Date: Wed, Aug 3 12:30:46 1994

From att!netcom.com!jalexand Wed Aug 3 12:30:46 1994

Subject: Old STuff

George,

I think I found the old STuff newsletters. Check this one out. I think it was number 1? Or at least the one I read as Number 1.

>From r10dcc1@corn.cso.niu.edu Tue Apr 12 13:00:57 1994

Date: Tue, 22 Mar 1994 14:58:29 -0600

Subject: ST email letters

Okay, one of these is a letter that already went out. The other lump of info hasn't been cleaned up but I'm sure you'd enjoy the info about the exhaust mods!

I'll be sending a clean letter/update sometime in the next week to everyone!

Greetings again everyone --

I'm stunned with the response I'm getting for the ST FAQ. Several people have requested it then admitted they are thinking about buying a Pacific Coast -- how did they know I've gone thru two PC's before I 'graduated' to an ST??

Below are a pair of messages I got from people on the mailing list. (The George Catt is the same George Catt listed on _MY_ birth certificate in case any of you notice the similarity in names.)

[Looks like dad figured out what was wrong with his ST. Over the weekend it wouldn't run right, just quit trying at the top end. The gas filter and plugs look like likely culprits. Don't forget to change your fuel filter from year to year. I'll be doing mine next week during spring break.]

I have a request for all of you! Several FAQ requests have been from people interested in buying an ST. I don't think the FAQ is focused for them, its focused for _US_ who already have one. In a few thousand bytes or less, what would you say to someone thinking about an ST? Give a bit of background on the kind of riding you do, how long you've had it, and anything you think a prospective buyer should know. I'll pull everything together, clean it up, leave the email addresses intact so the prospective buyer can contact anyone that seems to match their ummm "situation", blah blah blah. I'm sure you all have the idea. If you _DO_ send me some info for this, please put it in a seperate message with an appropriate subject ("ST newbies" or something) so I can move them all to the same file and edit them later.

Okay? I'm going to shut up now! Happy reading....

-Derek

From: gac@intgp1.att.com
Date: Mon, 7 Mar 94 11:11 CST

Original-From: intgp1!gac (George A Catt +1 708 979 9424)

Called J&M and ordered a catalog. Their new product is a tank-bag mounted

system for which you still have to provide a Walkman. Can have CB and Intercom.

hooks up 12V and uses standard J&M headsets. Didn't ask price. We should have it this week.

Also called HELI Modified: "late spring availability". (Handlebar modification)

Any body doing alternate (taller) tires? Increase final drive ration at the rear, make speedometer more accurate at the front, increase mileage. Down side: slower handling. Just a thought. These are probably all bias ply.

Drive shaft spline vs. Ring Gear: Both need lubricated, with Moly grease for shock control, keeps down metal to metal contact. I understood that the drive-shaft splines are what gave out on the Iron-Butt bike. The ring is what shows when you just pull the wheel. (The real Ring Gear, which is INSIDE the pumpkin housing, is lubricated by rear end oil.)

Honda's comment about anti-freeze is BOGUS. All good major brand antifreeze is formulated for aluminum blocks and radiators. They are now advertising 4-year interval stuff. As long as you change it at recommended intervals and use distilled water, the will have negative impact on parts. Any claim to the

contrary is an attempt to sell you something.

Cut stock shield? Do you realize how much those things cost? Of course, if it

doesn't work {the stock shield}, who cares!

One more time on valves: Worn valve seats cause the lash to tighten up. Loss

of clearance could result in a valve not closing fully. Result: burnt valve(s).

Expensive. If no one has found a valve actually out of adjustment range, your advice is okay. BUT.....!

From: ralph@swmerc.rain.com (Ralph Merwin)

Subject: Re: ST FAQ Update

Derek,

Thanks for maintaining the ST FAQ!

My ST (black '91 with 5500 miles) used to belong to a friend. He tried to mate the bike with a guard rail last May and totaled it (he's OK). His insurance bought him a new one - he bought the wreck and planted it in his garage.

I bought the bike a month ago and replaced all the broken bits like the front rim, forks, clutch cover, right mirror, etc. The rest of the bike was in good shape and cleaned/shined up beautifully. While cleaning up the bodywork I removed every sticker but the ST1100 labels. Looks much better!

{I'm the third owner of MY ST. The previous owner was a BMW rider and removed ALL the Honda decals. I've gone back and made some

subtle red HONDA logos. While it was naked, lots of people asked if it was a BMW, and older riders asked if it was a MotoGuzzi. I agree the stock stickers are, ummm, "unnecesarry"?? - Derek}

The information about the bags is timely - both of mine are quite badly scratched from my friend's wreck. I was planning on filling/painting, but maybe not.

Took the ST out for it's rebirth-run last weekend (~ 150 miles) and then did another 200 yesterday. What a sweet-handling bike! Nice power curve, stable handling, firm braking. I was riding two-up and it scooted right up to 100 no problem...

On the advice from the FAQ and postings on wreck.moto I put the Avon ST's on it. Nice tires! The profile seems to be well suited to the bike. After a 'spirited' ride I checked and had just scrubbed out to the edge.

Not bad for a \$2500 investment (total for bike, tires and parts!).

Ralph "Another happy ST owner" Merwin

From: Ron Hogan <ronh@hpmwgip.sr.hp.com>

Subject: Thanks!

Date: Wed, 9 Mar 94 9:35:42 PST

I'll re-read it when I check my valves again in a few weeks. I checked them once before- boy, that fairing took awhile to get off!

The ST1100 was an impulse purchase for me. One nice day last summer I decided that I needed a road bike again (I'd been riding my XT600 Yamaha since I slammed my XS Eleven Yamaha into a car at 40 mph in 1989). So I took the afternoon off from work and went to all the dealers in my area. I didn't know anything about the ST, but it looked pretty much like what I was looking for. I've been really happy with it so far.

Thanks again,

Ron Hogan

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Exhaust mod: Purchase an 18" 1/4 drill bit at you local hardware store (about \$8).

Pushing the drill bit into the back of the muffler (straight in), you will hit the "cap" on the

front of

what I call the "holie" pipe.

Simply drill out this cap in both mufflers. NOTE: it will take a few times;

drill				< -	Pipe
	bit	>			
			1		

drill bit,

NOTE: there is a "bump" on the lower side of each muffler inside where you'll be sticking the $\,$

go carefully (suggest a variable speed drill motor and slow speed).

The backpressure in both mufflers is reduced, a noticible increase in low end torque is noticed, a little more exhaust note is noticed (still

pretty

quiet though).

I have not seen the need to rejet the carbs usually indicated by a "lag" in throttle response.

Subject: FAQ Addition?

OBTW, here's a little trick that may or may not be worthy to add to the ${\tt ST1100}$ FAO.

RE: Floppy Saddlebags on the ST1100

Here is a cheap fix.

There are 4 "feet" on the bottom of each bag, used as feet when the bags are removed and set on the ground. With the bags mounted on the bike, simply attach a 1 foot bungie cord between the inner rear "feet", and behind the plastic fender. This effectively keeps the bags from "flopping".

>So I treated it just like my previous Pacfic Coast. Ran it up to 5,000rpm
>and dumped the clutch. My passenger was more pissed than I. It came
>all the way up -- I was terribly surprised that the front suspension didn't
>bottom out when I dumped it back down. Wow! Using first (ecspecially)
>(especially with a passenger) I can get the front wheel to lift enough
>to wiggle it. Great for pissing off corvettes, fierros and the like.

I mean just by rolling on the throttle, wouldn't do this until the mod.

>Your windhsield -- gi'mme and address or a phone number and I'll >include it. The rest of your mods will be sent out in the next >letter. Either tomorrow or when I get back from spring break >in a week.

Bill's Plastic (214) 744-1170 (ask for Gary) 2107 Sylvan Ave.
Dallas, TX

These folks have been making custom windshields/ headlight protectors/ you name it, for bikers for years.....

Here is some more fodder you may wish to include in the FAQ;

OBTW, I found a neat way to hang & lock my helmet..... I simply replaced the brake & clutch screws with the GoldWing Helmet Locks available at most places that handle GoldWing Access. They are great... and only

cost about \$7 for the pair (the locks are extra, from most hardware stores).

OOBTW, Bill's Plastic also has developed a real nice headlight protector (shaped/curved clear plastic) for the ST (mine was the model), fastens to the headlight with velcro buttons (supplied). Saved a friend of mine a \$400 headlight on our Colorado Trip.... about \$20, and worth it.

Hey Dude, has a great spring break.....

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| I haven't Lost My Mind, It's Backed Up On Diskette Somewhere | Charlie Woods chaswoods@aol.com cwoods@balrog.dseg.ti.com | ST-1100 AMA, GWRRA, TMRA, HRCA STOC#0002 |