

ioned. Again I brought the problem up to anyone that would listen and they needed their heads and hid nothing. I was told that the dealer was the "only" dealer out of state and the Electro-Glide goes into a bubble. It almost always takes place at 70+ miles per hour during acceleration and in a slight-to-moderate lean such as running through a sweeping curve on the interstate. When this happened the first time I was pursuing a violation when I was "only" doing 70 mph out of me. But I quickly learned how to control the wobble and ride through it (know-it-would). I finally believe it is a combination of factors including flexing between suspension and frame components and the good-stuff "Racing Fatigue" which people seem to level. I followed your series of articles on this subject right through the latest wheel alignment process which had hoped would cure the problem. There are riders on Road Kings and the wobble problem is nowhere near as prevalent as on the Electro-Glide. I also have never experienced this wobble on my Road King and I am a very happy, interesting enough, per your survey, 85% of the respondents have never encountered this wobble problem, but I don't think many of these people push their bikes the way I do or you folks at MCN.

The same bearing failure is another issue that really irritates me and may quite possibly. My cause me to switch to another make of civilian motorcycle. The numbers are clear enough and high enough that the Motor Company should in all good conscience face up to the matter and recall all involved bikes. I will not give my name, if my Road King ever pulls a case bearing while I'm on vacation, it will be the first time I have a lay over at Harley. I can't think of one honest, outstanding reason why the folks at Harley continue to ignore this huge problem, except for the cents involved. As an interesting side-note, Harley has announced that they want to raise the average retail dollar amount in downtown Milwaukee. Wouldn't it be great if they said that money and would it recall and service all the bikes that are in jeopardy of case bearing failure?

My take on this and many other issues is simple. Harley is riding a huge wave of popularity, they are trying and powerful they really don't have to answer to anyone at this time. The same goes for most dealers. If you don't like something, it's too damn bad—take your business elsewhere. So what is one in a thousand owners has a case bearing failure. So what if you get your bike in for service for two months, or it takes two months to repair something. What recourse do Harley owners really have? NONE! You have to put up with the high prices and the long waits and the conde-

scending attitudes at the dealers. When I was still open minded to go back to the dealer for my oil changes, I was once told it would be three weeks before they could get me in! So that kind of oil! myself now. If you want a real eye-opening, look at the cost involved in changing the front fork oil on a newer FL-1500 or more? Give me a break! For \$300 they should be able to change every fluid on the bike and give me a complete oil change. I don't know.

Eventually, Harley owners are going to wear up and look at other make bikes. They will discover that while owning and riding a Harley is fun and enjoyable if you do it since 1974 there are other bikes out there that are much better. They wear the able to get a "ride an American made bike," but if they examined their Harley they would find out just how many parts are made in the U.S.A. versus elsewhere. There is no such thing as an American made Harley anymore and there won't be for a long, long time.

Oh, by the way, my "American Made Harley" had the aluminum gear on it with less than 100 miles on the odometer and left me on the side of the road one Sunday afternoon. So much for quality control. Anyway, it was a great article and I hope some people take it to heart and take the hell up and own more gear, if Honda really decides to offer the police motorcycle market. I think there are going to be a lot of sub-people gear at 25 and 30 miles a day. In Milwaukee, this always gets what they are after, and this could be a prime time for them to enter the police market.

R.D.  
Milwaukee, WI  
motorcycl@escape.com

### Yamaha Road Star Transmission Issue

I thought a new Yamaha 1400 Silverado last year and just a couple weeks ago received a recall to have additive put in the transmission fluid. After calling the bike shop I purchased it from, I was told they did not know when the kit to make repairs would be available to them.

Soon enough when I called Yamaha they told me they were doing the best they could to get kits to the shops and asked me what number I was on the waiting list at my shop, which has a lot of customers waiting for kits to come in. My question is, who could I contact to ask if Yamaha has to fix my bike for a factory recall in a timely period?

Yamaha  
kell@att.net  
As an avid user you are aware, Yamaha has recalled several Road Star models for a defect in the transmission of selected models

(2001-2003). This recall is dated Jan 9, 2004 and advises all owners to not operate their vehicle until modifications have been completed. The recall states they could get me in! So that kind of oil! myself now.

This recall has affected approximately 29,000 vehicles and has caused huge turmoil due to the fact that repair kits are not available. Yamaha promises to have all of the kits to develop by "the end of April." Today is March 17, and my motorcycle has been completely out of service since January 30, and I was number 6 on the list then. I have been given a tentative date from my dealer for April 20. That means that I will be without any mode of transportation for nearly three months. I live in Montgomery, AL, and ride your sport. My question is: Have you been contacted by many others on this subject and do you plan to run a feature in one of your future issues?

STRONGHASS@aol.com

I have a 2002 Road Star with approximately 14,000 miles. I recently began experiencing problems with the head-to-shifter. The first indication was when I got on it one morning, the top of my foot would no longer fit under the front peg for the fourth 1/2 inch stroke. Puzzled but undaunted, I went about my only way to find that the bushing was not as specifically higher making it awkward and difficult to shift. By the end of the ride, the head-to-shifter was over-traveling so far in both directions that it felt like it was bottoming out on the floorboard! And, gear changes were an anticlimax at best.

Having been laid off from work over a year ago, I put my bike to sleep in the garage while I tried to figure out how I was going pay for repairs, when I received a small notice from Yamaha alerting me to an urgent transmission problem that had surfaced and required immediate correction. So I took my bike to the shop and from least some support with, but am unable to get to, given his distance from my home, and he tells me that my shifter problem is not related to the recall and will have to be addressed separately. Thus I called the dealer closest to me, where I could get the bike over to for service, and he tells me that my problem will probably be corrected when they perform the warranty service for the recall. Both dealers told me that there had been no reported occurrences of the recall problem resulting in any operating issues, and they would be able to get the bike and shift like I.

I haven't ridden my bike since the end of December 2003! Any suggestions for dealing with this dilemma would be greatly appreciated, and don't tell me to just swap it and get a Harley like I should have done

in the first place—I've had about all that crap! In willing to part-up with from my riding buddies.

T. Lewis  
hulana@tiscali.com

NMSA ordered the recall on the Road Star transmissions on Aug. 22, 2003. The campaign ID number is 03090900. Potentially, 29,139 units are affected.

Summary: "The transmission on certain motorcycles, the second-hand piston gear may be incorrectly machined which could cause abnormal wear that eventually results in a broken exterior clip."

Consequence: "If the clip breaks, the transmission could lock up, which would also cause the rear wheel to lock up. This could result in loss of control and a crash, possibly resulting in serious injury or death."

Remedy: "Yamaha will replace the transmission gears and shafts with new ones. Owner notification began on September 9, 2003. Owners who take their vehicles to an authorized dealer on an approved repair service date and do not receive the fix remedy within a reasonable time should contact Yamaha at 1-800-888-Yamaha or visit their website at [www.yamaha-motor.com](http://www.yamaha-motor.com).

Notes: "All customers who contact the National Highway Traffic Safety Administration's Auto Safety Hotline at 1-888-285-2269 (1-888-327-4236).

MCN will keep you posted if we learn anything more on this subject.

### Rc Motorcycle Communicator

I enjoyed Fred Ray's article and have been trying to assemble a system for myself. In several hours of surfing the web I have found very few radios with a confirmed power rating of 3 watts—the Cobra FR 3000 and 4000 models and Midland G-300 model (which gets another bad review from a purchaser on one of the websites).

Do you have a website reference that you find helpful in your search, or a listing of 3-watt radios that I should consider? Thanks for your help. I really enjoy the magazine.

Bill Ruback  
billruback@willruback.com

Bill, among the people we're talked to using the systems, and even the manufacturers of the various models, there seems to be a strong preference for the Kenwood RC6000's Pro-Talk and Pro-Talk models.

—Fred Ray

Fred Ray's article on inexpensive bike-to-bike communications gear in the March

issue was perfectly timed. Tom riding buddies and I had just been talking about the idea of communicating on the road. The article was very helpful, since it shows that it's possible to talk bike-to-bike without spending a great deal of money.

But although I'd like to talk with my pals on the road, I'd really rather talk with my wife, who's usually on the seat behind me. As a result, I'm primarily interested in an intercom setup. If I can add FRCS/GMRS and two headsets/intercom packages and talk by radio to my wife, but that seems a little excessive—and twice the price of the sort of bike-to-bike package you have described.

Do you have suggestions for inexpensive intercom capabilities? I realize that I could just get together with FRCS/GMRS and two headsets/intercom packages and talk by radio to my wife, but that seems a little excessive—and twice the price of the sort of bike-to-bike package you have described.

Some of the price-sticker-shocked units (I assume) make their own effort to enhance their capabilities with various radio-boosters and voice-activated intercoms and only require push-to-talk buttons for bike-to-bike talk. I'd like that kind of system, if possible.

Ben Quinn  
Oak Park, Illinois  
jquinn@bentall.com

Jim, try the Chatterbox MC-50 Tandem Pro. It's my personal favorite. See: [chatterbox.com](http://chatterbox.com).

—Fred Ray

the age of the radio. This is done solely to comply with the law.

On the subject of "privacy codes" or "privacy channels," there are not extensive frequencies, but are actually what are known as sub-middle tones. This idea was invented by Motorola a long time ago, and is commonly used method to limit unwanted reception. How it works is that the transmitting radio will actually transmit a very low volume tone in the 87-500 Hz range along with the carrier/wave. The receiving radio will only "open speak," or allow the radio to convert the received signal into audio if the sub-middle tone in the tone that it is expecting. There are 38 official sub-middle tones, although there are other legal techniques beginning to emerge as well. It is of little benefit to have a radio with any more or less than the 38 standard tones, as it would otherwise be incompatible with other FRCS/GMRS radios—and the combination of 16-23 frequencies times 38 tones produces enough combinations that it is unlikely that one would ever find a conflict.

Thanks for the excellent article.  
Dan Grassotti  
Oakland, CA  
dangrassotti@comcast.net

### Rc "Wrenching" Build Frame

I would like to get some information on the best frame (pictured in LT Snyder's article How-To: Wrenching, Part 2 in the March 2004 issue). Could you please provide the contact information for the manufacturer?

Kenjo@earthlink.net

It can be purchased through your local dealership, who should have a dealer agreement with K&L Supply. The HP is part #15-9990. Or contact K&L for a list of dealers at [www.klsupply.com](http://www.klsupply.com) #409 727-6767.

### Motorcycle Lifts

Do you have a recommendation on buying a motorcycle lift?  
Thank you,

George Vintar  
Burlington Grove, Ohio  
jgeorgev@comcast.net

George, I am very happy with the Handy Lift, which is easily the best-selling model in the US, judging from what I see in shops all across the country, and it has given me great service for many years. It's also the best value in my opinion and very well made in the USA. Their toll-free number is (800) 247-7594.

—Dave Swartz