
HT1500
GOLD WING CONVERSION KIT

INSTALLATION INSTRUCTIONS

Put bike on center stand

Removal of Bike parts:

Remove the following parts following the factory manual:

side covers, passenger foot rests, exhaust covers, seat, tour pack, saddlebags, battery and box, rear tire, brake line (at rubber hose near swing arm pivot), shocks (air compressor line is disconnected at shock, and stays with compressor), Swingarm and driveshaft (reverse box may stay connected, just pull out to side), mufflers, and helmet locks.

Preparation:

Cut-off the saddlebag support tubes where the vertical tube meets the angled tube in the front and back. All you want left is the tour pack support.

Loosen tour pack support at bottom bolts, remove top bolts, and then lift up a little. This allows the body to go under the support.

If you have the fuel tank: Secure the two black control boxes, facing each other, one on top of the other. Secure to frame using the green ground wire hole at center of frame. Use the 2 ¼" spacer tube and long screw provided to hold them together.

If no fuel tank: leave rear half of fender in place

Install air-compressor relocation bracket (1 ½" x 4" w/ 3 holes) and remount compressor. After mounting, secure the compressor to the bracket with a wire tie.

Install suspension:

See brake amendment for master cylinder prep

Install machined studs in the swing arm pivot hole with some blue Loctite on them. This provides a 5/8" stud on the side of the frame for the suspension side plates. Screw in until flush with frame.

Remove the 6mm bolts from the exhaust heat shield on the outside of the frame rail. Install the shock replacement bars on the top shock stud and re-install bolts, leave bars hanging loose for now.

Put the suspension on a floor jack and roll up to the bike. (*note: once forward all the way, jack up to meet the studs.*) Spread the chassis plates over the studs and start the nuts. Be careful not to damage the threads on the machined studs. Jack up the rear to align the shock replacement bars, slip in the bolts.

Install 8mm x 40mm bolts and 3/4" spacers to crash bar tabs on frame with spacer.

Tighten the front stud nuts, crash bar tab bolts, and shock replacement bars.

Hook-ups:

Connect brake line purple adapter to the bikes' rubber line at the swing arm pivot. Connect this to the chassis steel brake line and secure to frame.

Connect air compressor hose with banjo fitting to aluminum adapter for air shocks.

Bleed brakes

Compress driveshaft and install at rear; extend onto output shaft of engine at front. Slide the front of the driveshaft yoke back about 1/8". Install the split clamp at the front of the rear yolk, to prevent it from getting any shorter. Tie-off clutch hose by removing clip to frame in center, and bend steel line down 90 degrees. Wire-tie hose to clutch bleeder tube. Also, tie away anything that is close to the U-joint.

On the painted exhaust shield under the floorboards, bend DOWN the rear two eyelets on the top of the shield. On the floorboard panel, cut OFF the rear two alignment pegs that went to the exhaust shield. *With the SE models install the longer bolts and spacers provided.*

Installing Body:

Remove latch cable and close latch immediately so you cannot accidentally close door. There is no way to open the door if this happens. Install cable into tour pack on the right saddlebag lever.

The tail lights are mounted to the body with black silicone to adhere and seal the light in place.

Install the wiring harness provided and secure with clamps to the trunk and secure so it can't be hit by the tire. Temporarily tape and silicone works good for this. Once body is mounted plug into one of the original tail light leads. Our harness splits the functions to each tail light.

Set the body on the frame. Pop the bike's side-panels onto the body; use them as a guide to establish the front to rear positioning. Then check the rear, center using the tires to fender spacing.

There are spacers provided for the front trunk mounting bolts. Once you're happy with all spacing drill and bolt body down.

To re-install the tour pack, carefully lower the tour pack with mount into body. Now set the tour pack mount onto the front bolts through the slots. Tip up the whole assembly up and insert latch cable into trunk and then lower. Then bolt down tour pack mounts permanently. Adjustment to the latch can be done at the latch if necessary.



3744 Scheuneman Road White Bear Lake, MN 55110

651-777-7774 800-331-0705 651-426-3952 fax www.trikeshop.com

ULTIMATE TRIKE CONVERSION BRAKE LINE INSTALLATION GUIDE HONDA GL1500 - DISC BRAKES

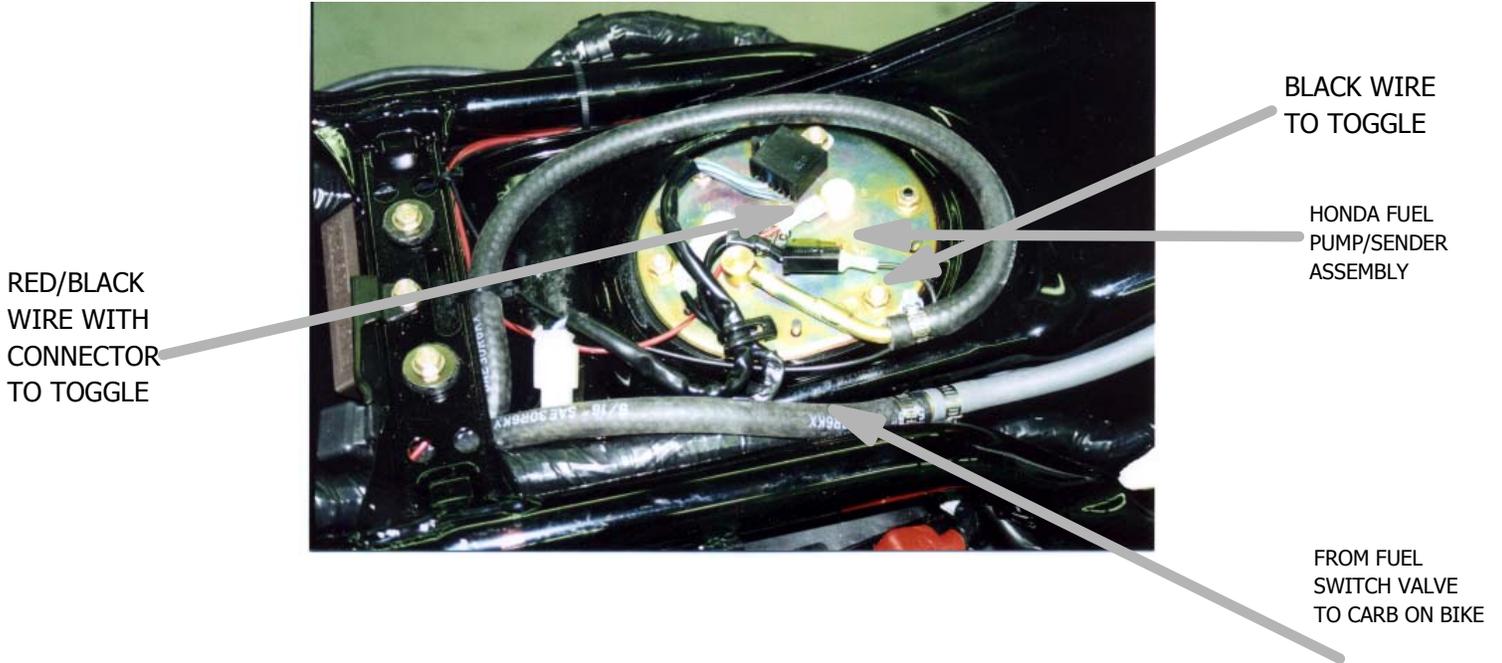
When installing trike kit, perform brake line installation after stripping motorcycle (saddlebags, swingarm, battery, battery box removed, etc.) **BUT BEFORE INSTALLING THE CHASSIS!**

1. Remove both brake lines with banjo fittings from rear master cylinder. Save banjo bolts, sealing washers, and **ONE** banjo fitting for later use.
2. Remove rear steel brake line with hose and mounting bracket from motorcycle and discard.
Note: *Line assembly is no longer used.*
3. Bend front steel brake line to follow frame tube toward rear and secure to frame tube.
Note: *Route brake line so as not to interfere drive shaft, battery box, etc. Line is no longer used.*
4. Using one banjo bolt, 2 sealing washers, and TTS spacer/plug (provided), plug rear port on rear master cylinder as shown below.



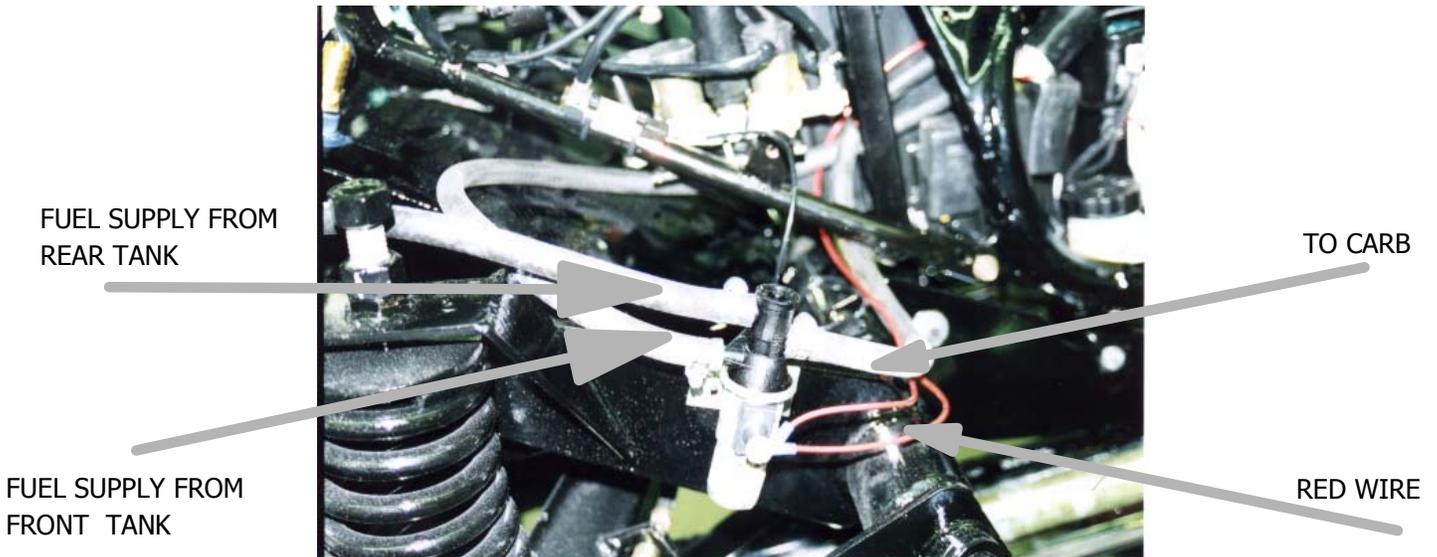
5. Install brake line adapter and steel brake line (both provided) into banjo fitting. Using remaining banjo bolt and sealing washers, install banjo fitting assembly on to master cylinder's forward port as shown to the right (port faces toward center of motorcycle). Install banjo fitting and bend steel brake toward rear of motorcycle, along frame tube, allowing maximum clearance from driveshaft, exhaust, etc. Be sure to **RE-CHECK** for **DRIVESHAFT CLEARANCE!** **Note:** When bleeding system, be sure to also bleed plugged end of master cylinder. Crack bolt loose to bleed.





REMOVE FUEL LINE FROM HONDA PUMP
 CONNECT 5/16"(4') HOSE (SUPPLIED) TO HONDA FUEL PUMP OUTLET TUBE
 CONNECT OTHER END OF 5/16" (4') HOSE TO BOTTOM REAR FITTING ON FUEL SWITCH VALVE

CONNECT OTHER 5/16" (3') HOSE TO HONDA FUEL LINE WITH FUEL LINE COUPLER
 CONNECT OTHER END OF 5/16"(3') HOSE TO FORWARD FACING FITTING ON FUEL SWITCH VALVE



RED WIRE FROM TOGGLE SWITCH TO CONNECTOR ON FUEL SWITCH VALVE