Date: Tue, 25 Oct 1994 01:20:27 -0700 (PDT)
From: Jim Alexander <jalexand@netcom.com>
Subject: STuff #11 (Yeah!)

I hope you're sitting down, because it is a miracle I finally got this one out!

**If you receive this, then you are on the ST1100 mailing list. If you don't want to be on the list, please drop me a reply.

Should have been ... September ' 94, but really is October '94 STuff

Stuff #11 -- Falling STuff

I must apologize to all of you receiving this. I have been busy and even out on the ST in Colorado, but did not have time to finish this copy of STuff. I even had to replace this opening paragraph because I had written it while on the road three weeks ago with the intention of sending it out then, but it didn't happen as you well know. I even had started it with 85k+ on the ST and I know have 89k+ on the old girl. Here it is and I am working now on the version for the special issue covering audio electronics on the ST1100. I have received some great items for this, but if you have something you have not sent me, please forward it soon and I will be able to include it.

On the weekend of August 19 & 20th, four ST1100 owners got together to do valve adjustments and Carb syncs at my house. Reuben White, a very early member of the HSTA and the owner of a beautiful ST1100 was very helpful as he has done the complete procedure. His assistance and sage advice was very helpful in getting the job done on all three bikes. Grant Norman's writeup about valve adjustments was also very helpful. If you not subscribing to Grant ST1100 newsletter you should consider subscribing.

I now have over 89k miles and I am rapidly closing in on the time I have to replace the timing belt! That is going to be interesting. I haven't decided if I am going to pay to have it done or I am going to do it myself.

There has been a very active discussion about the 1995 Iron Butt on Compuserve. It seems there are at least 4 CISsies (as they are called) who will be riding in the Iron Butt. At least two (Martin Hilderbrandt and Grant Norman) are planning on riding ST1100. Of course, there are at leas two more people I know who will be riding Sts including Garve Nelson and Ron Major. Maybe we Has anybody really heard about the 1995 ST yet?

Ride safe, but have fun while you're doing it!

Jim Alexander 1991 ST1100 (89k+) HSTA Electronic Ambassador STOC#0009 HSTA#2307 HRCA#HM700461 AMA#415932 DoD #9388

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From: "Abolfath S. Mahmoudi x5540" <asm@gasco.com>
Subject: ST1100 Top Box & Rack US part numbers

My Honda shop was finally able to provide me with the following part numbers and prices for the ST1100 top box and the bracket for the top box:

PART NUBMER	DESCRIPTION	PRICE
08L42-MT3-B00	BRACKET TOP BOX	82.50
08L55-MV1-860	TOP BOX BLACK/GRAY	165.00

The shop that I deal with is located in St. Johns, OR. Their phone number is (503) 286-88168.

Later Saiid wrote: Subject: ST1100 Top Box

I went ahead and ordered the top box for the ST1100. However, it turned out to be a disappointing experience. It arrived yesterday and I went to pick it up at the dealership. We opened the box, and to my dismay, discovered that the top boxe's bottom was made of black plastic and the top part was made of a grayish plastic with a rough granulated surface. The plastic parts of the mounting bracket seemed to match the gray plastic, both in color and in texture, that is used in the body of the ST1100 line. I have a gray model (91). I asked the sales people to double check with Honda and make sure that I didn't get a prototype. Have you heard from anybody elese on this? I am curious.

Bagster Bra & Tank Bag
By: Mike Rowland < mrowland@ocs.com >

I read Ross King's article about the Bagster tank-bag setup in the Winter 1994 edition of the ST1100 Newsletter. I was looking for a tank bag, and this looked like it would fit my needs. The address of the dealer, Capital Cycle Corp. was in Sterling Virginia, only 40 miles away. These bags are made in Europe and, to my knowledge, Capital Cycle is the only importer/distributor in the US.

I was taking a few days off work for some R&R on my bike and figured I would go by Capital Cycle on my way out of the Washington DC Area and see what this setup looked like.

They are located in an office/warehouse park and don't have much of a show room. The warehouse is huge. Capital Cycle is a large distributor for BMW parts and accessories, so they did not have the ST1100 tank cover in stock. Since the bags are universal, and go on any tank cover, I was able to choose the bag I wanted, but had to wait for them to order the tank cover. I placed an order for a gray & black, medium sized tank bag, and a dark gray tank cover. I have a silver ST so this looked like the best color.

About 5 weeks later the tank cover and tank bag arrived. The tank bag has a clear plastic map window and a small zippered compartment on the top. I use this compartment for pens, high-liters etc. The main part of the bag is about 5" deep 15" long and 10" wide. There is a zipper around the outside that allows it to expand another $1 \frac{1}{2} - 2$ ". Under the front is another zipper to another compartment that holds the rain cover. The

rain cover is attached to the bag, inside the zipper and works very well. The tank cover is one piece with padded sides and a zippered flap to allow you to get to the gas tank. The tank cover did not come with any instructions so it took me a little while to figure out how to attach it. There are two rubber clips that hook onto the front of the tank cover, this part was both obvious and easy. There is a 1 inch nylon strap on either side of the cover towards the back. The only place I could find to wrap these around was the motor mounts. You must remove the sides panels of the bike to get to them. The strap then passes through the crack between the side panels and the plastic tank cover. The side panels did not go back on real easy but after playing with them a little they snapped into place, leaving a small gap between the two parts. Finally there were two shoe laces on the back. I removed the seat and wrapped these around the two wire "U" pieces that look like they were designed for a tank bag hold down.

I used the bag when I went to Ashville, for the Honda Hoot. It held my maps, rain gear, camera, and more. The bag goes on and off easily but stays put once mounted.

My only complaint would be that you can not put the rain cover over the bag with one hand. If you hit rain, you must stop to put the cover on. The bag is somewhat water resistant but will leak.

A report from the annual BMWMOA get together in Moodus CT, I traveled to the BMWMOA in company of a number of NEDOD members and attended as an officially registered participant. I spent most of the weekend searching for other ST's among the of ST wannabees known as BMW's. I saw a large number of these inferior motorcycles, which coincidentally cost a great deal more money then the ST.

I spotted two other ST's, a black 91 with 89,000 miles on the odometer and in great shape, completely stock with lots of visable scratches on the bottom side of the engine guards. I especially liked the motorcycle helmet tire filler valve covers. This guy has been riding a lot, maintaining his bike and taking some HARD corners. Other then touching the engine covers during riding this bike has never been down.

The other one was a brand new ABS/TCS candy red with 3,000 miles parked up by the motel area. Looked nice, of course my silver 91 was also in attendence.

All in all a nice time, we should try to get a larger ST contingent to the BMW ralleys in order to show these BMW owners what a real sports tourer is all about.

WOW, the "handle bar risers" came in Monday, got them installed Tuesday and went for a ride.....

For the first time, I can honestly say, " I really Love my ST"....

Installation was simple (almost), my '92 didn't really have enough length

on the throttle cables in a full left hand turn.... So, I had to move the assembly a little closer to the center of the bars. This leaves about a 1/2" gap between the foam grips and the handle bar weights.... obtw, also had to move the clutch and brake master cyls. in a little for length..... also had to remove one brake line clamp on the right downtube...

Other than that, it was pretty simple...(grin)... Maybe some instruction need to be written as to what to watch out far.

I did get the red ones.... pretty neat...

Thanks for telling me about them....

He also sent some pictures of his extra tank and luggage rack...

My local Honda dealership has on display a "tour pack" that mounts on the back of the ST, its red fiberglass (matches the bike), almost looks like a GoldWing trunk.... I believe the tourpack si \$250 (painted) and \$75 for the mount....

From: Norm Young <young@uranus.dgrc.doc.ca>
Subject: A Great place for a gauge!

I made a small mod to my ST that may be of interest to others on the STuff list.

On a recent visit to Europe I noticed that the newer STs over there don't have the headlight adjuster knob on the instrument panel, just a blank plate covering the hole. This gave me an idea. I've always missed having a voltmeter on the bike but hadn't found a suitable spot to mount it. I almost never adjust the headlight anyway so I decided to mount it in where the headlight adjuster was. I just cut a larger hole in the existing mounting plate and poped in a voltmeter which sort of matched the other instruments.

Installation was a snap and I really like being able to see what is happening with the electrical system especially when I'm using my electric vest (I also have a 100W headlight bulb installed). For instance, I now know that my battery is getting rather tired even though it still starts the bike just fine. I also noticed some erratic operation of my voltage regulator when I was riding in heavy rain near New Orleans this summer. It cleared up when the bike dried out but I now know that I should check/grease the connectors.

The only thing I would do differently if I did it again is to get a meter from a marine store so that it is completely waterproof.

From: Charlie Woods <CHASWOODS@aol.com>
Subject: New TBR Pipes - First Impressions

Well guys, the TB pipes have almost 500 miles on them (not bad for 3 days in and around town (did include the Honda Shadow Rally saturday). The pipes are getting LOUDER than they were as first installed.... My gas mileage (2nd) tank is maybe just a little higher than it was... (1st tank didn't count cause I kept my right wrist "screwed up".... The sound is something else... One nice benny is that now, cars won't drive beside you on the freeway (a plus). On the minus side is that you can't downshift and gas it without everyone behind you knowing it (Johnny Law seems to like them too, cause he sure likes to follow behind me.

The rpm range where the pipes are the loudest (purrerest) is from 1500 to 3500 rpm, they sound just like a porche with pipes. I love it...

Additionally, a new ST owner at the shop friday afternoon wanted to hear the pipes. I started the ST up and immediately set of the car alarm of the car parked beside me.... Thank goodness the owner was a biker and thought it was funny.... Guess I'll have to be real carefull late at night.

There is now throttle lag under accelleration so the jets are probably just about right (as advertised), but the poping is there on decelleration which I believe indicates a leaner mixture.

HEY- The national R&D person from Honda was at the rally saturday, he and a couple of the Honda guys with him took video and pictures of the TB pipe installation and Ron Major's handlebar risers. They were also interested in the Rifle Windshield, throttle lock, and Goldwing helmet holders (replaces both lever screws). They quizzed me quite a bit about the bike since they found out I'd traded in a '89 GoldWing 1500 on it. They were also shocked at some of my answers about the "Wing-a-bago".

Just started planning for a Colorado trip Wednesday October 5th with a friend from Austin, TX. Probably a quick one, returning the following sunday night, 5 days, 3000 miles, "no-problemo" except my friend is riding a custom harley hard tail.... I've got to remember to tell him to take "kidneys" off his organ donor card.....

So, that's about it, my ST is something between a sport bike (pipes) and a touring bike (handlebar risers).... But, after all, isn't that it's name anyway?

Take care guys,

Charlie

[editors note: George has drilled out his baffles in his mufflers per the instructions in the FAQ and had originally thought he was getting better mileage, but it sounds as thought that was premature]

From: George A Catt +1 708 979 9424 <gac@intgp1.att.com>
Subject: ST Mileage & Michelin Tire report

Don't advertise any increased gas mileage. Since the firST tank after my minor modifications, I've seen a STeady 43MPG. That's all at highway speeds, ranging from a Steady to increased mileage seems to be to slow down, and who wants to do that?!

The Michelin tires are over 10K miles! Looks like they will carry me through next week'end (another 500+ miles). MoST intereSTing: the front is as worn as the back! I've never had that happen before. A new set of Avons is waiting in the wings.

Looks like my HSTA mileage conteST numbers will approach 25K. This Saturday (10-16) is the deadline. Don't forget to submit your final

mileage.

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