly recommended from several motorcycle shops. They estimated it would be about \$500-\$600 to paint - that's with me delivering and picking up all the plastic pieces.

Another shop, the body shop of **Al Parker Buick (713) 493-4463** in Houston, is managed by a friend of mine, and although he had never painted a motorcycle before I decided to go with him because I knew he would work with me on both getting the exact color I wanted and would personally make certain it was painted correctly.

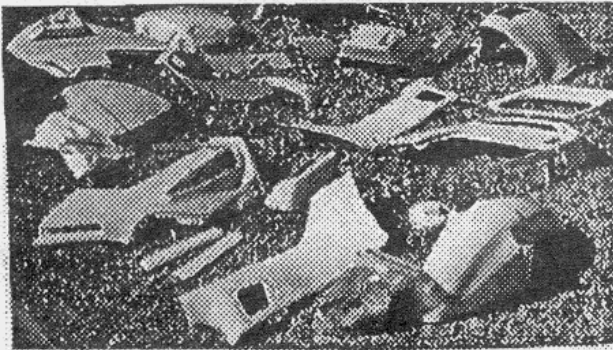
When I sat down in Jay's office, he handed me about three different books of automotive colors. He told me I could have any color on virtually any color or make of any automobile or even a variation of that color. I had already decided what color the ST would be, but found that it would take a few samples to get the exact color I wanted: yellow!

Ever since I saw the Vance & Hines Yamahas and the yellow Ducatis, I knew that was the color the ST was waiting for. Something about yellow and grey together has

always appealed to me.

I didn't realize it would be so difficult to get an exact yellow I wanted, but if you start looking at yellow automobile colors, just about every one of them has a hint of orange or green, or some other color mixed in. Just plain yellow was not so easy as one would think.

Finally, after about a week of looking at different samples, Jay came up with a yellow that was just right. It started as the yellow for the Dodge Viper and was then



Plastic plastic everywhere - after the painter is through the real job begins, reassembling

lightened a couple shades. Perfect!

Removing all the pieces of plastic from the ST is a simple task – but, I did have the foresight to do something I strongly recommend. I had purchased a box of small freezer bags and labeled each bag with all the screws, nuts, etc. for each piece as I removed it. The bags were marked with – Front right mirror, front garnish area, etc. When it came time to re-assemble, this made what could have been a nightmare relatively easy.

At the body shop, each piece was individually wet sanded by hand. One place, where the underside of the lower fairing had been scraped on my Dallas "brain dead" ride, was sanded smooth again so that the final finish would look like it was designed that way.

Four coats of yellow followed by 2 clear coats and the finish was hard and shiny. The paint used was Sherwin Williams Ultra 7000 – a urethane paint. Since none of the

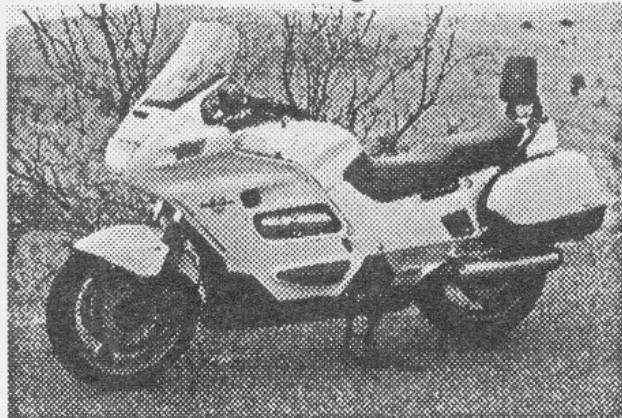
plastic on the ST1100 that is painted needs to bend, there was no need to add a flex to the paint – something that is done in paint on plastic parts that need to bend.

Some minor changes I made was using Pan European stickers instead of ST1100 emblems. Also, all non-black ST1100's have a black garnish piece above the headlight – I've always thought that piece should match the body color, so mine is yellow and I think it looks great. Lastly, I used Honda emblems for the early red (burgundy) ST1100's and I was unaware that there was a translucent red on these stickers – they shift to an almost orange on my yellow, but I've grown used to them now.

Also, since I always ride with the bags on, I decided not to fool with re-installing the spring-loaded, bag-rail covers. I have considered just using a velcro and possibly carrying them, that is if I ever decided to ride sans bags.

How's the paint held up? The yellow has done very well – it cleans up real nice and I am very pleased with the way it looks with the grey ST1100 plastic. At re-assembly, I had replaced all front upper grey plastic around the dash and side pockets so the grey would have a new deep matching color. I also replaced the hand grips on both luggage bags – the others had been ruined.

On the grey plastic, I use STP's Son-of-a-Gun protectant, and for waxing, of course I use Lemon Pledge!



LETTERS

The Spring Issue— Where is it?

If you've mailed it already; then Uncle Sam's Post Office has let us down (except if you just recently mailed it) and I respectfully request you mail me another copy post haste and, ignore the remainder of this letter!

If you haven't mailed it yet, then shame, shame!! I respectfully request that you mail it post haste!! Perhaps it would be best not to continue publishing a publishing schedule (see attached).

Actually, ... it would be better to adhere to some kind of a "deadline" and that way people like me that "live" from issue to issue would not have to continually, day-in-and-day-out walk to the mailbox looking for the best little Newsletter Magazine in the country! (Notice how I complain and then immediately follow-up with a compliment!)

I publish a Newsletter and I can relate somewhat to the trials and tribulations of getting one of those monsters out I can't however, relate completely as my Newsletter is 10 pages long and I control approx. 90% of the content.

Grant, your ST1100 publication is great and first class ... I just request a more reliable delivery schedule. HOWEVER ... if I had my choice of:

A – Receiving a sloppy, ill-prepared, and boring Newsletter on time

B – Not receiving a Newsletter at all

C – Receiving a well done and informative Newsletter/Magazine at random dates

I would select "C" every time. My main

purpose of this note was just to verify you haven't already mailed the "SPRING" issue and I did not receive same. I figured as long as I had some room left on the page, I might as well take a "HIT" at the delivery schedule! All else is just great – keep it up. Sincerely, (and I mean that!)

Sam Phillips, North Carolina

Dear Sam and all that have waited :

Thanks for the kind words and I apologize for the lateness of this issue. However, I am in the unfortunate predicament of having to work for a living and all that damn work time gets in the way of many things I enjoy. If I win the Texas lotto, I will guarantee a 100% regular delivery schedule – until then, I can only stick to the 4 issues per year commitment – and unfortunately for this year, 3 of the 4 will be in the last 4 months of the year!

When this all started, I had used the seasons as a way of designating issues – for 1996 I will change to Issues 1,2,3 and 4. Then at least there is not confusion over when an issue will be out.

When the Winter 95 issue mailed, I had every intention of a June 21 deadline. I also had no intention of going to HSTA's Star or moving the magazine out of my office. I didn't know it would take 4 weeks to get the computers and home phone lines straightened out! The software company I contract for released two new products (of which I authored 100%) this year, plus my own software (which is 1 year behind now) that I've been supporting. Associate Editor Paul Cain has been in the midst of retiring from the University of Texas and moving to Indiana.

Lastly, yes, I could have thrown something together quickly and sent it out under the guise of a Spring issue, but when ever there is a choice of being on time with crap, or late with what I feel is good, I will always choose late!

Grant

Smooth Shifting

Several months back I sent for a free trial newsletter which I received. At the same time I asked if other riders had shifting problems with their ST's. You kindly responded that a shift lever adjustment might be needed or that, perhaps, some body work might be obstructing the shift lever throw, due to an accident. Neither seems to be the case with my ST. But the dealer was able to offer a suggestion after contacting the area service representative.

The service rep suggested that I use the Honda HP4 as a solution. Since I was using Mobil 1, I did not think this would help at all. The dealer, Lake City Honda in Warsaw, offered to provide the oil free of charge if it did not work. I replaced the Mobil 1, which only had about 500 miles on it but was preceded with Castrol Syntec for about 3,000 miles. Much to my amazement, the shifting improved right away. After about 500 miles with the HP4, the problem only occurs about 10% of the time.

For reference, my ST is a 1994 with the ABS and has about 8,500 miles on the odometer. I used the regular Honda oil the first 1,000 miles before switching to HP4. After reading the article in Motorcycle Consumer News on oils, I switched to the automotive synthetics thinking they were better. They may be for the engine, but my transmission says otherwise.

Noting the problems some are having with front end wobble, I will say I have not experienced the problem. As you would expect I still have the original Bridgestones on the bike. Next year I do expect to replace them and I was interested in reading your recent experience with the AV27's. Right now I am hesitant to use a radial on a bike that was not designed for radials. I will be reading your newsletter closely to follow the experience of your readers. To that end,

Thanks for the immediate response on my first inquiry.

John R. Kibiger, Indiana

Heli Cosmetics & Oil Pressure Gauge

I installed a set of Heli-bars on my ST this spring and just had to do something to hide the mess left behind by losing the vanity cover. So, I took the stock cover and glued it together with epoxy from the inside, removed the center mounting bracket, attached a couple of high strength tie-wraps as bindery inside, chopped off the towers, covered all holes with stainless tape, glued 1/4" foam to the whole thing and then stretch-wrapped the cover with black leather.

I then wet it down and set it in the sun the leather shrank to a nice fit. Installed with one screw, the stock mount on the front of the tree, pressed into place, and the key-switch rubber added a finishing touch. If I do say so myself, it looks pretty darn good.

I also removed the headlight adjusting knob and mounted it under the fairing where it's accessible but not noticeable. I bored out the hole it had been mounted in and a 1 1/2" mechanical oil pressure gauge looks as though it grew there. I'm one of those guys who just needs to know, and I don't trust idiot lights. Hot grips, and a Corbin Rumble seat and I'm as happy as a pig in sh__.

Thanks for a great newsletter/magazine!

Bill McKenna - Maine

Careful with the pig comments - a member of our family, Maddy, is a 100 pound pot belly pig. He has final editorial approval on magazine items - if I leave one on the floor he doesn't like, he eats it - especially if it smells good!

(Letters Continued on Page 17)

Wheel Bearings, Etc.

By W. Grant Norman, Texas

The ST1100 is a *heavy* bike. And I do mean heavy. Add the aggressive riding style of many owners and you create major strain on 4 little components, two sets of wheel bearings. A total of just 5 rows of tiny ball bearings, two in the front, three in the back, supports what is frequently more than a 1/2 ton – fully loaded with rider, passenger and cargo. These bearings spin as the bike blasts down the interstate or slams full tilt through mountain two-laners.

As a daily rider in one the USA's most humid areas, I have subjected the ST's bearings to probably more pain and strain than many riders. In Houston, we have just a few weeks each year in the fall and winter when the humidity approaches "dry." The rest of the year it is either hot and humid or cold and wet.

Since there is so much stress on the bearings and the climate here continually weakens them, one service manager at a Houston Honda dealer recommends new wheel bearings every other tire change on both ST's and Goldwings.

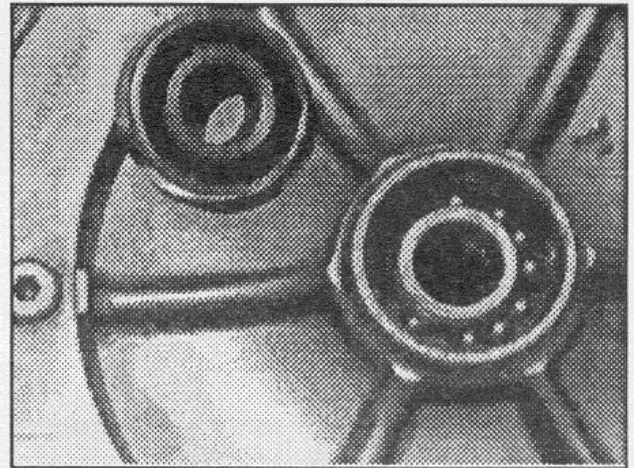
The ST1100's wheels are designed to use closed bearings the type with built-in plastic dust covers. On the wheels, the three exposed bearing areas have rubber, spring-loaded outer seals over them, a setup on my bike which has proven to be far from water tight. Each of these bearings is a single row bearing while the bearings inside the wheel on the drive side are a double row. They are protected from the elements by the drive cover, along with the drive spline and flange.

Were it not for the closed plastic covers, the bearings would be easy to re-pack with grease – however, the only alternative is to pack grease around the bearings when installing and at each tire

change.

Of course to even do this, you must remove the outer seals (and replace with new seals) each time. So if you're going to that much trouble, you might as well go one more step and remove and replace the bearings.

I have had a couple of bearing failures. While the seals seem to do an adequate job of keeping dirt and water out of the bearings, I've had a repeated problem of both the rear and front bearings rusting from the inside out.



Failed rear bearing, without dust cover, has several balls missing - new single row bearing in upper left

Apparently, water (or the high humidity or steel sweating) has somehow made it to the inside of both my front and rear aluminum wheels. After about 10-15k miles, the inner side of the bearings rust.

Twice on the rear bearings (the single row set) this has caused balls to actually fall out of the bearing race making an extremely unpleasant grinding sound from the rear end. In order to correct this, I checked on the possibility of replacing my steel bearings with a stainless bearing. However, when I compared the price at Houston Bearing Supply, I decided I would just be more faithful in my bearing replacements. The standard steel front bearing for the ST at Houston Bearing is about \$12 – the stainless steel

bearing was \$80 – I like easy decisions like that.

You will notice I mentioned Houston Bearing. Most major cities will have an industrial bearing distributor or manufacturer. The ST1100 wheel bearings are common industrial sizes and can be purchased directly from the bearing distributors for about 20%–30% less than Honda charges. You can even purchase the seals from them, but I've always just purchased the Honda seals since they are only a few dollars.

Following the instructions in the Honda ST1100 service manual, page 13–4 & 13–5, the front wheel is quite easy to remove. The dust seals are next removed from each side, then the speedometer gear retainer from the left. I put the wheel on two 6" X 6" blocks.

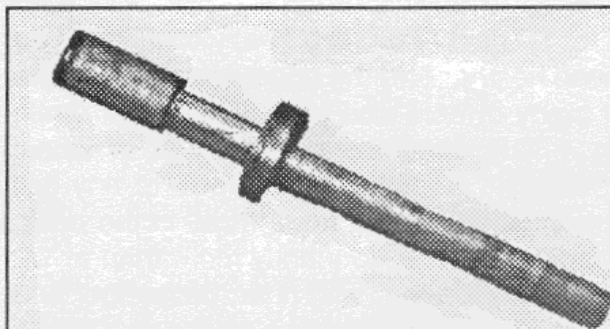
The distance collar between the two bearings needs to be worked a little off center with a long steel bar or large screw driver blade. The first bearing is pounded out by catching the inner race with the bar and pounding from the opposite side. Generally, it does not require a whole lot of pounding to work it out, however, I once watched a mechanic at a Houston Honda dealer spend 30–45 minutes working on getting one of my rusted front bearings out.

Once the first bearing is out, the second one is real easy since the distance collar is now also out. I flipped the wheel over and used the end of a 1.5 pipe I have on a pipe clamp and it popped right out.

The important prevention concern on the removal (and the insertions of the bearings) is to be careful not to damage the wheel itself, since it is relatively soft aluminum, it can gouge or scar easily.

For the insertion of the new bearings, I first packed plenty of grease on the inside of the hub opening and the backside of the bearing (hoping to slow the rusting process a little). As a method of lining up the bearing and having it insert correctly, I used the old bearing on the axle, with a block of wood on

top of the axle so as not to damage it. The bearings pounded straight in with no difficulty at all.



For a make-shift bearing insertion tool, I used the ST's front axle and the old bearing to tap in the new bearings.

After the bearings were in, I packed grease on top of each one and installed the new dust seals. Parts used were:

	Front Wheel	Cost
2	6004LL Bearings (price each)	\$12.14
1	Dust Seal Left Side	\$4.79
	Honda 91257-KA3-711	
1	Dust Seal Right Side	\$5.85
	Honda 91258-ML7-003	

	Rear Wheel	Cost
1	6204LL Bearing	\$ 5.82
1	5204KZZE (Double Row)	\$33.11
1	Dust Seal Left Side	\$6.78
	Honda 91253-443-762	
1	O-Ring Right Side	\$1.77
	Honda 91302-MA6-003	

On the rear wheel, the bearing change procedure is much the same, except on the drive side there is no outer seal, but instead, an O-Ring that fits on the drive flange around the base of the ring gear. The opposite side bearing has a spring loaded seal much like the front two.

In order to remove the drive side bearing, which is the double row bearing on the right side of the wheel (although the service manual refers to it as the left wheel bearing) you must first remove the drive flange. I had decided that I would also replace the rear wheel damper rubbers at the same time - which upon examining the old ones, I was glad I did.

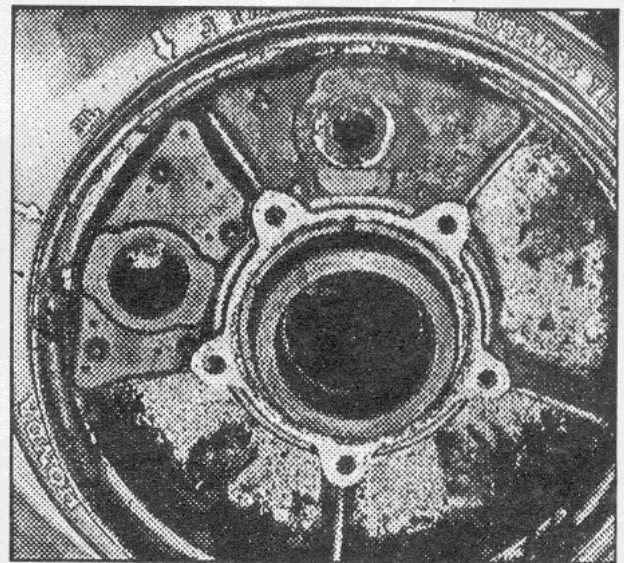
The dampers, Honda Part # 41241-MT3-003 cost about \$60 - \$70 for a set of five. Although it is not mentioned in the maintenance schedule, I found my dampers were pretty much "shot" since their last replacement, 34,000 miles ago. I would recommend a standard replacement of about 30,000 miles as a standard service practice during a wheel bearing change.

As can be seen in the picture, there was a lot of dry rubber residue left in the wheel when I removed the dampers, however, worse than that, they just about crumbled in half when I removed the inner steel inserts in each damper for placement in the new ones. Also, there was quite a bit of "play" in the dampers sitting in the wheel, causing some of my rear-end shaft play. I've noticed a much improved rear end response and much less shaft slack "clunking" in first gear since I replaced the dampers.

They are an easy item to change - just insert the metal inserts from each old damper into the new dampers and drop them in the wheel wells. I found they needed to be pressed down firmly for the damper holder plate to lock on properly. The holder then lines up with the arrows on the wheel and is held in place by 5 hex bolts.

Incidentally, the dealer that had

replaced my rear end at about 56,000 miles did not put the thrust washer on that is called for. Therefore, there was some wear on the top of the hex screws from the underside of the drive flange rubbing on them. I installed the Honda thrust washer as shown in the service manual.



One of those items that is may not be on your regular maintenance schedule - for my riding style and climate, I need to change the dampers at about 30,000 mile intervals - you might check yours at the next tire change - look for cracking and crumbling conditions or looseness in the wheel.

The last item I changed while doing the rear end service was my rear (ouch!) brake disk. Mine had worn down to about 5.5 mm thick. Earlier in the month, I had replaced both front rotors on the Mercury wagon for about \$60 for the pair - the Honda 1 rear disk was \$327!

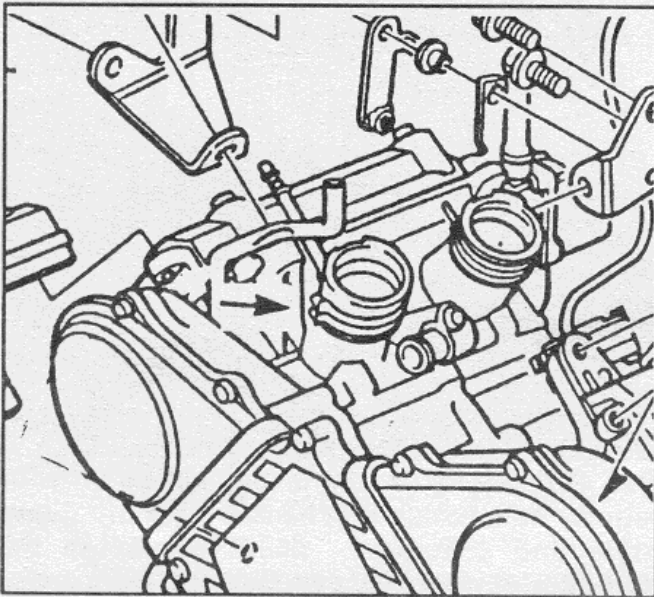
I used removable Loctite on the disk retainer bolts, and although it said to replace the bolts with new in the service manual, after the disk, I felt I had purchased enough.

Both the front and the rear of the bike once again feel very solid. I had not noticed how much play there was until I rode it after the repairs.

Carburetor Sync Tips

By Paul Dunning, Mission Honda-Yamaha, Daly City, California

Concerning carburetor sync hassles, I talked to Ned Hammel who is the Service Manager (and Partner) here at Mission Honda-Yamaha and we got into an interesting angle concerning the carb sync hassle. From



Any intermittent air being sucked in through a rubber carburetor manifold can cause erratic readings - check all four for tightness when tuning. From page 7-2 of the 1991 Honda ST1100 service manual - Copyright by American Honda Motor Co., Inc. and reprinted with permission.

my copious notes, I'll try to make clear what he explained to me:

On some '92 and many '93 models we have seen the carburetor insulator clamp on the #1 carburetor (right front) come from the factory without being tightened. This is basically the radiator hose clamp type device that holds the carburetor onto the rubber manifold that goes to the head. The screw that tightens this clamp is small and in a very concealed spot. It has been painted white by

the factory (the only one of them to be so painted) and is a real pain in the neck to get to.

We have seen erratic readings on the #1 carb do to the vacuum leak, and have even had that carb come adrift on two bikes due to its being loose. The easiest approach to the screw is to remove the top right engine mount and then go in under the right upper frame rail, guided by a flashlight. You will have to negotiate under the heavy rubber mat that separates the carbs and engine block. A long Phillips screwdriver is the perfect tool and patience is a must.

So, if you're being frustrated by strange readings on the #1 carb when you are doing a sync, this may be the solution - tough as it is to get to.

I am including a diagram out of the shop manual and highlighting the culprit with an arrow.

Quick Tip

While carburetor synching, Paul, at Cycle Sports here in Houston, sprays WD-40 around the base of the rubber manifold while the engine is running - if the engine changes pitch, then there is a leak as it sucks in the WD-40 and burns it. A good way to track down those air leaks.

Submissions: Submit material in type-written format or IBM compatible 3.5" disks in any WP format to:

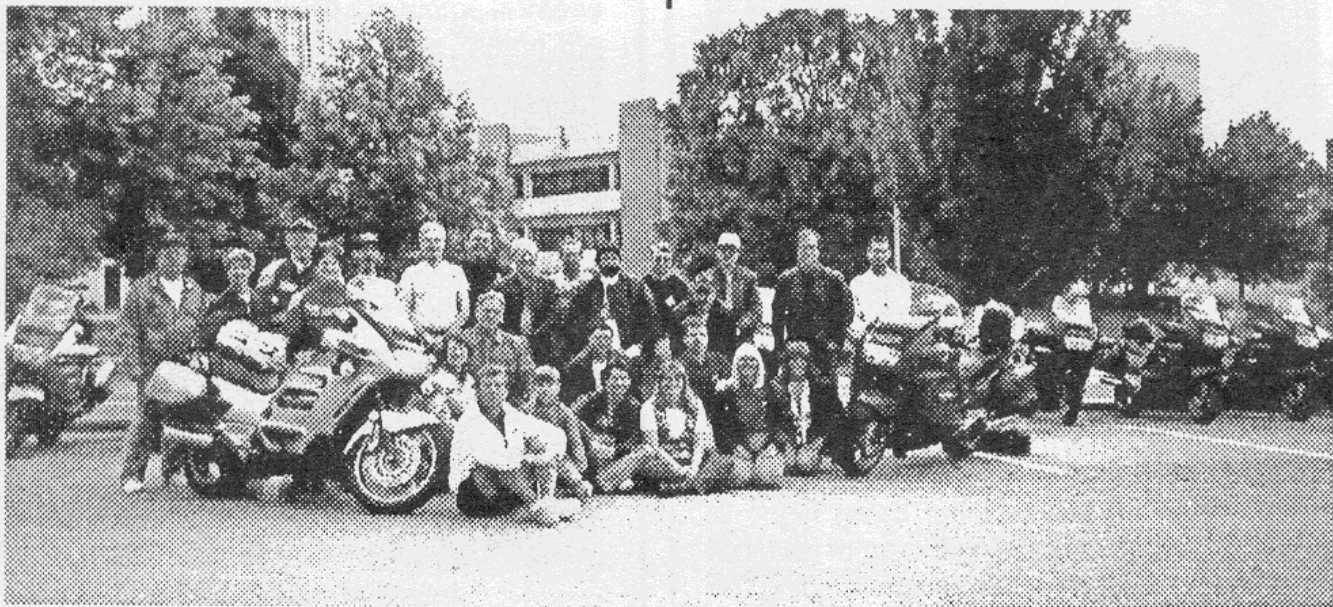
WG Norman /ST1100 Magazine
PO Box 840566
Houston, TX 77284-0566
Voice: (713)463-3794
Fax: (713) 463-6063
Compuserve 72163,2245

ST1100 Gatherings Two STOC Meetings

Honda Hoot '95

By Darryl H. Evans, North Carolina

After the photo session about 10 of us got together for a ride on the Blue Ridge Parkway. We stopped after a while and some had to get back for bike work and events. A couple of us went on to Mt Mitchell which at 6684' is the highest peak east of the Mississippi.



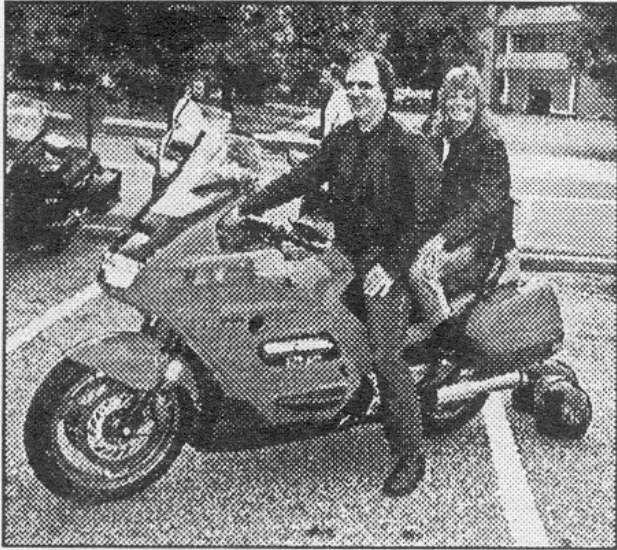
It was another great year with lot more to do and plenty of places to ride. We organized another ST1100 gathering on Saturday morning before the Ride for Kids.

At 8 am St's started pulling in and within a few minutes I gathered everyone together to share questions, responses, and other information about the ST1100.

After briefly talking with each other we got together for a group photo. A bunch more ST'ers showed up this year. We had representation from the following states: New York, Ohio, Tennessee, Maryland, South Carolina, Michigan, Missouri, New Jersey, North Carolina, Florida, and Illinois.

Pictured are Marte Cellura, Jim & Janice Jorgenson, George & Gail Sype, Bill Stokey, Tim Stokey, Jim & Claudi Warwick, Bill Rosenblum, Claude Hill, Ralph Bailey, Neil & Lori Rollins, Bruce Powers, Stephen Alberding, Tom Schroth, Darryl Evans, Barry Betts, Bill & Sylvia Solari, Jim Algen, Stuart & Mary Layman, Rob Zachary and a couple of others who didn't put there name on the list I was passing around.

In all it was a great time and we wished more people could have met with us for the gathering and ride. One last note, George & Gail Sype were on the 95 ST pictured, this was their Honeymoon, complete with a "Just Married" sign on the bike. I hope to see everyone again next year.



Honeymooners George and Gail Sype rode to the Honda Hoot on their 1992 ST1100 - what a great way to start a marriage!

HSTA's STAR 1995

By W. Grant Norman, Texas

Four perfect weather days, highs in the upper 70's, not one single drop of rain, not one single HSTA member accident, riding the beautiful Rocky Mountains - STAR 95 was a complete success! Plus, fortunate fellow Texans Tom and Lynn Trieschmann won a 1995 ST1100 at the banquet dinner drawing!

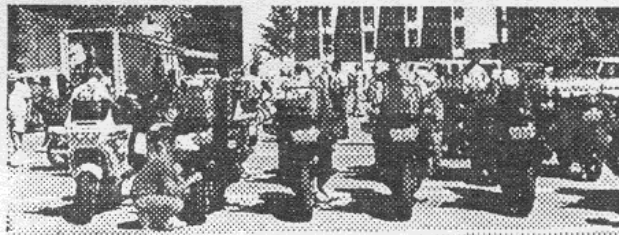
Both Honda and BMW were in attendance with their demo vans, providing plenty of new motorcycles for demo rides. Plus plenty of food, fun, and several rides made for a great STAR.

Helen and I hosted a STOC meeting Tuesday evening. We introduced several vendors of after-market products for the ST and even had a sales and service representative from American Honda to field questions.

Ironically, much of the discussion was about the faulty tilt sensor many ST owners had encountered on their bikes which Honda issued a recall on within weeks of our

meeting. Some other topics that came up at the meeting were the discussions on different tires, wheel bearings, accessory racks and other items. Ron Major, Iron Butt participant and former winner, was present and brought up some concern about the ST1100's alternator not quite putting out the expected current. This could be a concern to any owner that wants to add several electrical items to the bike.

The ST1100's were the most represented single model at this year's STAR - there was no exact count, but one day, my 12-year-old son counted in excess of 65 in the garage - and many were out riding - so I would guess at least 75-90 were present. At the bike judging there were at least 30 ST's present, including a nicely pin-striped and decorated new 1995 red that one first prize.



At the HSTA bike judging, the ST1100's were lined up 4 deep! Several beautiful bikes from each model year were represented.

Next year's STAR 1996 will be at West Virginia's White Sulphur Springs. Yours truly, lived in West Virginia for 8 years and if you have never ridden West Virginia, you definitely don't want to miss this event.

If you haven't joined HSTA as of yet, use the membership form that is enclosed with each *ST1100 Magazine*. You will not regret it!

THE MORE YOU KNOW THE BETTER IT GETS

FOR RIDER COURSE INFORMATION CALL:

800-447-4700



MOTORCYCLE SAFETY FOUNDATION

Balance Your Own Tires

By Bob Ratcliffe, New Jersey

Some of us that buy tires through mail order face a double problem when the tire arrives, how does it get on and how does it get balanced?

Getting the tire on is an "x" rated article of it's own due to all the words phrases and expressions you get to use during the process that you may not want your grandma to hear you say. The other problem, balancing, is a more refined and gentlemanly task that most riders trust to an electronic balancing machine down at the dealer.

Not that I don't believe in electronics, it's made me a decent living for more years than I'd like to admit, but like most things electronics does have it's place.

Even if the old machine is dead on accurate, the operator that puts on the balancing weights may not be, or he may have run out of the exact weight and put on "close enough," or the proper weight may fall between standard pieces supplied.

We're all looking for that final ounce of perfection or we wouldn't be reading this newsletter right now, would we?

So the question remains, how can we balance our tires in the comfort of our own living room and still expect better than the results we get in the dingy cycle shop when we don't have the super spinner balancing machine at our disposal?

Well sports fans, we can. By reading this blurb and with a little patience thrown in, that new tire can come up perfect.

Wheel weights come in two types, stick on strips (with double sided tape) or squeeze on shots. I use the stick-ons, they don't fly off and can be purchased at most auto stores.

Get two saw horses or their equivalent, that will produce a stand that can

solidly support a wheel with tire and axle. Using a carpenter's level make sure the top surfaces of the horses (or equivalent) are level and true in all directions and mount the wheel between the support so that the axle hangs over the outside edges of the support and the wheel is free to turn. You can drive four nails into the wood, two on each side of the axle, to prevent it from rolling forward and back.

Now grip the end of the axle (not the threaded end) with a pair of channel lock pliers or the like and just twist the axle back and forth by turning your wrist in a rapid motion.

This action will cause the wheel to turn so that the heaviest spot gravitates to the bottom and pretty much stays there. Weights should be placed directly opposite the bottom most position of the wheel (the top).

By doing this, you don't have to keep spinning the wheel and wait to see what happens. The rapid motion of the wrist turning the axle overcomes the slight amount of friction in the wheel bearings that would definitely force the wheel to a false stop at the wrong location.

Trial and error will determine the proper weight that ultimately prevents the wheel from turning in any direction while twisting the axle. Move the wheel to many points while twisting and set the weights so it doesn't rotate from any position you start from. Your patience will determine what degree of perfection you want to achieve.

If you use the stick on weights you should use equal amounts on each side of the rim and be sure all oil and grease is cleared before final application.

Once again, although not a mechanic, I feel this method, if done with care and persistence, will rival any spin balance done in the production atmosphere found in most shops and beat the pants off the older bubble balance method. It once stood up to a top speed down hill run - but I'll never admit it.

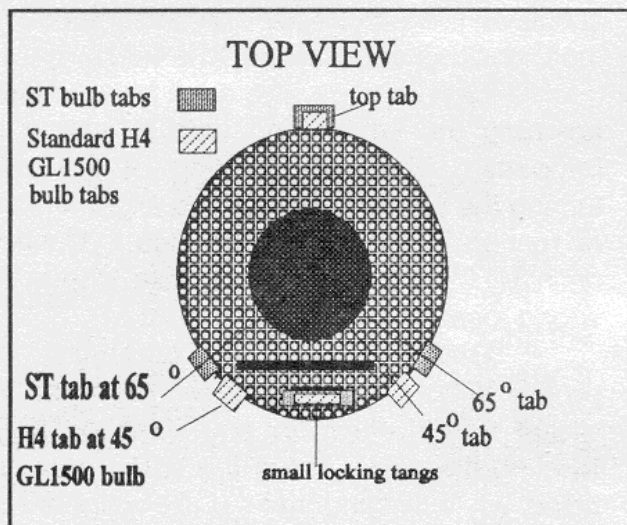
Replacing the ST1100 Head Light Bulb

Why a Standard H4 Bulb Will Not Fit

By John L. Wilson, Oklahoma

The stock ST1100 Halogen headlight bulb is 12v., 45/45 W and has three tabs that fit into the retaining ring of the headlight housing. The Top View illustration shows the two ST1100 tabs which are at 65 degree angles.

A standard generic (GE#9003) H4 bulb found at an auto parts store has two tabs at approximately 45 degrees as shown by the striped tabs.



The tab at the top for the ST1100 is slightly larger than the H4 bulb top tab and the locking tangs located at the bottom of the bulb are slightly different sizes with the ST1100 locking tangs being slightly wider. These differences, particularly the tabs at 65° versus 45° make it impossible to use a standard H4 bulb as a replacement in the ST1100 without either modifying the bulb or modifying the retaining ring housing.

Of particular note is what most Honda dealers show as the replacement for the

ST1100 bulb.

I have found that almost all Honda dealers will show part # 34901-MN5-003 on their microfiche or computer parts display. Bulb # MN5-003 is not the correct bulb for the ST1100 because it has a standard H4 base. It will not fit into the ST1100 headlight housing because of the 45° tabs and locking tangs as described above. Bulb # MN5-003 is the replacement bulb for the GL1500 and has tabs at 45° the same as a generic #9003 H4 bulb. That is why Goldwingers (GL1500) can go to an auto parts store and get a generic replacement bulb for \$9.00 versus the \$28.00 for the Honda bulb even if the generic bulb is not the recommended wattage of 45/45. Most auto parts store bulbs are 65/55 W and from the number of such bulbs being used in Goldwingers, the slightly higher wattage is not a problem. I understand the same to be true with using the H4 65/55 W bulb after modification for use in the ST headlight.

The correct Honda replacement bulb for the ST1100 is Honda part Nr. 34901-MS2-671 which sells for about \$28.00 and is the same bulb as used in the 1990-1995 VFR750 and CRB1000. As of this time, I doubt very many Honda dealers are aware of the incorrect part number for the ST1100 replacement headlight bulb. Honda America has confirmed to Honda of Tulsa that the parts microfiche is wrong if it lists the MN5-003 as the replacement bulb for the ST1100. Apparently Honda of America has not deemed it important enough to make the correction. Probably because there is so little demand for the replacement bulbs because of price.

For those who do not care to make a bulb or housing modification, there is a generic replacement 12 volt 45/45 W bulb available for about \$17 which can be ordered from most motorcycle dealers or some of the mail order houses. It has a H4P43T base and 65° tabs, goes under the name of Life Lamp Bulbs distributed by Life Elex Inc. and is identified by manufacture # 4765. This is the

best solution if you want to use a 45/45 W bulb that does not cost \$28.00. Otherwise, you have to either modify the standard H4 bulb or the ST1100 headlight housing to accept a standard H4 bulb.

For those ST1100 riders that want to know more about the standard H4 bulb modification or the ring housing modifications, The ST1100 Newsletter, Spring and Summer 1993 issues, have applicable articles.

John L. Wilson

AOL: jwst1100@aol.com

FAX: 918-749-9908

TEL: 918-749-9299

Quick Tip

From Charles Mourer in Washington: I use Federal Express for shipping my ST1100 to Europe – they ship it uncrated. Also, I have found Mike Mandrell (516) 822-1237, is about the only source for insurance

Readers Ask

Do you have any information about windscreens for the ST made by Gustafsson in St. Augustine Florida? I've seen no comments on their performance?

Joe Redmond, North Carolina

Have you heard from anyone about speedometer accuracy? I'm wondering if mine is optimistic (or if they all are). At 4,000 RPM in 4th gear, my speedo reads 65 mph. At 4,000 RPM in 5th gear, it reads 80 mph.

I've noticed the left saddlebag rail cover (which flips down) tends to bow outward on most ST1100's. Mine is beginning to do so. Do you suppose Honda will replace this under warranty? Has anyone come up with a fix?

Has anyone noticed that when their low beam headlight is properly adjusted, the high beam is too high?

Bob Hodges, Michigan

Letters

(continued from page 8)

ST1200 & Fuel Injection?

I purchased 1993 non ABS new in June '93 \$8,200.00 – Put 13K on OEM tires the front still looks pretty good. I plan on Avon AV27/ST23 soon Very minor wobble on deceleration 50-40. Big Deal! I've owned 18 bikes in the last 8 years and they all wobble on deceleration 50-40, when you let go of the bars, Duh! I added 36 liter Givi trunk, a duffle behind me and a tank bag and I can haul more stuff than a Gold Wing. Gas up, go 150 mi at 55+++ stop, pee, and go another 150.

This bike eats the boring states and loves the mountains (need fuel injection) and twisted stuff. I'd like my next bike to be an ST1200 EFI – Non ABS 96 model? Come on Honda, we all know you've already tried one!

A little more saddle bag, real cruise control, and optional factory higher bar, oh yeah, how about standard H-4 headlight bulbs and real horns? Have you ever heard of anyone who likes the OEM horns on any bike? If you build it, I will come

Jim Donohue, Illinois

The BMW OEM horns are LOUD! You might want to adapt one to your ST. If you do, tell us about it! As for an ST1200, since the ST1100 is so trouble free already, why mess with it? Sometimes the best engineering decisions are to leave most things alone! Like the Kawasaki ZX11, Honda Goldwing, and Big Mac, to name a few.

Heli-Bars Clearview & Michelins

I've really enjoyed receiving the newsletter for the past year or so. With your guidance I have: bought the Heli bars (a wonderful addition), learned how to reduce front end wobble, and became familiar with my bike as never before. Today I joined the HSTA.

One question, in the summer I like to remove the backrest and saddlebags and windscreen to create more of a CBR1000 effect. Do you know of anyone who makes or could make an inexpensive sport windscreen for the ST1100? It would make an excellent change of pace accessory.

My next purchases will be Two brothers exhausts & Clearview shield. Wish I could take the ST along (easily) on the Best of the Alps Edelweiss tour this June. I guess my wife & I will just have to make do on a R1100R for the 16 day trek.

By the way, I've been running Michelin M89X 160/70ZR17 & A89X 110/80ZR18 since 7/94 with no head wobble at all. I run 36-38 up front and 42 rear pressure. I really love this bike, if only the wind turbulence for rider & passenger was lessened. But after 3 BMW's and a Harley Topper (a loong time ago) I'm quite content. Thanks for all you do.

Jim Cathcart, California

Jim - See the article in this issue on the Sport Windscreen from Clearview - I'm sure it's just what you're looking for, a great sport windscreen at a reasonable price. I put on several hundred miles and found it comfortable at all speeds. And, it made the ST feel very much like a CBR1000, wind-wise, that is!

Newsletter Comments

Enclosed please find my check in the amount of \$24 00 for my 1995 subscription to the ST1100 Newsletter. I just wanted to let you know how much I appreciate and have enjoyed your efforts in the production and circulation of this publication. I have read, with interest, every issue cover to cover and have incorporated several of the suggestions and upgrades mentioned on my own ST1100. It is reassuring to discover that others have chosen this entertaining, reliable motorcycle and have derived as much enjoyment from it as I have. Keep up the good work.

Sincerely,

Robert H. Holt, Utah

Thanks, Robert.

More Comments

(From the Internet)

Hello ! My name is Larry Moore and I own a 1992 ST 1100! (best bike on the planet by the way) I'm writing this letter from my friend's computer (he owns a 1992 GSXR 1100). I recently received your ST 1100 magazine. Thanks for sending it along.

I have some comments about some of the articles.

1. The first petcock article was a waste of time, too long with no information.
2. The pictures of the petcock show it assembled backwards.
3. There is no glue in the petcock, if there was its been tampered with.
4. I was having two basic problems with my ST. One was the bank angle sensor was shutting down the engine during quick, high speed maneuvers. The other problem was an occasional rough running, rough idling engine.

I by-passed the bank angle sensor and solved the first problem. After reading your magazine I by-passed the petcock, the bike started better, ran smoother and showed no more problems.

One possible solution is to install a restrictor orifice to smooth out and strengthen the vacuum signal.

5. Tire whine: I had the same problem with my rear tire. I had a tire replaced by Michelin (89 series). My tire whine went away after I replaced my front tire, but only for a while.

6. Drive splines: An occasional lubrication of the drive splines is a good thing, but removing the rear housing is pointless, and not advisable! The ST 1100 uses BMW's secret to success; overbuilt and underpowered. The drive system is similar to the V65 Magna (a horsepower monster), and at 89 BHP there is no way any of the splines could be "twisted". The internal splines of the shaft proper are bullet proof, and have enough grease on them to last forever. Do check the rubber boot at the front of the shaft, and if it's intact don't bother to remove the rear housing.

7. TBR slippers : They will take re-jetting and on the ST that would be a pain in the ass, if you want loud, get a sport bike.

8. Handlebar kits: They look like hell people! If you want the ape hanger look with CB's, tail boxes, deer whistles, etc., get a Goldwing.

9. Knee pads: They look stupid, and are open to ridicule from other bikers. Solution: get a Corbin seat.

About my self: I'm 43, male, single. I started riding in 1970. I've ridden mostly roadsters and then sport bikes. I bought my ST in Aug. 1994. The ST was used (8200 miles, \$6100). 9 months later I have 20,000 miles on the bike . This is the best bike ever ! Its a lot more fun than a Goldwing, and not over priced like a BMW, I can hang with 90% of the sportbikes in the curves ,and 10% of the same bikes in the straits.

Larry Moore, Florida

But Larry, why don't you tell us how you really feel!

Whining in the Rear

Dear Mr. Norman and ST1100 brothers/sisters,

Like others, I have experienced a "rear end whine" when cornering at medium to high speed. I agree with Bob Crew that the whine is due to abnormal tire wear. When I first experienced the whine, I was quite concerned that my shaft drive was on the road to ruin. However, with the expert analysis and assistance of my local mechanic, we determined that the whine was due to unusual wear on the side tread blocks. My ST originally came equipped with Bridgestone Exedra tires which did not display this problem to any great degree, but neither did I abuse these rear tires by applying tremendous amounts of torque through them.

I subsequently installed a set of Pirelli Match tires and took the bike to the Smokie Mountains. It was after aggressive riding through the tight twisties and steep uphill grades that the tire wear problem began. After the Pirelli's I installed two sets of Michelin radials (A89X/M89X -which provide excellent comfort, wet and dry traction and 9,000 miles of tread life). Both sets of Michelins have been through T.W.O. and Deals Gap and have developed the same unusual tire wear.

It is my speculation that the enormous amount of torque put through the rear end of the ST combined with severe cornering and uphill acceleration has distorted the leading edges of the side tread blocks by causing a raised front edge of the tread block (a scallop effect). This would be similar to pushing your cuticle back with your thumb nail thereby creating a ridge of distorted cuticle. When these compressed ridges hit the highway they emit the distressing whine.

In addition, I weigh 200 lbs and I suspect the combination of my weight, the bikes weight and hard acceleration is a bit much for these semi-soft tread compounds. The problem might be eliminated by using a softer compound which would tear away rather than distort, but with significantly reduced tread life; or a harder tread compound could be installed but with significant reduction in critical traction. Either way its a compromise. As for me, I'm learning to keep my shaft drive splines well lubricated and stop worrying that my rear end is about to explode. I'll also stick with the Michelin's - they're great!

I hope this is helpful. I am a new subscriber and enjoy the magazine.

Michael C. Richards, Florida

Loose Bolts

I want to advise fellow ST owners to a possible problem I've just encountered:

I recently pulled my ST's gas tank facade to do a general check, & found a surprise when looking at the air filter cover. There are 8 screws securing the filter cover. Of the 8 screws, 5 were totally gone!. Apparently, they had vibrated loose and fallen off the bike. This check was partially done as a result of reading your article describing the loose fan bolt condition experienced by a number of ST owners. (Thanks - mine were really loose).

After I'd removed the air filter, I then checked the 4 bolts which secure the lower air filter tray to the carbs. Result: all 4 bolts had vibrated loose.

I used Loktite "small screw thread locker" on all fasteners, and re-torqued them.

If anyone thinks an ST doesn't shake, they're kidding themselves. Hi frequency vibes can loosen even the most stubborn fasteners.

It's a good idea to check and re-torque your machine every so often to avoid such problems.

Also, I was quoted \$ 64.00 for a replacement air filter from a Honda dealer. A discounter quoted me \$ 42.00. I'm now looking for a FRAM of the same size (for around \$ 12.00) and also checking with K&N to see what they have to offer. I want a good filter, but can't see where the stocker can be worth the rip-off price which I was given... When I find a replacement of equal or better quality, I'll provide part numbers, prices, & sources. Meanwhile, has anyone had success at finding such a part? Great newsletter, and love the ST - Thanks for your time...

Brian Cescot, New York

The widely available K&N air filter is reasonably priced and works great on the ST.

Mechanic's Choice

Got a used '91 ST1100 with 62,000 miles. I've been a motorcycle mechanic since 1975. I've been riding Guzzi for last 20 years, but I turned 60 last September and after a long test ride of the ST1100 I had to have it. As a "bike wrench" I ride lots of different bikes, but that ST1100 is one in a million!

Ike Eisiminger, Colorado

Your Help Needed!

I have had several inquiries about trailers and hitches for the ST1100. If you have a trailer setup, please write a short article (pictures would also be great) and submit it (on disk, if possible) for publication in a future issue. Please mail to:

ST1100 Magazine
PO Box 840566
Houston TX 77284-0566

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ST1100 Magazine

Spring 1995

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ST1100 Magazine Accessory Library

Helen Norman is now heading up our ST1100 accessory library. A few items have already gone out and been returned, however, full operation of the library was delayed both by the recent move of the magazine offices and displaying the items at HSTA's STAR 95 STOC meeting.

Thanks to manufacturers **Heli-Modified**, **Saeng**, and **Clearview** who donated new items for you to check out. Check out requests must be received in writing via US Mail, FAX, or E-Mail, at least 2 weeks prior to trying the item. The borrower is responsible for postage and insurance both ways and the loan period is not to exceed 14 days, including shipping time. There is a \$5.00 per day charge on late returns.

Most items will cost approximately \$15-\$20 in shipping and insurance, however, small light items such as Saeng's Stealth Edging would be significantly less. **You must be a subscriber to borrow from the library.**

If you have questions you may call Helen at 713-463-3794. Helen also handles subscriptions, magazine requests, and all general ST1100 magazine questions.

Accessories Available for loan:

- 1 -Set Heli-Modified Bars
- 1- Clearview Windscreen - Touring
- 1- Clearview Windscreen - Sport
- 1- Custom ST Seat from Stitches
- 1- Luggage Rack - small
- 1- Luggage Rack - medium
- 1- Saeng Stealth Edging - cut to pre- 95 stock Honda Windscreen
- 1- Hondaline Back Rest

Some individuals have offered to donate additional items. We are hoping to soon have some special Honda tools for the ST1100 available for bearing changes, etc. We are also requesting videos of specific ST1100 maintenance work such as carb sync, brake pad changes, steering head bearings, etc. that we may loan from the library also.

ST1100 Resources

Variety of ST1100 Accessories

	Scott Dinger	Tank Covers, etc.	(619) 549-1509
(S)	Ken Fontenot	Motorcycle Shop	(713) 690-9802
(H)	Vince Lucero	Hondaline, etc.	(800) 856-1226
(M)	Ron Major	Lights, Aux Tanks, etc.	(818) 309-9470
	Rob Pemble	Saeng, Ventura, etc.	(704) 586-5074
(S)	Eldon Rix	Motorcycle Shop	(918) 825-3326
(M)	Jim Smith	Custom Rack, seat	(619) 669-4875

Tires

(S)	Ken Fontenot	Avon, Pirelli, etc.	(713) 690-9802
(H)	Vince Lucero	Honda OEM, etc.	(800) 856-1226
(S)	Eldon Rix	Avon, etc.	(918) 825-3326

Electronics

(M)	Cycle-Comm	Radios, etc.	(815) 337-0790
(M)	Ron Major	Lights, etc.	(818) 309-9470
(M)	J&M	Radios, Speakers	(800) 358-0881
(M)	Escort Radar	Radar Detectors	(800) 433-3487
(M)	Mirage Radar	Radar Scrambler	(800) 451-4477
	Poly Guard	Radio Cover	(512) 438-2211

Windscreens

(M)	Clearview	Windscreens	(800) 798-6089
(M)	Bills Plastics	Windscreens	(214) 744-1170
(M)	Rifle	Windscreens	(800) 262-1237
(M)	Saeng	Windscreen Edging	(800) 868-7464

Key: (M) - Manufacturer (S) - Motorcycle Shop (H) - Honda Dealer

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Clubs

Honda Sport Touring Association (HSTA)

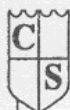
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