

Night Star



BY STEVE LITA

As you read in the bike review last month, I'm a fan of the Star Roadliner as is. But in typical *RoadBike* fashion, we just couldn't resist tricking out a ride. The folks at Star and Genuine Yamaha Accessories were on board with my pitch to dress the Roadliner up, and suggested some great accessories that they sell right at your local Star dealership's parts counter. What you see fitted in this article is available dealer-direct, with the exception of the Lindby highway bar. So let's start with that piece.

I wanted an alternative place to prop my feet, but didn't want to add more chrome to the 'liner. A quick check of Lindby Custom's web site revealed just the thing: one of its cool-looking multibars, now available in gloss black. I like the multibar for its soft bends and lower-to-the-ground look.

Next up, a shopping spree of the chock-full Star accessory web site brought us the custom Midnight Bomber engine trim components. Bike customizer Jeff Palhegyi has designed the Bomber series components, and they're available either polished and plated to a show-quality chrome finish, or in the Midnight collection for a blacked-out look detailed with brushed fin edges. The choice for me was simple: more black, please.

Also from Star, I selected some custom billet wheels. CNC-machined in the US from 6061 forged aluminum, they're available in brilliant chrome or contrast black-anodized/raw machined aluminum. The matching belt-drive pulley was a natural addition. The wheels come with bearings, seals, and valve stems installed, but, alas, tires are not included (Metzeler 880 tires are recommended). Don't think you can just swap over your stock rubber, as the sizes are different for the new hoops. The recommended front tire size is 140/70-18" and the rear now sports 200/50-18". Don't worry, everything fits right where the



1

The Lindby multibar is available in gloss black.



2

Custom, black-anodized billet wheels from Star Accessories have relief cuts to show off brilliant silver. Of course, we install the matching drive pulley.

stockers came out. It's a true bolt-in. Even the brake disc bolt holes are same thread as stock, so you don't have to chase new hardware all over town.

A couple of other small pieces of bling were added, like the billet license plate frame and the tribar front fender trim. Truth be known, I didn't select the front fender trim at first. But then I saw a Roadliner at the local bike night with one installed, and I was sold. It complements the horizontal lines of the tank trim so well, I had to add it to the order.

Now follow along as I spend a day lavishing some gleam on the 'liner. Note, no air tools were zinged in the building of this bike; only hand tools and a pump jack were needed. I do need to mention that loosening the exhaust system was necessary, and wrestling with that giant python is a handful. You might want to get some help with that part.

hard data

LINDBY
Multibar, Black, \$270
714/528-0085
www.LindbyCustom.com

STAR GENUINE ACCESSORIES
Billet License Plate Frame, \$83.95
Front Fend Trim Rail, \$267.95
Rear Axle Covers, \$160.95

Custom Midnight "Bomber" Components
Drive Pulley Cover Insert, \$113.95
Clutch Cover Insert, \$99.95
Starter Cover, \$99.95
Ignition Cover, \$123.95
Cam Cover Insert, \$47.95
Master Cylinder Cover Set, \$94.95
Primary Drive Cover Insert, \$94.95
Generator Cover Insert, \$61.95

Custom Midnight Wheels
Front Wheel, \$1,299.95
Rear Wheel, \$1,499.95
Rear Pulley, \$549.95

www.StarMotorcycles.com



3 The Lindby bar installs with just six bolts, two under each floorboard ...



7 When I remove the decompression cover, only one drop of oil is lost (my plank trick worked).



4 ... and two bolts (supplied) attach the top of the Lindby bar to the frame downtubes with small J-shaped clamps.



8 The Bomber billet cam cover attaches with two Torx head bolts. (New gaskets are required, but not included).



5 In an attempt to avoid draining the crankcase oil, I raise the bike onto wooden planks to get a little extra lean to the left on the sidestand.



9 Around to the left side, you see the starter, ignition, clutch, and drive pulley covers are easily accessible.



6 After loosening the exhaust (do not remove completely), added clearance is gained to access right-side engine trim panels.



10 The plain front fender does little for the bike.



11

But add this Tri-Bar fender trim and the Roadliner seems longer and lower.



12

While the exhaust is still loose, I lift the rear end.



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The polished-billet rear-axle covers attach to the new axle blocks (in right hand).



14

While we're at it, some new billet wheels need to be installed. First, I transfer the stock cush drive insulators to the new wheel's hub.

Don't bother looking in the stock Star under-seat toolkit for an 18mm hex key to remove the front axle. It's not there. But you can make do with a modified 5/8" spark plug socket. Just grind the flats of the integral nut on a belt sander a little to fit the front axle hex inside diameter. Then use a long extension to engage the 3/8" square drive (remove the rubber spark plug insulator if so equipped) and use a ratchet. Instant axle tool.



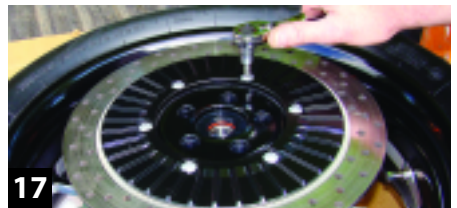
15

The stock drive hub is pressed in place.



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The matching belt-driven sprocket is installed with the five stock nuts.



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Flip the wheel over to install the rear brake disc. The stock bolts are treated to some thread lock and torqued to spec.



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The Roadliner looks hot dressed in black, billet, and chrome. Check back next month for more 'liner notes.

RB