

- These instructions assume you are installing a body painted from the factory
 - If not, you are required to install the weatherstrip, carpeting, wiring etc on the conversion body.
- The hardware kits accommodate either a painted or unpainted body

1. Put the bike on its' center stand
 - a. Secure the center stand.
2. Remove and save the following parts and hardware:
 - a. Seat, side covers, passenger foot rests, exhaust covers, tour pack, battery and box, and mufflers
 - b. Discard the two muffler mounting bolts/nuts)
3. Remove and discard the following parts
 - a. Saddlebags, rear crash bars, rear tire, brake line, shocks, swing arm and driveshaft, and helmet locks
 - i. Disconnect the rear brake line at the steel line/rubber hose connection near the swing arm pivot
 - ii. If the bike came equipped with an air shock, disconnect the air line at the shock
 - b. Swing arm: to remove the swing arm, the reverse control module (see pic #1) must be temporarily removed
 - i. Just remove the four mounting bolts and pull it out to the right side
 - ii. Remove the swing arm, then replace the module.
 - iii. There is no need to remove the wiring
4. Rear master cylinder
 - a. Remove both brake lines with banjo fittings from the rear master cylinder
 - i. Save the banjo bolts, sealing washers, and one banjo fitting for later use.
 - b. Discard the brake line (with hose and mounting bracket) that went to the rear caliper.
 - i. Straighten out the steel brake line that went to the front caliper and secure it to the frame tube
 1. This brake line is no longer used
 - c. See pic #2: In this photo, the tin heat shields have been removed for picture clarity only. It is not necessary to remove them
 - i. Using one banjo bolt, 2 sealing washers, and the provided (1/2" long x 5/8" O.D.) spacer, plug the rear port of the rear master cylinder.
 - d. See pic #3: Install the brake line adapter and steel brake line (both provided) into the banjo fitting saved earlier

- e. Using the remaining banjo bolt and sealing washers, install the banjo fitting onto the master cylinder's forward port (this port faces toward the center of the motorcycle)
 - i. Install the banjo fitting/steel line angled toward the rear of the motorcycle, bending the steel line as needed to allow maximum clearance from the driveshaft, exhaust, etc. **BE SURE TO RE-CHECK FOR DRIVESHAFT CLEARANCE!**
 - ii. Later during the install, when bleeding the brake system, be sure to bleed the plugged end of the master cylinder
 1. Crack the bolt loose to bleed
5. Saddlebag rack
 - i. Cut-off the saddlebag support tubes where the vertical tube meets the angled tube in the front (See pic #4) and back (See pic #5)
 - ii. All you want left is the tour pack support.
6. **Optional auxiliary fuel tank**
 - i. **Remove and discard the rear fender extension**
 - ii. **Secure the two black control boxes, facing each other, one on top of the other**
 - iii. **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. (see pic #6)**
 - iv. **Install the air-compressor valve relocation bracket (1 ½" x 4" w/ 3 holes) and remount valve**
 1. **Secure the valve to the bracket with zip ties (see pic #7)**
 2. **Use the stock shouldered bolt to attach the bracket to the tab**
 - v. If no auxiliary fuel tank: leave the rear fender extension in place.
7. Install the Trike chassis
 - i. Install machined studs in the swing arm pivot hole with some blue Loctite
 1. This provides a 5/8" stud on the side of the frame for the suspension side plates
 2. Screw them in until the flange is flush with the frame.
 - ii. Remove and discard the 5mm & 6mm bolts (8mm & 10mm bolt heads) from the right side exhaust heat shield under the frame rail
 1. Remove and discard the 6mm bolt (10 mm bolt head) holding the heat shield bracket on the left side
 - iii. Install the provided shock replacement bars on the top shock studs and re-install bolts. Leave the bars hanging loose for now.
 - iv. Remove the Trike body from the chassis and set it aside
 1. Discard the mounting hardware
 - v. Roll the chassis up to the bike

1. Once forward all the way, jack-it-up to meet the studs (see pics #8 & 9)
2. Spread the chassis plates over the studs and start the nuts. Be careful not to damage the threads on the machined studs.
- vi. Jack up the rear to align the shock replacement bars, slip in the bolts
 1. 7/16" x 4-1/2" (right side) and 7/16" x 5"(left side)
- vii. Install 8mm x 40mm bolts and 3/4" spacers to crash bar tabs on frame with spacer (see pic #10)
- viii. Tighten the front stud nuts, crash bar tab bolts, and shock replacement bars.

8. Hook ups

- i. Connect the steel brake line (installed earlier) to the fitting on the trike chassis
 1. Bend the line as needed
- ii. Bleed the brakes using the top bleeders only
 1. Remember to bleed the plug on the rear of the master cylinder
- iii. Install the exhaust extension pipes and mufflers
 1. Attach the mufflers to the hanger brackets (using provided hardware)
 2. Tighten all exhaust clamps and fasteners while keeping the mufflers away from the chassis and parallel to each other
- iv. If ordered with optional air shocks
 1. Connect the air compressor hose with banjo fitting to the aluminum adapter for air shocks
 - a. Secure (zip tie) the adapter fitting assembly to the frame (see pic #11)
 2. Re-route the auxiliary air line so it can be accessed under the left side cover.

9. Optional auxiliary fuel tank

- a. see pics #12, 13, &14 & diagram #A-100-877-D & A-100-878-D
- b. Install the switch and the fuel lines now.
 - i. Install the pre-wired toggle switch with the red/black wire down
 - ii. Locate the Honda fuel level sender and unplug its 2-pin plug (under the left shelter panel) Remove just enough hardware to be able to access the connectors
 - iii. Plug in the supplied 2-pin connectors coming from the toggle switch
 1. yellow, green & gray wires
 - iv. Un-plug the stock Honda fuel pump power wire (single wire black plug)
 - v. Connect the red/black wire (female spade terminal) from the toggle switch to the exposed terminal on the Honda fuel pump.
 - vi. Connect the black wire(with male spade terminal) to the previously un-plugged Honda fuel pump power wire

- vii. Connect the red wire (#10 ring terminal) from the toggle switch to the fuel switch valve on the auxiliary fuel tank
 - viii. Connect the two pin weather pack plug (pink & black wires) to its mating plug on the auxiliary tank fuel level sender
 - c. Open the stock Honda fuel filler cap to relieve pressure
 - i. Route the Auxiliary tank's small vent hose (from the area of the fitting on the auxiliary fuel tank filler cap) forward to the stock filler cap area
 - 1. Locate the stock fuel tank overflow/vent hose, (red in color) cut it in the area shown (Diagram #A-100-878-D) and install the provided "T" fitting, then connect the auxiliary tank vent hose to it.
 - ii. Remove the fuel line from the stock Honda pump. Discard the clamp
 - iii. Connect the supplied 4-1/2 foot long 5/16" fuel line to the Honda fuel pump outlet tube.
 - iv. Connect the other end of this hose (after safely routing it) to the right rear fitting on the fuel switch valve on the auxiliary fuel tank
 - v. Connect the supplied 3-1/2 foot long 5/16" fuel line to the stock Honda fuel line using the supplied brass coupler fitting.
 - vi. Connect the other end of this hose (after safely routing it) to the forward facing fitting of the fuel switch valve on the auxiliary fuel tank
 - 1. The toggle switch is a 3 position switch - the center position will disable both fuel pumps. We supply this style of switch for anti-theft purposes
 - vii. When this system is installed as directed, putting the switch in the "up" position runs the front (stock Honda) fuel pump and reads the fuel level of the front (stock Honda) fuel tank. Putting the switch in the "down" position runs the auxiliary fuel pump and reads the fuel level of the auxiliary fuel tank.
10. Install the driveshaft
- a. NOTE: **YOU MUST REPOSITION THE HYDRAULIC CLUTCH HOSE TO ALLOW DRIVESHAFT CLEARANCE!** (see pic #15)
 - b. Remove the hose from the clip on the frame, bend the steel line down approx. 90 deg. and zip tie the hose to the clutch bleeder tube.
 - c. Compress driveshaft and install on to the transmission output shaft, then into the differential yoke
 - i. After fastening the u-joint to the yoke, ensure the driveshaft is fully extended, then install the split clamp on the driveshaft
 - ii. Position the split clamp to allow only 1/16" – 1/8" free travel.
 - d. Check for driveshaft clearance - tie away anything that is close.
11. Replace the passenger floorboards (see pic #16)
- a. On the painted exhaust shields under the floorboards, bend DOWN the rear two eyelets on the top of the shield

- b. On the floorboard panel, cut OFF the rear two alignment pegs that went to the exhaust shields.
 - i. For SE models, replace the floorboard mounting bolts with the longer bolts and spacers provided.

12. Installing the body

- a. Remove trunk door latch cable and close the latch immediately. This will prevent latching the door shut with no release cable.
- b. Replace the right side saddlebag release cable with the provided cable. Remove the panel inside the tour pack to access the cable

13. Tail lights

- a. Fasten the tail lights to the body, from underneath, with black silicone to adhere and seal the light in place. This is already done on factory painted kits

14. Wiring harness (see pic #17 & connection diagram #A-100-497-D)

- a. Install the provided tail light wiring harness
 - i. The black 2 position plug shown inside trunk in the diagram is for the optional trunk light, just route it through the grommet and tie it off
- b. Plug the harness into the tail light plugs, then secure the wiring/plugs in the area between the tail lights and the trunk walls to the fenders to prevent contact by the tires
 - i. Applying a bead of silicone, then temporarily taping down the harness in the silicone works well for this. On factory painted kits, this is already done
- c. Continue by attaching the harness to the trunk walls with the provided "P" clamps and secure.
- d. Once the body is mounted, plug the tail light harness into either one of the original tail light leads. (see pic #18)
 - i. The green and brown wiring pig tail in the provided harness is for the license plate light
 - 1. green wire = ground, brown wire = +
 - 2. Route these wires through the upper left corner of the trunk, under the carpet, and to the trunk door/license plate light.
- e. A trailer wiring drop harness is included in this kit. We advise installing this drop harness during the installation to avoid removing the tour pack to add it later.
 - 1. The drop can be used for trailer lighting, additional lighting, etc. without damaging or splicing in to the stock Honda wiring harness
 - 2. If not using the installed drop harness, insulate the ends of the wires and zip tie them to the chassis for access later

15. Set the body on the frame

- a. Transfer the side cover grommets from the saddlebags to the trike body
- b. Loosen and remove the tour pack rack mounting bolts (2-bottom and 2-top) and then maneuver the rack through the opening in the body as you set the body down

- c. Replace the two top tour pack rack bolts for now, but don't tighten them yet.
 - d. Pop the bike's side-panels onto the body, using them as a guide to establish the front to rear positioning.
 - i. The pre-drilled mounting holes in the body will be very close, some minor elongation may be needed.
 - ii. Then check the rear, center the body using the tire to fender spacing.
 - iii. Once you're happy with all spacing, bolt the body down.
 - iv. NOTE: Install the front body mount bolts pointing up, install the rear body mount bolts down through the trunk floor.
 - v. Now drill up through the front trunk floor mounts and install the mounting bolts.
 - vi. There are spacers provided to fill the gap between the trunk floor and the two front trunk floor mounting bars. (1/2" long x 5/8" OD)
 - e. If ordered with the optional auxiliary fuel tank:
 1. Install the fuel filler hose and cap now
 - a. Install the filler cap oriented as shown in pic#19
 - b. Temporarily remove the brass hose fittings from the filler cap to install it
 2. After installing the filler cap, replace the hose fittings into the filler cap and connect the vent hoses to them. The large one from the top of the auxiliary fuel tank, the small one from the front tank vent hose "T"
 - ii. Replace the tour pack onto its rack and bolt it down. Tip the whole assembly up (hinging on the two front tour-pack rack bolts) and insert the latch cable through the hole in the trunk.
 - iii. Plug in all tour pack wiring, check operation, replace the lower tour pack valance (with the chrome bezel still attached)
 - iv. Replace the lower tour pack rack mounting bolts and tighten them and the upper bolts.
 1. Install the trunk release cable and CHECK OPERATION OF THE LATCH SEVERAL TIMES BEFORE SHUTTING THE TRUNK DOOR!
 2. Adjustment can be done at the latch if necessary.
 - a. The trunk latch is a two stage latch
 - b. Ensure that the trunk door fully engages the 2nd stage of the latch when closed
16. Replace the seat
17. Check lug nut torque (70 – 75 ft. Lbs.)
18. Test drive



1



2



3



4



9



10



11



12



13



14



15



16

A-100-497-D

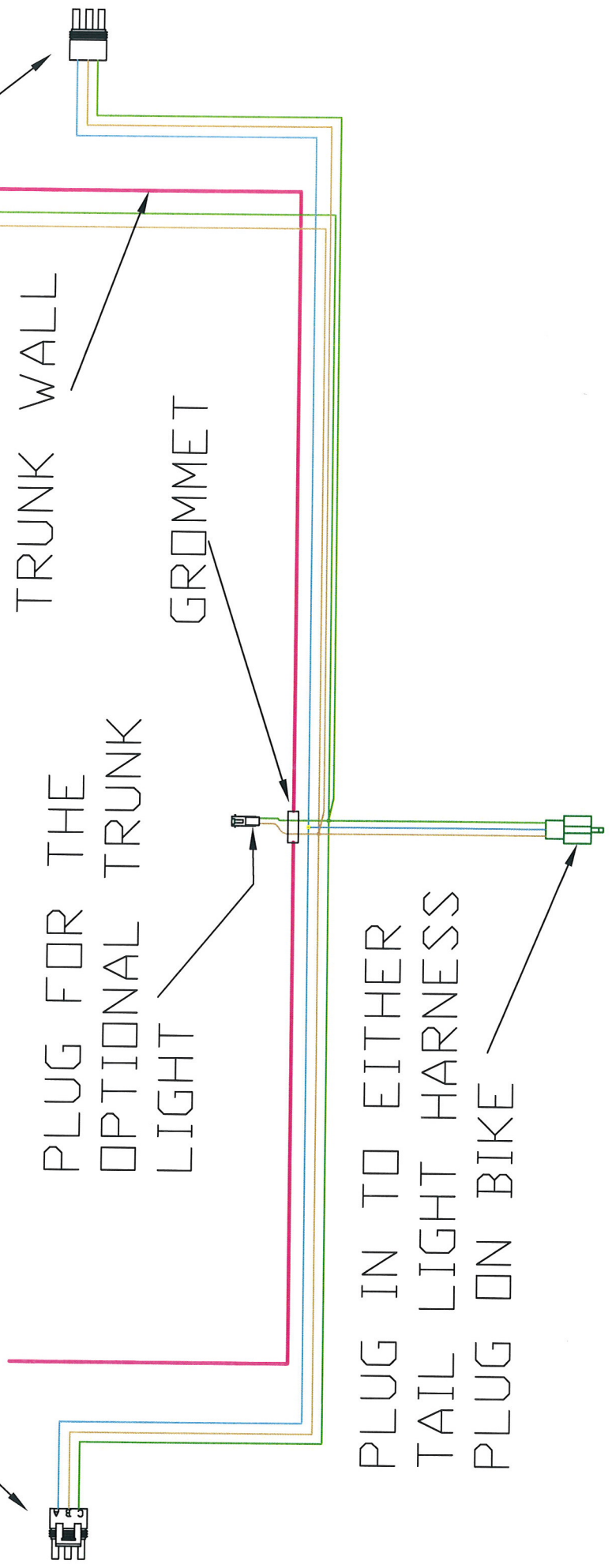
HT 1500 TAIL LIGHT WIRING HARNESS CONNECTION DIAGRAM

TO LICENSE PLATE
LIGHT

(GREEN = GROUND)

TO LEFT
TAIL LIGHT

TO RIGHT
TAIL LIGHT



TRUNK WALL

GROMMET

PLUG FOR THE
OPTIONAL TRUNK
LIGHT

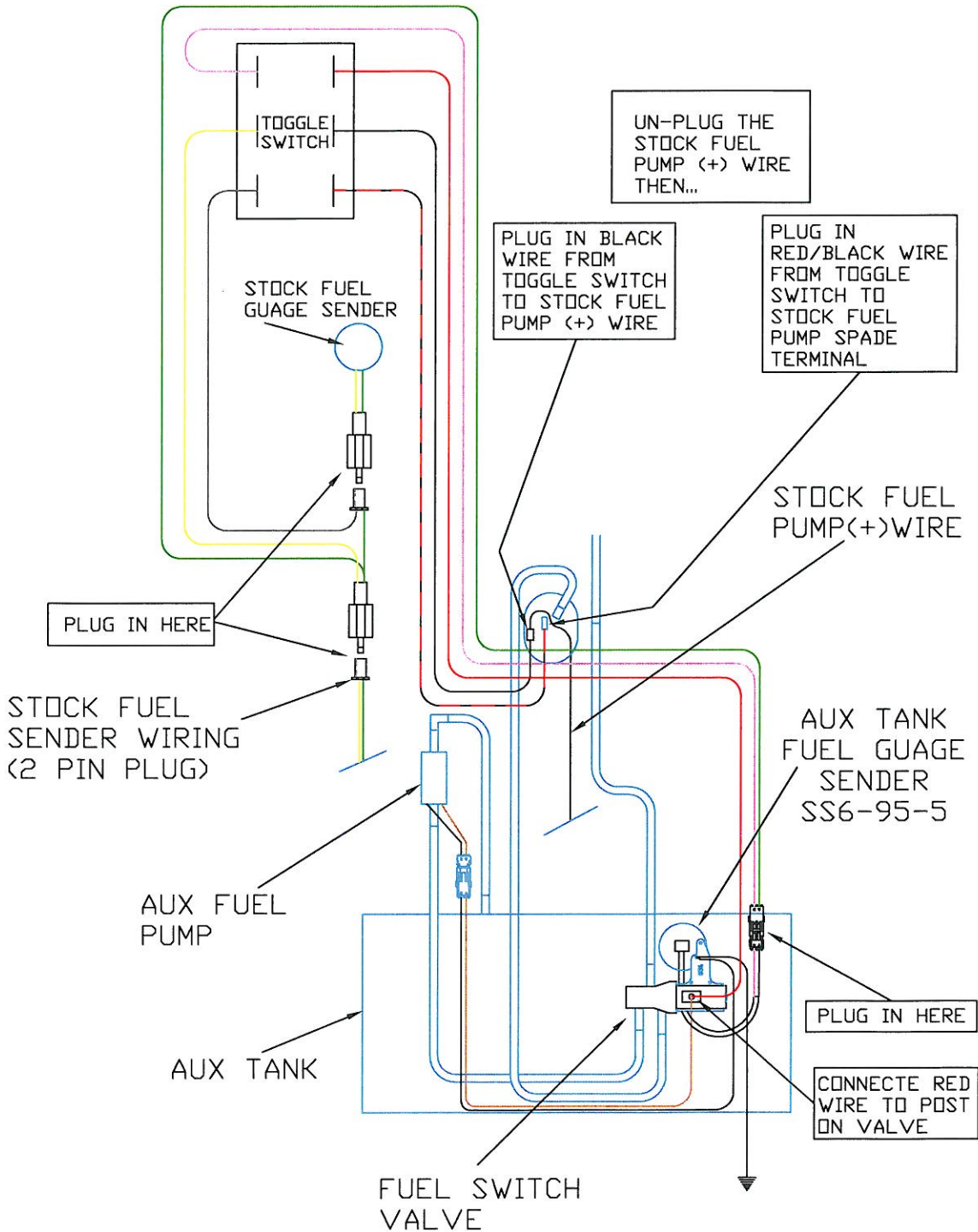
PLUG IN TO EITHER
TAIL LIGHT HARNESS
PLUG ON BIKE

A-100-877-D

HT 1500 AUXILIARY FUEL TANK WIRING HARNESS INSTALLATION DIAGRAM

WITH THE SWITCH IN THE 'UP' POSITION THE STOCK FUEL PUMP AND GAUGE ARE IN USE

WITH THE SWITCH IN THE 'DOWN' POSITION THE AUXILIARY FUEL PUMP AND GAUGE ARE IN USE



DRAWING NOT TO SCALE

A-100-878-D

HT 1500 AUX TANK

FUEL HOSE ROUTING

