

other sport bikes) but the rear tire squares up quickly and wears out too fast. However, these are probably the stickiest tires available for the ST.

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From: "Tom Cardinali" <tcardinali@VNET.IBM.COM>

My main ride is a '91 black ST1100. I also own an '83 V45 Interceptor, an '83 XR350R and two (hopefully soon to be 3) '75 CB400F SuperSports.

Last September I had the vacation of my life. I rode the ST from Vermont to the USGP in Monterey, CA. I took four weeks and road west along a northern route, slipping into Canada in Alberta at Waterton Lakes National Park (adjacent to Glacier National Park in Montana). I met up with a friend in Oregon that I know from and rode the Pacific Coast Highway from central Oregon all the way to San Diego. Then I dipped into Mexico in Tecate (just east of Tijuana) and back east along a southern route.

28 days, Three Flags, 10,399mi and twenty national parks/monuments later I was back in Vermont. What a ride! And the *only* mechanical problem was blowing a fuse on my radar detector in Santa Monica!

TomC / STRider

{For those of you that haven't traveled much on their STs yet, I will testify in support of Tom's observations. 9k miles/4 weeks last summer. No problems. Well, if you ignore running out of rubber in Utah. . . Derek}

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To: MCN mcn.fred@genie.geis.com
Copy: Derek Catt r10dccl@corn.cso.niu.edu
Subj: Honorary STOC number - 006

Just read about your Genie address & Internet address in the May issue of MCN.

Thanks for the survey on the Honda ST-1100, now the world knows what we owners of ST's already knew.

As you are probably aware, there are two newsgroups (actually 3) on the net that are devoted to motorcycles. Although mostly unmoderated and "user beware", there are from time to time actually good trip reports and bikers sharing information on accessories, repairs, etc.

rec.motorcycles tx.motorcycles rec.motorcycles.harley

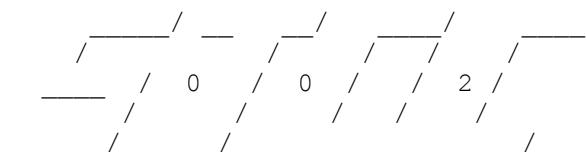
Derek and I have started a STOC (ST Owners Club) and are issuing numbers to mostly anyone that requests one (should be a ST owner). Membership in the club doesn't provide any benefit other than maybe getting the ST Mini-FAQ (Frequently asked question) when published. There is a world of information in the FAQ concerning tried and tested modifications to the ST that we owners have made (including replacing steering head bearings with Honda tapered bearing to get rid of head shake, etc

There are no dues or other requirements, just for fun mostly, usually Internet users too.

Because of your excellent survey of the ST-1100 last month, I believe you should be given an honorary STOC # (006).

Anyway, keep up the good work and don't let anyone tell you that your format is wrong. We love it.....

Thanks again,


Charlie Woods
chaswoods@aol.com
'92 ST1100
AMA, GWRRA, TMRA, HRCA
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{If you are trying to contact Charlie (for whatever reason), please note his new e-mail address above.}

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From: Derek C Catt <r10dcc1>
Subject: STs and Throttle locks
SOS and Vista Cruise both make a throttle lock that is almost identical. Its the more "traditional" one. For the ST get the "dual throttle cable" model that fits Hondas. The hand grip does not need to be removed for installation. I found after riding my father's (and Jim agrees!) that this lock is rotated too far down. Hard to manipulate. I've got the N.E.P. brand throttle lock. Its the square design. Again, the grip doesn't need to be removed for installation. The lock sits at the top of the unit rather than the bottom. Again, get the version for "dual throttle cables." (I also think the NEP lock looks better, but thats purely subjective.)

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I got my bike back finally!! The new Progressive Springs for the forks cost ~\$45 for the set. Installation was \$35 including new oil. I stuck with the stock oil weight -- 10. I've talked to one ST owner that went to a lower weight oil (8). So far I've got no complaints. It is more plush in straight line riding. All of a sudden 90mph feels like 65mph used to. On the brakes and in the corners it is STIFF! Not hard, stiff. Under HEAVY braking, the front end still works. Before I was all bottomed-out under braking. Definite improvement. I'd like the opportunity to ride a new (<5k miles) ST right now for comparison. I'll go out on a limb and try a recommendation: if you have a pre-94 ST, change your fork oil @ 20k-25k miles. Sometime over 40k miles change the oil AND the fork springs. (Mine were at 51k miles) I think the sporty riders will appreciate the firmness (NO DIVE NO DIVE NO DIVE!! Okay, just significantly reduced dive, it does have some dive) and the touring riders will appreciate the plushness the progressive rate springs provide.

Progressive warns of noisy forks during break-in of the new springs. I've noticed none.

Radial tires help the handling. Tapered steering bearings help

the handling. New (better) springs help the handling. And a new shock is in the mail. I'm set. Feels like a whole new ST (@ 51k miles) for \$350 (when the shock arrives [self installed], and the bearings were self installed) and a set of tires (if you aren't running radials). {I've read the magazine quotes like "well set-up forks" and wondered what they could be talking about. Now I have a clue!!}

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From: gac@intgp1.att.com (George A Catt +1 708 979 9424)
Date: 26 APR 94 21:28:00 GMT
Subject: STbearings

ROLLER BEARINGS IN YOUR HEAD

(Hap Jones part number: SSH 903 R same as Honda Hawk GT)

So, who would have thought we would get this done so fast! Derek and I decided to install the tapered roller bearings in our STs, he because of high miles and apparent wear in the stock set up; me because I wanted to avoid the problems he was having. So we did. On Saturday last (4-23) we tackled his front end with a vengeance. In short order (3 hours) it was all buttoned up and ready to test ride. Derek could not believe the improvement! NO head shake, NO wobble.

While he was finishing up, I decide to install the new PRO-GRIP hand grips I had purchased the day before. Since these grips are closed end, I didn't bother to re-install the handle bar end weights. When Derek was ready for his test, I decided to go along. Now, guess who had a significant oscillation. I WAS going to wait until after our Texas trip this week (4-28) before installing the roller bearings. But I decided this was too good an opportunity to miss. So last night I started on mine. Working mostly alone, I expected to get it apart, and finish the installation this evening. Things went so well that the job was completely finished by 11:30, with dinner, phone calls, test ride, tools, bath all done. Five hours from first wrench to last faucet.

Only two steps required help. They are noted below.

Remove the top cover (for scratch protection only. If you're careful, you can leave it on.
Remove vanity cover from the bars (only the center need be removed) - 3 screws.
Remove handle bar clamps - 4 bolts.
Remove triple clamp bolts (2) and top nut (1).
Reinstall handle bars to lever off top triple clamp.
Leave handle bar-triple clamp dangling. (If you separate them, it may be easier to work in this limited space. I didn't bother.)
Remove front brake calipers (don't leave dangling!) - 2 bolts each
Remove speedometer cable - 1 screw
Loosen right fork axle pinch bolts (2)
Remove axle bolt from right end of axle (1)
Loosen left fork axle pinch bolts (2)
Place appropriate jack under crankcase and elevate front end. (I used a hydraulic floor jack.)
Remove the front axle.
Remove the front wheel. (Don't drop the speedometer drive!)

Remove bolts holding front brake hoses to the forks (2)
Remove bolt holding front brake hoses to lower triple clamp (1)
Loosen hose clamp on right upper fork leg - 1 screw
Loosen clamp bolts on bottom triple clamp (4)
Remove forks complete with front fender
Bend down the tabs on the steering stem locking washer.
Remove steering stem lock nut and steering stem nut with
Honda socket (2) (Don't allow steering stem to fall out the
bottom!)

Remove upper dust cover, upper inner race, and both
bearings.
Remove lower inner race from steering stem with hammer and
chisel or drift.

Remove outer races from steering head with hammer and drift.
(Wear safety glasses during all the pounding parts! We broke
one race while removing and sent shrapnel flying!) (Place a
screwdriver or pry bar under the lip of the race and hit it!
This is much easier than trying to punch out the race
directly.) (Removing the outer races took a second pair of
hands. Thank you, Debbie.)

Install new inner race on steering stem. (Don't forget the
dust cover!) (I made a "press" from a piece of one inch
water pipe and a pipe coupler. File down the threads on the
'operating' end of the coupler so it will fit over the fat
part of the steering stem. Grind that end flat, then grind a
taper around the outside edge so it only contacts the inner
race and not the bearing. For a one-time use tool, it cost
about \$5. Derek took his to the shop and they pressed it on
for free.)

Press the outer races into the steering head using a suitable
press. (I made one from a piece of 1/2" threaded rod and
some heavy duty washers. You may need to grind the edge of
the washers so they will fit inside the head tube. Don't
make them too small or you will score the new race.) (Make
sure the new races are fully seated!)

Pack the new bearings with heavy duty bearing grease. (I
used Phil Wood waterproof bearing grease. It's made for
bicycles and seems just right for this application.)

Reinstall all parts in reverse order. (Installing the
steering stem took a second pair of hands. Thank you,
Debbie.) (The only critical part here is to not over tighten
the steering stem nut. The shop manual says to torque to 20
ft lbs. Torque everything else according to the shop manual,
or educated wrist. It's your bike.)

RESULTS: YOU WOULDN'T BELIEVE! NO head shake! NO wobble!
Even without end weights, the bike is absolutely stable at
all speeds.

CONCLUSION: DO IT! I purchased our bearing sets from MARE'S
CYCLE in Downers Grove, IL for \$49.95 each. Everything fit
as it should.

Listen up, Honda! The ST1100 has to be one of the best
designed motorcycles ever. BUT it could be better. And

tapered roller bearings in the steering head would be a good place to start. In fact, ALL the big road burners should have them. Pass the cost on to the consumer. It would have saved me some work.

{Talked with a Honda guru -- seems the Honda CBX had tapered bearings in the steering head. Nothing right now seems to have tapered bearings. HELLO! HONDA???