Date: Fri, 15 Apr 1994 20:07:41 -0500
From: Derek C Catt <r10dcc1@corn.cso.niu.edu>
Subject: STuff #4 -- Taxes and the ST

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<><><><><><><>< STuff #4   April 15, 1994   ><><><><><><><><><>

The 'lectronic ST Newsletter!!
(Endorsed by the STOC)

For those of you who are Stateside, I hope you've taken care of your taxes, otherwise, you just ran out of time. In this issue of STuff you will find a table of contents! A first! (People all over the 'Net are agasp in surprise!) - Enjoy!

Derek, STuff Grammarian
"Second Generation 'Cyclists -- we're born to ride!" (tm)

Cheesey Table of Contents:

<><><><><><><><><><><><><><Rear-end woes><><><><><><><><><><><><><><>

From: Jim Alexander <jalexand@netcom.com>

As many ST owners may know, there have been some reports of rear end problems. I have the pleasure of personally confirming the problem. Last summer during a trip in Georgia, I noticed a significant amount of looseness in the rear end while mounting a new set of Avon ST radials. I also noticed how dry the splines and other parts of the rear end were. Since I normally have someone else do the tire work, I didn't know if this was normal, but re-greased everything as required. At this point I had 49,000 miles on the bike. I had no problems with the rear end the entire remainder of the 7,500 mile trip. In September with 59,000 miles, I needed a rear tire so I arranged for another Avon ST, because I have a usual dealer I checked an found that they didn't have an Avon in stock, so I called around and found a Honda dealer who did. During the tire replacement, I was informed that the rear end was dry and was about 40% gone so I should keep and eye on it. During the month of December, it was time for a major service (64,000 miles), so I dropped it off at my usual dealer and mentioned I was concerned about the rear end and wanted it checked. Later that day, I got a phone call confirming my worst fears ... the rear end was shot or very close to it. The service manager had already contacted Honda and had a preliminary OK to do a warranty repair, but it was going to need confirmation.

Parts were ordered and the OK came after an inspection of the old unit. After removal of the final gear assembly from the drive shaft, it was noticed that even the drive shaft joint (a splined joint between the final gear assembly and the drive shaft) was shot. I had the opportunity to see the parts and it wasn't pretty. You could actually see the affect of twist forces on the splines. In addition, the final drive flange and

the rear wheel rubber dampers were replaced. The final drive flange is the round flange assembly with a splined end that fits into the final gear assembly and on the other side the five fingers that fit into the actual wheel. The Honda specified gear lube was definitely used during the re-assembly (NLGI No 2 - Molybdenum disulfide additive). While it was a warranty replacement, I did see the bill going to Honda and it was over $1,200 for the entire job!

After the work was done, I checked both the owner's manual and the shop service manual for maintenance schedules covering the rear end. No where are these items specified as needing specific attention!

After another 4,000 miles, I decided to have both tires replaced and took it back to the same dealer who did the rear end work. During the rear tire change, we noticed that already some of the gear lube had flown off the drive flange fingers and splines. Also, we had noticed that a noticeable amount of dust had started to collect in the area. The mechanic took special precaution to make sure all part were greased properly when the rear wheel was replaced.

I guess the only comment would be to periodically spend time taking your rear wheel off, inspecting the condition, and re-greasing the whole thing. I wonder how many people will not put as many miles on their ST as I have in 2.5 years and will not experience the pleasure of rear end replacement during the warranty period but outside of it?

<><><><><><><><><><><><><><Handle bar replacement><><><><><><><><><>

The following was sent to the ST1100 Newsletter:
From: gac@intgp1.att.com (George A Catt +1 708 979 9424)
Subject: STuff

Grant,

You asked for info on how Derek converted his ST to different bars. Well here's the simple version. First of all, the work was done by the original owner. Derek is third. But, as you can see from the pictures, it's really an easy job IF you don't fuss with the vanity cover.
{pictures not included in STuff -- sorry guys}

Use any standard, non-drilled 7/8" bars. Unclamp the stock bars. Remove all the associated hardware and let it dangle. No need to disconnect anything unless you have to re-route cables and wires to get some additional length. There's enough slack, though, for both taller and more pulled back bars. With some judicious rerouting, you can gain more than 2 inches.

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

The second picture shows a fiberglass cover for the top plate that goes under rather than over the bars. It was a prototype made by a friend of Derek's. He {the friend} ended up with a

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

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

The third picture shows this brace on Derek's stock bars, which now reside in my attic along with his vanity cover. You'll notice the stock grips are still in place. He is now running BMW K-Bike grips, which he says are more comfortable. $15 at your local BMW dealer. (What I notice is that he rides much more upright than I do.)

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

<><><><Rear-end non-woes><><><>

Other STuff: Derek and I both greased our rear ends {THE ST's REAR END!} last week. The pictures show Derek in mid-process. We didn't pull the swing arm, as this requires a special tool. Derek's splines, with 47K miles, looked fine: no twists, no powder.

We used Extreme High Pressure Moly Grease available from your favorite auto parts store for $2/4 oz. My splines had never been touched (currently 24K miles) and needed the grease, but no obvious wear. Derek's had obviously been done before. We don't ride as hard as Rocky Rhodes, but we don't let any grass grow, either. Maybe a smooth throttle hand has something to do with it. The parts look identical to the GL1500, and I've not heard of any of those bikes having problems. I put 74K on mine and that part, at least, never missed a lick.

When re-assembling, be sure to grease the studs on the rear pumpkin, as well as the axle, shock bolt, rear brake bolt, and left swing arm pinch bolt. Corrosion on any of these will just make the next time harder.

And, there will be a next time. We currently have ordered the swing arm lock nut wrench and the head set lock nut socket. These two tools alone will run over $70. Sitting on the shelf at home are two sets of Hap-Jones tapered roller bearings for the head set. I hope to send in an article about their installation for the summer issue.

George Catt

P.S I got an answer from Honda concerning my Feb. letter:

"Thank you for your interesting comments. We are always glad to hear from satisfied owners. Blah, blah blah, blah blah." No answers or sugstantive comments.

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{The following was captured from rec.motorcycles, USENET}
From: daved@world.std.com (Dave T Dorfman)

Tom McMath <mcmath@delphi.com> writes:
>I am thinking about buying a ST1100 and would like to here
>some comments from anyone who owns one. Does anyone out
>there own one that will give me a little revue
>on the bike . It would be greatly appreciated. Thanks!

Yes, the honda ST1100 is the greatest motorcycle ever built, it was designed by the smartest guys at Los Alamos, livermore and Caltech while on a super secret convention near Deal's Gap.
{For those who are not familiar, Deal's Gap is a 'town' in N. Carolina at one end of a great motorcycle road -- US 129 -- 318 mountain curves in eleven miles of the Smokie Mountains. --Derek}
Regardless of the apparent engine (it looks like a V4 liquid cooled, shaft drive torque monster) it is actually powered by an anti gravity postular accelerator, primary power isprovided by a small fast breeder reactor fuel cell contained in the right handlebar weight. The ST is also equipped with a large X-Ray laser designed to vaporize Deer at 200 yards (400 yards on full moon lit evenings). Equipped with the proper K+N air filter it is capable of self propelled flights, and is theoretically capable of space travel under the proper conditions.

Buy one, it might not live up to the above expectations but it is at least as good if not better then any of the Beemers at a much lower price. I have had one for two years, it is fun to ride, fast , handles well for a 680 pound touring bike and has been very reliable. The integrated luggage works well and handles up to four small bags of groceries.

There are a few nice after market accesories available for it such as Corbin Seats, extra high windshields, and custom tank bags, but the bike is great just as delivered from Honda.

If you are considering ABS/TCS check the back issues of motorcyclist over the last 24 months for a full comparison and evaluation of the ABS/TCS system.

They have held their value pretty well, the last used sale I heard of was for a 91 with 3000 miles for 6900 (probably 500 less then the new price in 91). A 91 left over should cost around 73-7500. Maybe less.
94 with ABS/TCS should go for around 10K$, about 3500 cheaper then the comparable Beemer or Yamaha.

Be second to none , buy the ST.

Dave "completely unbiased ST owner" dorfman

{I guess Tom liked Dave's story -- Tom recently posted a message saying he had bought a '93 ST.}

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From: dmk@garden.WPI.EDU (David M Kingsland)
Newsgroups: rec.motorcycles
Subject: Re: Concours vs. Pacific Coast

[previous drivel deleted]

No way, not even close in handling. The K75S model would probably challenge the ST for handling capability, but not the RT. Simply too slow/soft/flexy. Ride an ST if you get the chance. I personally guarantee that you will be amazed about how good Honda got a 688 pound bike to handle. Handles better than my FJ1200. Both on the street and on the track (rode them back to back at CLASS). My one ride on a Concours left me unimpressed with handling. Compared to the ST, the Concours is tall and top heavy, has heavier steering, poorer wheel control, and gives less feedback from the tire - but it is good in sweepers. I can't say anything about the PC800, since I haven't ridden one. But if you want an inexpensive new bike for primarily touring and commuting, it is probably a great choice. My .02

Dave kingsland

{Not too often you see an FJ owner ADMITTING the ST handles better!}

<><><><><><><><><><><><><><More rear-end comments><><><><><><><><><>

Jim is correct above. The service manual doens't 'call' for any maintenance to the shaft drive system on the ST. I talked to my Honda mechanic and he says his shop greases the final ring gear at the wheel anytime they take the wheel off. It looked like they did. And yours should be done anytime the wheel comes off too.
However, there are splines that need greasing where the shaft system meets the "pumpkin" housing, this requires removal of the pumpkin. I doubt this NEEDS greased at EVERY tire change -- its probably a good idea to make sure its done every other tire change. My father's was DRY, and mine NEEDED grease (it looked like it had been done before). We haven't removed the swing arm to check the front of the drive shaft (and the swing arm bearings) yet. We'll be sure to let you know what we find. The service manual doesn't provide a recommendation for checking/greasing this either. I don't think it needs to be checked every tire change. You will find out what mine looks like at 47k miles as soon as we open it up.

--Derek

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In the next issue of STuff:

Do George and Derek get their STs back together??
The Steering Head Bearing Switch-A-Roo!!!
(with comments about a local Honda shop)

Plus anything else I find, or you'all send me.