

# R O A D S M I T H TRIKE CONVERSIONS

Please thoroughly review the instructions before and during installation. Keep in mind that this product was designed to be installed by trained dealer technicians. If you are a do-it-yourselfer, be patient, trust your common sense, and if necessary call your dealer or contact The Trike Shop at 800-331-0705 if you run into any problems you cannot solve.

APPLICATION: 2001 thru 2010 GL1800 PRODUCT: Roadsmith HT1800 & HTS1800 trike conversion kit VERSION: 10 GENERAL NOTES: Some components are shipped pre-assembled. Please note location of all parts. Photos in this document represent HT1800 installations. HTS1800 installations use identical procedures unless noted.

ALL DIRECTIONS/REVISIONS WERE COMPILIED ON 06/16/09

#### THEY SHOULD BE THOROUGHLY REVIEWED PRIOR TO INSTALLATION

Date	Section/Reference	Description of Change
06-16-09	56	1/8" aux tank breather routing changed
06-16-09	38	Braided rear brake line
10-20-09	52	Changed wiring for optional trunk courtesy light
03-01-11	34	AccuRide capable chassis
07-12-11	33, 34	AccuRide & PreLoad adjustable chassis
11-19-13	5,46,47,52,57	HTS1800 changes/additions
05-12-14	55, 56	Fuel Deck Fill
05-06-15	36	Brake line capping procedure change
02-09-16	35, 36, 37,43	Linked Brake System

#### > ANY NEW CHANGES WILL BE NOTED BELOW <

- 1. Put the bike on its' centerstand
- Secure the centerstand with a tie-down strap

   From the centerstand to the front crash bar
- 3. Ensure correct operation of all lights, accessories, etc.
- 4. Turn the rear shock preload to zero
- 5. Remove the following
  - a. Seat (save for reinstall)
  - b. Sidecovers (save for reinstall) (HT1800 only- save the four grommets from the saddlebags)
  - c. Remove the rear center panel between the saddlebags (discard)
- 6. Remove the saddlebag latch covers within the saddlebags using a Phillips screwdriver
- 7. Unplug all wiring connectors inside the saddlebags
- 8. Remove the latch cables from the saddlebag latches and the saddlebags
- 9. Unplug the red (2), blue (2), and the license plate light (1) connectors under rear of tour pack.
  - a. Cut the license plate light two-wire plug off of the tour pack for later use.
  - b. Make the cut above the bottom edge of the tour pack lower valance.
    - i. (see Pic #30) Please note that the color/style of the plug changes on 2006 and newer bikes. The photo represents 2005 and earlier bikes.
- 10. Pull the wiring harnesses into the saddlebags
  - a. Open zip ties around the frame just under the front of the tour pack
- 11. Remove the taillights with the wiring harnesses from saddlebags.
  - a. Save all wiring and tail light mounting hardware
- 12. Re-install the two front screws that hold the latch assembly to saddlebag.
- 13. Remove saddlebags (discard the saddlebags and mounting hardware)
- 14. Tuck the left side saddlebag locking cable up into the tour pack lower valance

- a. Leave the right side cable connected and hanging out for now
- 15. Unplug the remaining connectors in front of the tourpack.
- 16. Remove the left and right passenger peg trim panels (save panels and the screws)
- 17. Remove and discard the left and right rear crash bars (save the four bolts)
- 18. Remove the mufflers (save the mufflers, clamps, and gaskets)
  - a. Keep track of and save the silicone vibration dampers on the muffler tabs
  - b. Discard the rear muffler hanger bolts
- 19. Remove and discard the lower saddlebag mounting bracket bolts
- 20. Cut and remove the left and right lower saddlebag mounts as shown (see pic #1)
- 21. Remove the two bolts holding the lower legs of the tour pack mounting frame
  - a. While holding the tourpack, remove the two remaining bolts and nuts.
  - b. Save the four bolts and two nuts
  - c. Remove the tourpack with the frame and set it aside for re-installation
- 22. Temporarily remove the fuel lines from the tank to access the top shock bolt a. Unbolt the front line from the fuel pump flange

Warning: Gas tank capacity should be at ½ tank or less.

Warning: Fuel line under pressure.

Warning: Ensure pre-load adjustment is set to zero.

Warning: DO NOT remove the hydraulic line going to preload shock.

- 23. Remove top shock nut with 17mm socket
  - a. Push out the bolt
  - b. Discard the nut and bolt
- 24. Route the fuel lines in front of the shock pre-load hydraulic hose and re-install the fuel lines

25. Remove all three brake line clamps from the swingarm (discard)

26. Remove the rear brake caliper from the swingarm

a. Leave the hoses connected for now (see pic #2). Set it on the passenger floorboard (discard the caliper mounting bolts)

**This section applies to ABS equipped motorcycles only -** *this procedure is used to disable the ABS system and the dash indicator light* 

- Remove three fuses from the main fuse block
  - #3 (30amp ABS MTR)
  - #4 (30amp ABS MTR)
  - #13 (5amp ABS MAIN)
- Remove the speed sensor from the rear wheel (the sensor is no longer used)
- Attach the sensor to the bike, out of harm's way (zip tie)
- Locate the ABS control unit, either on the rear fender extension(thru 2005) or under the top shelter (2006 and newer)
- > Locate the YELLOW/BLUE wire in the 5 pin black connector on the control unit
  - o Cut the YELLOW/BLUE wire about 2" from the plug
  - o Shield the end of the wire still in the plug
  - o Connect the end of the wire still in the harness to a good ground
    - You may have to use extra wire to ground wire
- 27. Remove the center bolt from pivot arm's gold colored bracket (see pic #3)a. Save the bolt and nut
- 28. Remove the lower shock bolt and discard.
- 29. Remove the remaining bolt (rear) from the aluminum pivot arm
- 30. Remove and discard the pivot arm and the (Allen head) bolt and nut
  - a. You need to lift the swingarm to access the pivot arm rear bolt
- 31. Remove the left and right swingarm pivot-bolt covers (on frame)
  - a. Save them and the hardware
- 32. Remove the left and right swingarm pivot bolts using 19mm tool provided
  - a. (see pic #4)
  - b. Discard the pivot bolts
  - c. Re-install the pivot bolt covers

# IF THE TRIKE KIT WAS ORDERED WITH THE PRELOAD CHASSIS, PERFORM STEP NUMBER 33

## IF THE TRIKE KIT WAS ORDERED WITH THE ACCU-RIDE OR STANDARD CHASSIS, SKIP STEP NUMBER 33, AND GO TO STEP NUMBER 34

33. PreLoad Chassis: Removing the swingarm and shock bracket

- a. Remove the screw on right side of the lower rear gas tank mounting
- b. Slide the hydraulic line from the ram underneath gas tank bracket (allows the hydraulic ram to reach the rear of the bike) (see pic #11)
- c. Re-install screw into gas tank bracket
- d. Set the shock outside the bike's frame right side with hose connected
- e. Loosen the small (Allen head) set screw on the shock ram
- f. Clamp onto the shock shaft with locking pliers and un-screw the u-shaped end – may require sharp blow to break thread locking compound.
- g. Rotate u-shaped end until separated from shaft
  - i. There is no spring pre-load pressure IF you have set the pre-load adjustment to zero
- h. Remove and discard shock, shock spring, rubber stop, spring retainer, nut, large washer, and u-shaped bracket.
- i. Save only the ram assembly (still connected to the hose/bike) and the circlip (see pic #5)
- j. Remove the swingarm and discard
- 34. AccuRide Chassis: Removing the swingarm, shock, and actuator motor assembly
  - a. Unplug the gray two-wire electrical connector from the actuator motor assembly.
  - b. Remove the position sensor from the unit (2 Phillips heads screws) (do not un-plug it) (see pic #5a) (tie them off to prevent damage)
  - c. Remove and discard the three mounting bolts holding the actuator motor assembly
  - d. Remove and discard the actuator motor and shock assembly
  - e. Remove and discard the swingarm

Warning: DO NOT remove the hydraulic line going to the shock pre-load ram!

Warning: Ensure pre-load adjustment is set to zero.

- 35. REAR BRAKE LINES: Carefully follow the brake line that services the center piston on the rear caliper (the lower line on the rear caliper) to the union near the swing arm pivot. Disconnect the steel line, install the provided brake line adaptor and steel brake line onto the hose fitting. This will be the line that you will connect to the trike chassis brake line fitting (see pic #6)
  - a. Remove the other steel brake line from the hose fitting letting the rubber hose (connected to the bike) drain. This hose will no longer be used.
  - b. Catch draining fluid using rag or suitable container.
  - c. Important: secure brake line away from hot/moving parts
  - d. At this point you will have the rear brake caliper with both rubber hoses and steel lines (still attached to it) separated from the bike
  - e. Discard the stock rear caliper and brake lines
- 36. FRONT BRAKE LINES:
  - a. Remove and save the front half of the front fender (painted section)
  - b. Remove the rotor and caliper covers
- 37. REMOVE THE SECONDARY MASTER CYLINDER with upper rubber brake hose from the left front fork (see pic #7)
  - Remove and save the banjo bolt and sealing washers from the anti-dive cylinder line on left fork. Cap the anti-dive cylinder using the stock banjo bolt and sealing washers and the provided banjo fitting spacer block (see pic #8)
  - b. To remove the other end of the rubber line: follow the line from the top of the secondary master cylinder to the junction block bolted to the left side of the steering neck, disconnect the steel line from the block, then unbolt the block from the steering neck. Remove and save the clamp bolt holding hose to bracket under lower triple clamp. Use it to replace junction block bracket bolt. Tuck the open steel brake line in and zip tie it to prevent interference (see pic #9)

NOTE: The line is not secured in the photo for picture clarity. (This brake line is no longer used- the other end is the one you disconnected and let drain earlier- insure that it has completely drained before returning bike to service.)

- c. Remove and save the banjo bolt and sealing washers holding the brake line leading to the middle of the secondary master cylinder.
- Remove secondary master cylinder bolts, (save one upper bolt) remove and discard cylinder and hose NOTE: Temporarily removing the two smaller (8mm head) bolts helps in manipulating the cylinder around to remove it - replace them after the cylinder has been removed.

- e. After the secondary master cylinder and upper hose have been removed, cap the line fitting previously connected to the middle of the secondary master cylinder using stock banjo bolt, sealing washers and provided cap (Aluminum hex with threads in one end from kit) (see pic #10)
- f. Install the provided bracket and spacer between the left caliper bracket and fork as shown (see pic #21)
- g. Use the stock upper bolt and provided nylock nut, replace the lower bolt with the provided bolt, (8mm x 1.25 x 45mm) nylock nut and flat washer-(install the flat washer between the nut and the bushing in the Honda caliper bracket)
- h. Replace the rotor covers, caliper covers and fender.

#### 38. REAR BRAKE PEDAL ADJUSTMENT

- a. Remove the right side driver's footpeg
- b. Remove the pinch bolt from foot-brake lever
- c. Remove foot-brake lever and re-install one spline higher (to get brake pedal higher)
- d. Re-install the pinch bolt and footpeg

### THIS SECTION RELATES TO 2006 AND NEWER GL 1800 CONVERSIONS ONLY- this procedure relocates the amplifier

- Remove the rear fender extension (replace the two bolts)
- Remove the amplifier from the extension (discard the amplifier hardware and the fender extension)
- Carefully cut-out the supplied #499-T amplifier relocation hole templates (left and right) (Template located in the latter part of this document)
- Position the templates so that the arrowed edge of the templates touch the raised part of the remaining fender
- Keep the bottom of the template flush with the bottom of the fender
   o (see pic #12 & #13)
- > Mark and drill the four holes (drill ¼", two holes on each side)
- Position the amplifier as shown (see pic #14) and attach it to the fender using the provided spacers, bolts, and washers
  - The fender and spacers are plastic do not over tighten!
- 39. Remove the trike body from the trike chassis
  - a. Set the body aside
- 40. Roll the Trike chassis to the rear of the bike (set the front square tube on the exhaust crossover tube for now)

IF THE TRIKE KIT WAS ORDERED WITH THE PRELOAD CHASSIS, PERFORM STEP NUMBER 42

IF THE TRIKE KIT WAS ORDERED WITH THE ACCU-RIDE CHASSIS, SKIP STEP NUMBER 40 AND SEE DIAGRAM **#A-100-853-A-D** TO CONNECT THE ACCU-RIDE SYSTEM USING THE PROVIDED HARNESS AND FUSES

- 41. Assemble the hydraulic ram onto the machined aluminum parts as described below (see pic #15)
  - a. Remove the upper 1/2" bolt from the machined aluminum parts on the front of the chassis
  - b. Remove the top aluminum sleeve
  - c. Install the circlip (saved from the stock shock) into the groove in the top sleeve
  - d. Slide the sleeve into the top of the bike's hydraulic ram
  - e. Insert the assembly back onto the lower sleeve with the banjo bolt head facing forward
  - f. Replace the upper ½" bolt and tighten it
  - g. Loosen the lower ½" bolt, push the lower assembly toward the rear and tighten the bolt (while maintaining pressure to the rear) Doing this will remove any extra play in the ram assembly.
  - h. Tighten the set screw on the ram (keeps it from rotating)
- 42. Roll the chassis forward to align the two mounting plates with the rear crash bar mounts on the bike
  - a. Use a floor jack to help adjust the trike chassis height to align the two front mounting plate holes
  - b. Carefully (do not cross thread) insert two saved crash bar bolts through the front holes in the trike frame mounting plates and into the front holes in the bike frame. Turn them in all the way but do not tighten them yet. (see pic #16)
  - c. Using a floor jack, align and install the saved pivot-arm-bolt through the gold-colored shock bracket (on the bike) and forward trike-chassis-mount. Do not tighten it yet (see pic #17)
  - d. Again using the floor jack install the (2) 8x30mm and 8x50mm bolts through frame to crash bar area on bike's frame
    - i. The 8x30mm bolts go in the top holes, the 8x50mm bolts go in the lower holes
  - e. Tighten all chassis mounting hardware. (3) each side plus the forward mounting bolt.

43. Connect the steel rear brake line to the trike chassis brake line fitting

- a. IMPORTANT! Securely zip-tie all brake lines/hoses to avoid any contact with the driveshaft
- b. Bleed the rear brake pedal system thoroughly, refilling the reservoir as necessary
- c. NOTE: This bleeding process involves the rear brake pedal/master cylinder only- The front brake lever/master cylinder system does not need to be bled during the conversion.
- d. NOTE: Use the top bleeder fitting on each rear caliper only
- e. Start the bleeding process by opening the upper bleed screw on the right rear caliper, bleed the caliper until air appears to be gone, repeat on left rear caliper.
- f. Move to and bleed front calipers,

NOTE: The rear brake pedal/master cylinder actuates the front brake caliper bleeder screws directed below.

- g. Using only the upper bleed screw on left caliper- bleed the left front caliper
- h. Using only the lower bleed screw on the right front caliper- bleed the right front caliper
- i. Return to the rear calipers and final bleed them using only the upper bleed screws
- j. Check rear brake pedal operation- repeat bleeding operation if needed.

44. Install the driveshaft by sliding the front spline onto the engine's output shaft

- a. 2006 and newer GL 1800's: Install the provided spacer/wave washer on to the transmission output shaft before installing the driveshaft (see diagram #A-100-735)
- b. Install the rear u-joint into place on the differential yoke
- c. Install the u-joint retainer kit onto the yoke and tighten
- d. Install the supplied locking collar on to the driveshaft (see pic #18)
  - i. Before tightening locking collar, push the shaft all the way forward against the engine. Set the collar 1/16"- 1/8" forward of driveshaft's rear slip yoke
  - ii. Grease the zerk fitting on the driveshaft slip yoke
- 45. HT1800- Install (2) of the (6) saved trim-panel-bolts in rear hole of the left and right passenger-peg-trim-panels with the supplied 5mm nut and #10 washer (see pic #19)
  - a. HT1800 & HTS1800 Install the passenger peg trim panels using the forward attachment holes only (4 of the saved trim panel bolts)
- 46. Install the four silicone vibration dampers onto the tabs on the provided exhaust shields

- a. Install the exhaust shield tabs/dampers into the original locations (see pic #28)
- b. HT 1800 Using (2) 10-24 x 5/8" chrome buttonhead bolts and 10-24 nyloc nuts, install exhaust shields onto the brackets under the front body mount plates, pushing them forward when tightening
- c. HTS 1800 Using (2) 10-24 x 1/2" Phillips head screws and 10-24 nyloc nuts, install exhaust shields onto brackets over the front body mount plates, pushing them forward when tightening
- d. Install the shields with the mounting brackets on the outside of the shields

#### 2009 AND NEWER GL 1800 MOTORCYCLES ONLY

To disable the tire pressure monitoring system on 2009 GL1800 motorcycles, refer to diagram #A-100-679 and the TPMS Component location diagram at the end of this document

#### AUXILIARY FUEL TANK OPTION SKIP ITEMS 49-51 IF NOT INSTALLING TANK

47. Remove and save the right side trim bezel

- a. Remove and save the bolt from the right side glove compartment lock panel. Remove panel
- **b.** Remove the cable from the lock assembly
- c. Drill ½" hole for toggle switch and two ¼" holes for LED lights (see pic #22)
- d. Route wires from the relay next to the bike's frame as shown (see pic #23)
- e. Connect the switch and lights as shown in the provided wiring diagram (diagram #A-100-736). A master cylinder switch box may be used instead of the toggle switch
- f. Replace the cable
- g. Install the glove box lock panel and trim(see pic #24)
- h. To check wiring:
  - i. With the ignition switch on, the auxiliary fuel pump switch on, and no fuel in the aux tank, only (1) indicator light should be lit
  - ii. With the ignition switch on, the auxiliary fuel pump switch on, fuel in the auxiliary tank, both indicator lights should be lit

Refer to the owner's manual for important fuel transfer instructions and warnings

Warning: Ensure that the main Honda fuel tank capacity is less than ½ tank.

48. Remove and save the front seat support cross bar going over the fuel sending unit.

- a. Mark the fuel-inlet-hole location by using the fender washer provided in the kit. Place the washer against the plastic fitting on the sender and mark the hole as shown (see pic #25)
- b. Remove the fuel sending unit by rotating the locking ring counter-clockwise
- **c.** Un-plug and **carefully** remove the fuel sending unit. Keep track of the sealing ring for reinstallation. Protect the gas tank from any falling debris or foreign objects.

Warning: Do not let the drill bit contact the sender assembly on the bottom side of the sender!!

We advise temporarily removing the plastic sender assembly from the bracket to insure no drill bit contact and to facilitate de-burring the hole

- d. Drill 7/16" centered on the mark, through the sender plate
- e. De-burr the hole and clean any debris and metal shavings from the fuel sending unit
- f. Install the fuel inlet fitting, with the sealing washer between the fitting and the sender, into the sender and tighten the nut. Keep the tube aligned with the plug as shown in (pic # 26)
   i. Be sure to keep the sealing washer centered under the fuel inlet fitting
- **g.** Install the sender back in the tank
- **h.** Using a provided screw clamp, connect the fuel line from the auxiliary fuel pump onto the 90° fuel inlet fitting. Tighten the screw clamp.
  - i. Push the hose on the tube no farther than the right side seat guide tab on the support cross bar.- (About 1/2" on to the tube)

49. Route the fuel line along the stock fuel lines, down to the auxiliary fuel pump and connect it

- a. Cut off any excess fuel line
- **b**. Keep the fuel line away from the driveshaft

Warning: Make sure to protect paint finish.

50. Set the trike body on a table or any suitable flat surface

- a. HT1800- Insert the side panel grommets (saved from the saddlebags) into the pre-drilled holes in the body (see pic #27)
- b. HT1800- Install the push on trim on the upper flange of body (see pic #28)
- c. Using the stock taillight mounting hardware, install the taillights (with wiring) into the body
  - i. Seat the wiring harness grommet into the 3/4" hole in the tailight mounting flange
- d. Attach the tailight wiring to the trunk walls (4 spots) using the provided "p" clamps and screws
  - i. Keep the wiring tight to prevent contact with the tires (see pic #29)

- 1. This photo was taken of a "raw" body (not undercoated) to clearly show the wiring path
- ii. Plug in the white two pin connector coming from the trike trunk latch into the mating connector in the right side tailight wiring harness. This will show a "right side saddlebag open" if the trunk is not fully latched
- e. Install the license plate frame on to the trunk door.
  - i. Use the plug cut from the original license plate light to provide power to the new license plate light and the optional trunk courtesy light. (see pic #30 & diagram #A-100-818-D) Connect the plug to the harness as shown in diagram #A-100-818-D
  - ii. Keep the license plate wiring long enough to be able to align the brown plug with the red and blue plugs
  - iii. Zip-tie all wiring together at the center of the trunk, keeping as much as possible forward of the trunk. This makes connecting the plugs much easier (see pic #29)
  - iv. If you are going to use the provided trailer wiring harness connector, install it (as directed by the manufacturer) on the blue and red plugs now. Zip-tie it together with the tail light wiring.
    - This harness enables you to plug into the stock tailight harness without cutting or splicing. It can also be used for trailer wiring and/or any additional lighting you may add
       2.
- 51.HT1800 Grind the corner of the side panels to fit (see pic #31and #32). Test fit them on the trike body
  - a. Remove enough material from the corner to allow installation/removal of the side panels without scratching the trike body
- 52. Lift the body onto the frame.
  - Roll the front of the body down onto the chassis first (on top of the mounting plates) then roll the rear of the body down directly on to the rear "H" frame.
  - b. Install the front body mounting hardware through the mounting plates and the <u>pre-drilled holes in the fiberglass</u>, but do not tighten them yet. Use 5/16" x 1-¼" bolts, washers and nyloc nuts with bolts pointing up. The washers go between the fiberglass and the lock nuts) (see pic #33)
  - c. Install the rear two body mounting bolts with washers through the predrilled holes in the trunk floor and the rear holes in the "H" frame.
  - d. Install the side panels and check fitment
    - i. It may be necessary to slightly push the rear of the body forward (first remove the two rear bolts) to align the side panels <u>some</u>

misalignment between the front of the side panels and the grommets is ok, don't panic. Push them in, they will fit

- e. Check the spacing between tires and body make sure it is even on both sides align if necessary by slightly slotting the pre-drilled holes in the fiberglass body
- f. Once satisfied, tighten the four front body mount bolts and the two rear body mount bolts.
- g. Drill the remaining two rear body mounting holes. Drill up through the trunk floor and into the fiberglass body. Shim between the "H" frame and the trunk floor with provided 5/16" flat washers as needed to fill the gap. Install the two remaining body mounting bolts with washers through the trunk floor, the shim washers, and the "H" frame. Tighten them.

AUXILIARY FUEL TANK OPTION SKIP ITEMS 55 and 56 IF NOT INSTALLING TANK

53. Install fuel deck fill

NOTE: If you ordered an un-painted body you must drill the deck fill hole(s) in the body. Use the supplied template #1100-D included in this document.

- a. Remove the foam gasket and insert the deck fill into the hole in the body.
- b. Push the deck fill toward the vent tube opening and carefully, using the deck fill as a guide, mark and drill the 4 mounting screw holes (11/64")
- c. Replace the foam gasket and Insert the deck fill into the hole in the body.
- d. Slide (2) #24 hose clamps onto the 1 ½" fuel filler hose and install the hose between the deck fill and fuel tank filler tube
- e. Attach the deck fill with (4) 8-32 screws and nuts. Tighten the screws carefully and evenly to compress the foam gasket
- f. Tighten the (2) #24 hose clamps
- g. Connect the 5/8" breather hose from the tank to the 5/8" fitting on the deck fill using a hose clamp

54. Connecting the breather hose (see pic #34)

- a. Remove enough top shelter fasteners to tip it up, allowing you to remove the stock fuel tank over-fill catch basin from under the top shelter
- b. Remove the fuel filler cap first, then the catch basin. Now you can access the stock breather hose.
- c. Route the 1/8" breather hose from the fitting on top of the auxiliary tank, forward along the frame, (left side) to the stock fuel tank breather hose area.

- d. Cut the hose in the area shown. Install the provided "T" and install the auxiliary breather hose on to the "T". Tuck the hose back down to the original location, being careful not to kink any hoses.
- e. Replace the catch basin on to the fuel filler. Make sure that it fits back on to the sealing edge on the tank and replace all of the top shelter fasteners

#### 55. HTS1800- Install provided side panels

- a. Replace the stock side cover rear sections with the provided replacements
- b. Install the supplied plastic tabs (pointing to the rear) under the rear screw. This tab will tuck behind the body, holding the rear of the cover in place
- c. Install the push on trim on the rear edge of the provided side cover sections
- d. Install the side covers, check for a uniform gap between the covers and the body. Adjust (trim edge) if needed.
- 56. Set the tour pack (with frame in place) using only the two top fastening bolts and nuts (do not tighten yet)
  - a. Roll the tour pack forward (hinging on the two top bolts) to access the tail light /license plate wiring. Plug-in the wiring (2) blue, (2) red, and (1) brown plug
  - b. Open the trike body trunk and disable the latch (close the latch with the trunk door open)
  - c. While the tour pack is rolled forward, install the trunk release cable into the right side saddlebag cable bracket. Remove the lock mechanism access panel, then remove and discard the stock cable and the plastic cable anchor from the mechanism and replace it (routed the same) with the trike trunk release cable be careful- do not kink the cable.

Warning: check the function of the trunk release mechanism repeatedly and adjust if needed with the trunk door open BEFORE shutting the trunk door!

- d. Note: fine tuning of the door gap and closing pressure can be adjusted by moving the pin on the door, and/or the latch mechanism
- e. Verify that the trunk door fully latches. If it doesn't, the "right side saddlebag open" will show on the bikes screen.
- f. After adjusting <u>ALWAYS</u> verify the latch operation before you close the door!
- g. Set the tour pack down and plug-in remaining wiring in front of the tour pack
- h. Check all lighting functions now
- i. Install and tighten the two lower tour pack frame mounting bolts.
- j. Tighten the two upper tour pack frame mounting bolts.

- 57. Replace the seat taking care to not cross-thread bolts
- 58. Install the exhaust extension pipes with provided clamps. Do not tighten yet
  - a. Install the mufflers onto the extensions. Ensure the wire gaskets are installed in the mufflers
  - b. Fasten the mufflers to the muffler support brackets with the two remaining Honda crash bar bolts.
  - c. Tighten all muffler fasteners and clamps while insuring clearance and uniformity.
- 59. Torque lug nuts to 75lb/ft.
- 60. A break-in procedure is necessary for optimum brake function. Using the rear brakes only, perform several firm stops. Utilize cooling down periods to ensure that the pads do not overheat. Pads are seated once proper brake function is achieved.
- 61. If more vertical headlight adjustment is required than the electric on board adjuster will supply, re-adjust the headlights by turning the adjuster nuts. (pic #35) (One on each headlight)
- NOTE: Set the electric adjustment at about the middle, then adjust the headlight beams to approximately level.







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# TIRE PRESSURE MONITOR SYSTEM DISABLE WIRING DIAGRAM A-100-679

REMOVE THE RIGHT FRONT FAIRING POCKET TO ACCESS THE TPMS CONTROL MODULE. LOCATE THE GREEN WIRE AND THE WHITE/YELLOW WIRE ON THE TPMS MODULE WIRING HARNESS PIGTAIL. INSTALL ONE "T" TAP CONNECTOR ON THE GREEN WIRE AND ONE "T" TAP CONNECTOR ON THE WHITE/YELLOW WIRE. PLUG IN THE PROVIDE JUMPER WIRE TO THE "T" TAPS. REPLACE THE WIRING TO IT'S ORIGINAL LOCATION. REPLACE THE FAIRING POCKET.



#### **COMPONENT LOCATION**



#### SYSTEM DIAGRAM





2006 AND NEWER GL 1800 DRIVE SHAFT SPACER INSTALLATION DIAGRAM DIAGRAM #A-100-735







# INTAKE AIR LINE CONNECTION

AFTER INSTALLING THE BODY, ROUTE, CUT TO LENGTH, AND AND SECURE THE 4. INTAKE AIR LINE (FROM THE REAR OF THE COMPRESSOR) TO THE PUSH TO CONNECT FITTING AT THE TOP RIGHT CORNER OF THE TRUNK. IF, FOR ANY REASON THE PUSH TO CONNECT INTAKE FITTING IS NOT PRESENT AT THE TOP RIGHT CORNER OF THE TRUNK, INSTALL IT THERE. (TO DRAW INTAKE AIR FROM INSIDE

THE TRUNK

NOTE: ALWAYS CUT THIS STYLE AIR LINE <u>SQUARELY</u> WITH A <u>SHARP</u> RAZOR BLADE OR THE EQUIVALENT- DO NOT CUT THESE AIR LINES WITH SIDECUTTERS, SCISSORS, ETC.

# ACCU-RIDE SYSTEM WIRING CONNECTION

ELLON
CONNECT TO BATTERY+ (YOU MUST USE THE SUPPLIED 200 FUSE/FUSE HOLDER, INSTALL THE FUSE AS CLOSE TO THE BATTERY+ CONNECTION AS POSSIBLE)

VIULEI CUNNECT THE SWITCHED? (YOU MUST USE THE SUPPLIED 50 FUSE/FUSE HOLDER, INSTALL THE FUSE AS CLOSE TO THE IGN+ CONNECTION AS POSSIBLE?

THE BROWN WIRE IS A SYSTEM DRAIN TRIGGER (grounding this wire will drain the system) (ZIP TIE OUT OF HARMS WAY IN AN ACCESSIBLE LOCATION)

HARNESS #A-100-853-A

AIR

RUBBER LUBRICANT (SDAP SOLUTION, NOT DIL) TO THE D-RINGS TO EASE INSTALLATION ON THE AIR HOSE AND DNTO THE SHOCK ABSORBER INLET. THE PLASTIC CONNECTOR SHOULD JUST BOTTOM ON FITTING DO NOT **D-RINGS ONTO THE AIR HOSE(SEE ILLUSTRATION) APPLY** INSTALL THE HOSE CONNECTOR, TUBE CLAMP AND TWO

LINE TO SHOCK CONNECTION



(2)D-RINGS

#### TEMPLATE #1100-D VENTED DECK FILL

CUT OUT TEMPLATE ALONG DOTTED LINE

PUSH A STRAIGHTPIN THROUGH THE CENTER MARK OF THE LARGE CIRCLE IN THE TEMPLATE. USING THE PIN, ALIGN CENTERMARK OF LARGE CIRCLE WITH MARK ON BODY

START WITH THE <sup>3</sup>/<sub>4</sub>" HOLE POINTING STRAIGHT DOWN, THEN ROTATE THE TEMPLATE COUNTERCLOCKWISE ON THE PIN ABOUT 45 DEGREES AND TAPE TEMPLATE TO BODY

USING A SHARP POINTED OBJECT, MARK THE  $\frac{3}{4}$ " Hole center

USING HOLESAWS, DRILL HOLES TO SIZE SHOWN

INSERT DECK FILL INTO HOLE AND PUSH IT TOWARD THE <sup>3</sup>/<sub>4</sub> "VENT TUBE CUTOUT. WHILE HOLDING THE DECK FILL TIGHT AGAINST THE VENT TUBE CUTOUT, DRILL THE 4 SCREW HOLES (<sup>1</sup>/<sub>64</sub> ") USING THE DECK FILL AS A DRILL GUIDE

