

# The Coaster



The official newsletter of the Pacific Coast Owners Club U.K.

Issue 16

December 2003.



## MERRY CHRISTMAS AND A HAPPY NEW YEAR.

May I take this opportunity as your editor to wish you all a  
**'Merry Christmas and a happy and prosperous New Year.'**

I find it difficult to believe it is over a year now since I took on this role, the year seems to have flown by. Some say that's because I am getting older now.

I would once again like to bring to everyone's attention the fact that this could be the last Coaster that is published. Due to family commitments, I am not able to continue performing this role and to date no one has come forward with a definite offer to take the role on.

I would like to take the opportunity of saying a big thank you to all those persons who have sent me articles for inclusion in this and previous editions of The Coaster. If you have not seen an item you have sent me so far then I apologise. Should a new editor come forward I will forward any unused items to him/her.

I have to inform you all that should a new editor not be found then the only opportunity you as members will have of keeping in touch with each other will be by way of the new joint UK and Ireland web-site operated by Ian Whithorn at [www.pc800club.freeserve.co.uk](http://www.pc800club.freeserve.co.uk)

### Midlands group still plodding along...

Members of the Midlands group get together on the first Sunday of every month at a pre-decided location.

The first meeting of the New Year will be at midday on 8th January 2004, at the Appleby Hotel, Appleby Magna, Leics.

Then 8<sup>th</sup> February 2004 at the Bassetts Pole Public House, Bassetts Pole, Near Lichfield, Staffs. On the junction of the A38 and A446.

Then 7<sup>th</sup> March 2004, at The Poachers Cottage on the A34 next door to Trentham Gardens, in Trentham, Stoke on Trent.

Then 4<sup>th</sup> April 2004, at The Devonshire Arms, near Ripley.

Thereafter the meetings continue on the first Sunday of the month in a cycle of the above locations.

Chris Tallent.

## HOW I FOUND MY PC.

By Brian Chapelhow

I had always had a sneaking fancy for a PC. I must have seen my first one in a local bike dealers about eight or nine years ago and was very impressed with the thought that had gone into the design along with the usual excellent Honda build quality. Hmmm-one day-I thought, but at the time I was restoring a classic car so I put all thoughts of a PC out of my mind.

My wife and myself have been motorcycling continuously for 38yrs and in 1997 we were in a position to buy a new tourer. We bought a new Gold Wing intending to do some serious touring. We considered a Pan but somehow they have never really appealed to either of us, also I didn't know that PC's were still available (not realising that they had gone back into production in '94).

Well, we all remember the appalling summer of '98 especially in N.E England. The very few dry days we had never seemed to coincide with our limited time off, not really enjoying wet weather riding all that much having been forced to do it for years travelling to work during my impecunious early working life! Seeing all that money sitting unused in the garage was galling, along with the fact that when my wife tried to ride it she found it just too heavy to manage when stationary. We both loved the bike but reluctantly we decided to sell it.

A few months passed and the thought of not having a bike was getting to me when PC's again came to mind. Yes, I thought; 'nice tourer, low running costs, and a fraction of the value of the Wing lying in the garage'. It wouldn't be eating any meat if unused, who cares. Also our appetites had been whetted after seeing several in California that year.

I asked around and after many phone calls learnt that there was an Owners club. After a very informative first call to Gary in Jan '99 I found out a great deal about them and that he had access to bikes for sale, also that they were more expensive over here than I had thought! We ended the call by me joining the club and agreeing to go down to Wales to view the bikes that same weekend.

Next morning, in the cold light of day, and as quite often happens after you realise that your enthusiasm got the better of you, plus having just spent most of the proceeds from the sale of the Wing on other things, we decided we would be stretched a bit. Reluctantly I rang Gary to inform him of the situation but that things may change in the future.

I am a service manager at a motorcaravan and caravan dealership. On the Friday of the very same week, as I walked into our accessory shop one of the caravan salesman, knowing I was a motorcycle enthusiast asked, "Brian, you don't happen to know anyone who would want a Honda ---er---what's it called----- Pacific Coast!" "Yes me" I said, as he nearly fell off his seat. It turned out that unknown to me he had a customer with an '89 PC complete with private plate who was desperate to p/x it against a caravan. Our salesman had been trying to get it underwritten by local bike dealers as a trade sale to no avail, the PC being a bit of an unknown quantity to an amazing number of motorcycle salesmen. Our salesman was flabbergasted when I showed him my brand new club membership and that I was his ticket to another deal! We had only ever part exchanged one other motorcycle in all the years the company has been in existence.

I immediately went to the potential customer's home to view the bike and a deal was struck. Being a staff member I naturally got the bike at a verrrry advantageous price!!!! Big smiles all round. My wife still believes it was all a big fix and that I must have known about it in advance, but I swear it is all true. The Gods must have been feeling generous that day.

We had the bike for three and a half years and it never had any problems. During that time I converted the lights to normal British 'switchoffable' type along with fitting a headlamp flasher, an Autocom intercom and a clock.

Whilst I had my '89 PC I had developed a fancy for a '96 as I felt that they had the best colour scheme and that in my opinion Honda had spoilt the '97's and '98's by cheapening the product. I found the bike I wanted thanks to Gary (Beattie). It's a '96, first registered in '98, with only 4,500 miles on the clock. Gary had been its first owner and knew that it was languishing unused in a lock up in London and that it was up for sale. After a few phone calls a deal was struck. A few days later I flew down to London and rode it back home. The ride back was rather eventful but that's another story. At the moment I'm doing all of the conversions that I did on the '89 and it will be back on the road in the spring. I sold the white PC sale or return through my friendly local dealer the same day I took it in.

## **Trouble shooting guide for the PC charging system**

Here is a trouble shooting guide for the PC charging system that has been put together from the Manual, Electrex Website and fellow listers advice.

Since sending it to a few people it has provided positive results that enabled them to purchase parts with accurate and predictable results.

Hope you don't need it but here it is:

I don't recommend this as a standard manor of troubleshooting charging systems but knowing that the PC has a weakness in this area give creditability to my method of working backwards from the least reliable component.

First you need to clean your battery cable connections and put a good charge on your battery, should read at least 12.8 Volts or don't proceed with the tests. If your battery will not obtain 12.8 volts you are likely to have a dead cell, shorted plate, beat battery or all of the above. Replace the battery and then proceed.

The bad battery could be the cause or simply a victim of the real charging problem so you still need to test the charging system or you may find yourself with a dead battery 500 miles from home.

1. Remove the left side vent and remove the upper side fairing (under the false tank)

Look for a white connector with wires that run from the crankcase to the R/R, which is below the fuse box. The three yellow wires coming from the crankcase are the stator leads that generate electricity when running. Here is the test, note this is not in the Honda Manual. All tests are done on the crankcase end of

the connector not the R/R end.

A. Engine off, With the connector disconnected set your meter to Ohms at the lowest range on the meter. Check the resistance between all three wires if any of the three readings is lower than 0.5 Ohms or higher than 2 ohms then the stator is defective.

B. Engine off, Still in Ohms on your meter hold one lead against the crankcase and touch each yellow lead with the other meter lead. There should be no reading or it indicates a short to ground and again a bad stator.

C. Regardless of the results on the A.& B. test perform this test for confirmation. Switch your meter to AC voltage, at least 100vac range, that's right AC. The stator produces AC output although your bike runs on DC (R/R's job) With the connector disconnected start your engine and place the meter leads across any two yellow contacts in the connector, then across another until you have connected all three, two at a time, 1&2, 1&3, 2&3, (3 readings total). Rev the motor during these tests to get a high point reading. If the three readings are not equal or any one is below 50 volts AC the stator is bad.

2. If the stator tested good or has been replaced then you need to reconnect the stator connector and start the bike. Set your meter to DC and place the leads on the battery terminals. Note the reading w/o engine running then start and run, it should be in the 12.5 to 13.5 range if you get over 14 vdc then it is likely that the R/R is overcharging and needs replacement. If not overcharging, watch the meter closely and note if the voltage is increasing or decreasing, you need a good digital meter to study this. If the voltage is slowly decreasing then the battery is not being charged but depleted, if it increases then holds, etc.. then the R/R is functioning ok. Forget the tests in the Manual for the R/R. Both the new R/R and my old R/R tested bad according to the chart specifications, both were good. Electrex states that 90% of charging systems problems are related to poor connections. This next test eliminates all the charging connections in the PC in one test.

3. Now that you have some battery readings as a baseline or if your readings were all over the scale, you now need to check the connections by a full bypass of all the charging system connections. Disconnect the connector from the R/R. Look in the back where the wires enter. Make up 1- red and 1- black jumper wires. About 3 ft. long. Carefully push the red jumper into the Red/White wire location and the Black jumper into the Green wire location. Reconnect the R/R (you have pushed the jumpers into the back of the connector) now run the jumpers to the Red and Black battery terminals. What you are doing is eliminating all the connections from the R/R to the battery. Start your bike and use your meter to check the dc voltage at the battery when running. Note the difference from test #2. If your problem is resolved by the jumpers then you know you R/R is ok and you need to clean all connectors, main relay and connections. The manual points them out as a first step in troubleshooting. If it does not improve the

battery readings then your R/R is cooked.

By no means is this intended to be an all inclusive electrical inspection but rather a very positive means to fairly easily check the four main components of the charging system of the PC. Stator, R/R, Battery and wiring/connections.

Electrex makes high performance stators and R/R products for Bikes including the PC.

Electrex also has a great charging system troubleshooting guide online that you can download. The Stator test is taken from that guide.

Good Luck.  
Ian McNaughton

## Bikes for sale...



**Honda Pacific Coast White 1989 "F" reg.**  
38,000 miles Tested and Taxed  
New rear tyre and front tyre ordered  
Also includes stainless exhaust system, stereo  
radio cassette with wired remote control,  
dashboard speakers and earphone socket, new  
high screen, original short screen included. Extra  
front lights, excellent reliable runner. £2500 ono.  
E photos available. Cumbria (U.K.) Telephone Paul  
Turner on 01946 811407 or E-Mail

**Honda Pacific Coast, 1994, Silver**  
60,00 miles, MOT until Sept 2004, taxed until April  
2004. Recently serviced, seat recovered 1 month  
ago, new bigger clearview screen, handle bar  
muffs, full rack and 36 ltr Givi box. Includes  
radio/CD player. £1750 ono  
Contact Ian Graham 0118 9627520 or 07900  
883602 (Near Reading, Berkshire).



**Honda Pacific Coast, 1992, K, Candy red.**  
22,500 miles since 1998. Fitted with radio,  
heated grips, taller screen, Givi top box, 2 new  
tyres 2 years ago. Comes complete with  
handbook and manual. £3,500.00 ono.  
Contact Jose Feingold on 0161 833 4422  
(daytime, or 0161 792 1257 (evenings.) (Salford  
area.)

## Throttle rockers...

Phil Crawley tells me he has recently fitted one of the above items to his own bike, which he bought through the Owners Club website. He states it works well and was well worth the \$10.00 it cost.

## South West Region,...

Richard Fry informs me that a number of club members in the South West have been getting together to go out on runs. If anyone else in the area is interested in meeting up with them then contact Richard on

## Irish Rally 2004,...

I have been asked to bring to the attention of all club members the fact that the Irish PC800 Owners Club are holding another rally this year. Again it will be in May, no dates fixed yet and it will be held in the Antrim Coastal area and Donegal. Any members interested in attending should contact Ian, via his website.

[www.pc800club.freemove.co.uk](http://www.pc800club.freemove.co.uk)

## U.K. Rally 2004,...

Paul Turner assures me that the Cumbrian rally is still on for this year, even though as I am sure those of you with eagle eyes will have noticed he is selling his PC. Full details will be forwarded to all members in due course. **Please note this will be the A.G.M. as well so if you want to have your say**

**about how the club is run, then be there!!!!**

## Club Merchandise,...

**NOW AVAILABLE...** Those of us who wish to show our allegiance to the club can now purchase club specific merchandise. The items available are, screen stickers, key rings, watches, cloth badges and polo shirts. For full details visit the club website as above.

## Ferry discount,...

Ian Whithorn has managed to negotiate a 20% discount on ferry crossing fares with Stena Line. Apparently just quoting the club will be sufficient to obtain this discount.

## Get polishing,...

Another item I have gleaned from the club website is a product called Belugum Polish. Apparently those who have used it cannot praise it highly enough. I have always used Solvol Autosol myself, but will try anything once, so I might just give it a try.

## Rock bottom priced oil,...

David Scott informs me that he has been able to negotiate a supply of Rock oil to his company. He states it works out at £10.00 for a 4-litre container.

He states he needs to sell as much as possible to remain as an outlet, so would be grateful if the club could help out. If anyone is interested contact him at [badger@globalnet.co.uk](mailto:badger@globalnet.co.uk) (by the way he asks that we keep the price to ourselves, as he does not want to upset anyone....)

## More useful tips,...

Courtesy of Neville Goldsmith.

### Front Brake Callipers

Tips:

1) Pump out the pistons before disconnecting any pipes use a 'G' clamp to hold one piston whilst pumping the other.

2) To grip pistons to pull them out or push/twist them

in, use a 'rawbolt' down the inside carefully expanded to grip the inside bore. Caution ~ set the bolt at the base of the bore and do not overtighten or you will split the piston.

3) Fabricate a bent wire hook tool to carefully scrape out the corrosion that builds up in the seal retaining grooves.

### Steering Head Bearings.

Tips : 1) Setting the bearing

pre-load can really only be done by feel (do not use the method described in the manual as this is for the original ball races). After everything is torqued down and tightened, the forks should feel slightly stiff but free

and smooth - not as free as you would set wheel bearings.

Do the test as described to check that you have got it right.

2) Use the fork tubes to align the top and bottom yolks. Fit the front wheel fully to fix the bottoms of the tubes and torque up the pinch bolts before finally torquing up the main stem nut.

### Thermostat.

If your PC runs too cold, check your thermostat.

Mine

had rusted away such that it did not shut off.

### Camshaft End Cap, Oil Leaks.

I understand that the substantial leak that I had on my bike is fairly common to a greater or lesser degree.

Although it requires a fair bit of spanner work to access the cylinder head covers it is not beyond the scope of a competent DIY mechanic. After removing the offending cylinder heat cover it is just a matter of cleaning off all traces of the old silicon sealant and re-sealing everything, particularly the rubber end caps, before torquing it all back down as directed in the manual.

### Power Supply.

If you are thinking of fitting some aftermarket Heated Grips A good place to pick up a suitable "ignition on" feed for heated grips is from the fan motor supply

(blue/orange cable) as it enters the fuse box. The reasoning for using this supply is that the fan will only be running when it is hot and heated grips will only be needed when it is cold.

### Replacement High Screen.

I have fitted and can recommend, a screen supplied by M & P Accessories which is almost a

direct copy of the Honda item. It is made by Acrybre (part no ACR 31038 CF) and is available from M & P Accessories ( Cat no M 346642) under their 'NUVO' brand. Cost £58-99.

### **Plastic Panel Repairs.**

Cracks and breakage's to plastic panels can be satisfactorily repaired by heat welding using a miniature soldering iron.

The affected area can be re-inforced using glass fibre filler (Isopon P40) on the back of the panel, after keying the surface with rough grit paper.

My bike had suffered a lot of panel removal abuse by previous owners, but all the repairs have come out well, although some aluminium re-inforcement has also been necessary in places.

### **Exhaust Manifold Studs.**

The location of the front cylinder exhaust manifold makes it prone to corrosion of the studs, nuts and lock-washer. It is a good idea to replace the studs and nuts with stainless steel items made up from M8 x 60 bolts, and M8 nuts, and replace the stock tab washer, coating it with copperslip grease. Tip: Take note of how the four spring compression washers are oriented in two pairs nose to nose as shown (but not very clearly) in the manual.

### **And finally ....**

It is subscription time again. Could all members please send their subscriptions to Alan Robertson at his home address, details contained in Contact Point.. (Application form attached).

Safe Biking.

Chris Tallent.