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APPLICATION: 2012 and newer GL1800

PRODUCT: Roadsmith HT1800/HTS1800 2012 and newer trike conversion kit

VERSION: 5

GENERAL NOTES: Some components are shipped pre-assembled. Please note location of all parts. Some photos in this document are of earlier GL1800's. These were used as the procedures are identical

Tail Light Packages for 2012 HT1800 (either package will fit the body)

2005 and earlier tail light package (amber turn signal area)

1)	33560-MCA-671	LEFT TAIL LIGHT HOUSING
1)	33510-MCA-671	RIGHT TAIL LIGHT HOUSING
1)	32130-MCA-670	LEFT SUB HARNESS
1)	32180-MCA-670	RIGHT SUB HARNESS
4)	33720-GZ9-003	SOCKET
4)	34906-MBB-611	BULB
6)	90167-SAO-980	NUT

2006 THRU 2011 Tail light package (clear turn signal area)

1)	33560-MCA-A62	LEFT TAIL LIGHT HOUSING
1)	33510-MCA-A62	RIGHT TAIL LIGHT HOUSING
1)	32130-MCA-A60	LEFT SUB HARNESS
1)	32180-MCA-A60	RIGHT SUB HARNESS
2)	33720-GZ9-003	SOCKET
2)	33303-SAA-003	SOCKET
2)	34906-MBB-611	BULB
2)	33303-S2R-003	BULB
6)	90167-SAO-980	NUT

1. Put the bike on its' centerstand
2. Secure the centerstand with a tie-down strap
 - a. 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
 - c. Remove the license plate/light panel between the saddlebags, cut off the plug and save it for use later (discard the panel) ([see pic #1 & 2](#))
6. Remove the saddlebag latch covers within the saddlebags using a Phillips screwdriver
 - a. Open zip ties around the frame just under the front of the tour pack
7. Unplug the "saddlebag open" wiring connectors inside the saddlebags and push the plugs out of the saddlebags ([see pic #3](#))

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8. Remove the latch cables from the saddlebag latches and the saddlebags
9. Remove the taillight assembly, cut off and save the plug, discard the tail light assembly (see pic #4 & 5)
10. Re-install the two front screws that hold the latch assembly to saddlebag.
11. Remove saddlebags (discard the saddlebags and mounting hardware)
12. 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
 - b. Remove and discard the left side "saddlebag open" extension harness
 - c. Leave the right side "saddle bag open" harness in place for later use (see pic #6 & 7)
13. Unplug the remaining connectors in front of the tourpack.
14. Remove the left and right passenger peg trim panels (save panels and the screws)
15. Remove and discard the left and right rear crash bars (save the four bolts)
16. 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
17. Remove and discard the lower saddlebag mounting bracket bolts
18. Cut and remove the left and right lower saddlebag mounts as shown (see pic #8)
19. 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

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

Warning: Fuel line under pressure.

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

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

20. Temporarily remove the fuel lines from the tank to access the top shock bolt
 - a. Unbolt the front line from the fuel pump flange
21. Remove top shock nut with 17mm socket
 - a. Push out the bolt
 - b. Discard the nut and bolt
22. Route the fuel lines in front of the shock pre-load hydraulic hose and re-install the fuel lines
23. Remove all three brake line clamps from the swingarm (discard)
24. Remove the rear brake caliper from the swingarm
 - a. Leave the hoses connected for now ([see pic #9](#)). Set it on the passenger floorboard (discard the caliper mounting bolts)

This section applies to ABS equipped motorcycles only - this procedure disables 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
 - Cut the YELLOW/BLUE wire about 2" from the plug
 - Shield the end of the wire still in the plug
 - Connect the end of the wire still in the harness to a good ground
 - You may have to use extra wire to ground wire

25. Remove the center bolt from pivot arm's gold colored bracket ([see pic #10](#))
 - a. **Save** the bolt and nut

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26. Remove the lower shock bolt and discard.
27. Remove the remaining bolt (rear) from the aluminum pivot arm
28. 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
29. Remove the left and right swingarm pivot-bolt covers (on frame)
 - a. Save them and the hardware
30. Remove the left and right swingarm pivot bolts using 19mm tool provided
 - a. (see pic #11)
 - b. Discard the pivot bolts
 - c. Re-install the pivot bolt covers

If the trike kit was ordered with the PRE-LOAD STYLE CHASSIS, perform step #31

If the trike kit was ordered with the ACCURIDE CHASSIS, skip #31, and go to #32

31. PRE-LOAD CHASSIS: Removing the swingarm and shock
 - a. Remove the screw on right side of the lower rear gas tank mounting bracket (see pic #12)
 - b. Slide the hydraulic line from the ram underneath gas tank bracket (allows the hydraulic ram to reach the rear of the bike)
 - c. Re-install screw into gas tank bracket
 - d. Unplug and remove the actuator motor assembly from the chassis to enable you to slip it through the wiring harness (allows the hydraulic ram to reach the rear of the bike) (see pic #12a)
 - e. Replace the actuator motor assembly
 - f. Set the shock outside the bike's frame – right side – with hose connected
 - g. Loosen the small (Allen head) set screw on the shock ram
 - h. Clamp onto the shock shaft with locking pliers and un-screw the u-shaped end – may require sharp blow to break thread locking compound.
 - i. 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
 - j. Remove and discard shock, shock spring, rubber stop, spring retainer, nut, large washer, and u-shaped bracket.
 - k. Save only the ram assembly (still connected to the hose) and the circlip (see pic #13)
 - l. Remove the swingarm and discard

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32. ACCU-RIDE STYLE 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 #14) (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

33. 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 #15)

- 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. Catch draining fluid using rag or suitable container
- b. 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.
- c. Discard the stock rear caliper and brake lines

34. FRONT BRAKE LINES:

- a. Remove and save the front half of the front fender (painted section)
- b. Remove the rotor and caliper covers

35. REMOVE THE SECONDARY MASTER CYLINDER with upper rubber brake hose from the left front fork (see pic #16)

- a. 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 #17)
- 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

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bracket bolt. Tuck the open steel brake line in and zip tie it to prevent interference ([see pic #18](#))

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.

- d. 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 #19](#))

- f. Install the provided bracket and spacer between the left caliper bracket and fork as shown ([see pic #29](#))

- 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.

36. Secure all rubber hoses (3) to crossbar away from drive shaft area ([see pic #18](#))

37. 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)

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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)
- 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
 - (see pic #20 & 21)
- Mark and drill the four holes (drill ¼", two holes on each side)
- Position the amplifier as shown (see pic #22) and attach it to the fender using the provided spacers, bolts, and washers
 - The fender and spacers are plastic – do not over tighten!

38. Remove the trike body from the trike chassis

a. Set the body aside

39. 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 STYLE CHASSIS, perform #40

If the trike kit was ordered with the ACCU-RIDE STYLE CHASSIS, skip step #40 and see diagram #A-100-853-A-D to connect the ACCURIDE system using the provided harness and fuses

40. Assemble the hydraulic ram onto the machined aluminum parts as described below (see pic #23)

- a. Remove the upper ½" 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

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- 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)

41. Installing the chassis

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 #24)
- 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 #25)
- 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.**

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

IMPORTANT! Securely zip-tie the braided brake line to avoid any contact with the driveshaft

- a. Bleed the rear brake system thoroughly, refilling the reservoir as necessary using the process outlined below
- b. 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.
- c. NOTE: Open the TOP bleeder fitting on each REAR caliper only
- d. 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.
- e. Move to and bleed front calipers
- f. NOTE: The rear brake pedal/master cylinder only actuates the front brake caliper bleeder screws directed below. Do not open the others.

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- 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 necessary.
43. 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 #26](#))
 - 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
44. 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 #27](#))
- a. HT1800 & HTS1800 - Install the passenger peg trim panels using the forward attachment holes only (4 of the saved trim panel bolts)
45. 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

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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 back of this document

AUXILIARY FUEL TANK OPTION

SKIP ITEMS 47, 48 & 49 IF NOT INSTALLING TANK

46. Remove and save the right side upper shelter trim bezel
- Remove the headlight/preload adjustment panel to insure that there IS room for the switch and lights (check for any aftermarket items or anything else – just check before drilling holes) Set panel back in place
 - Locate template #1250-T in the latter pages of this document and follow the instructions on it. (do not let the drill bit contact anything underneath the panel when drilling)
 - Route wires from the relay next to the bike's frame as shown (see pic #31)
 - 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*
 - Replace the panel and trim (see pic #32)
 - To check wiring:
 - 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
 - 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.

47. Remove and save the front seat support cross bar going over the fuel sending unit.
- 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 #33)
 - Remove the fuel sending unit by rotating the locking ring counter-clockwise
 - Un-plug and **carefully** remove the fuel sending unit. Keep track of the sealing ring for re-installation. 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!!

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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 # 34)
(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.
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)

48. 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.

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

- a. If installing the HTS1800 body, do not install trim on the upper flange and disregard pic #35)
- b. Install the push on trim on the upper flange of body (see pic #35)
- c. Install the taillights (with wiring) into the body
 - i. Seat the wiring harness grommet into the 3/4" hole in the taillight mounting flange
- d. Attach the taillight 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 #36)
 - ii. Cut the tail light wiring plug off of the bike's tail light assembly and splice it in to the provided tail light harness as shown in diagram #A-100-925-D
 - iii. This photo was taken of a "raw" body (not undercoated) to clearly show the wiring path

- iv. Plug in the white two pin connector coming from the trike trunk latch into the mating connector from the bike's right side saddlebag open

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wiring harness. This will show a "right side saddlebag open" if the trike trunk is not 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 diagram #A-100-818-D) Connect the plug to the harness as shown in the diagram
 - ii. Keep the license plate wiring long enough to be able to align the plug with the tail light 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

50. Prepare side-covers

- a. **HT1800:** Using the provided fiberglass templates, mark and cut off the side panels. (see pic #37) Install rubber edge trim on the newly cut edge of the side covers
- b. **HTS1800:** Remove the screws and separate the side cover halves. Using the provided fiberglass templates, carefully mark and cut/grind the unpainted portions of the side covers to match the templates, leaving some extra (1/8"+) material for final fitting. (Pic #37a)
 - i. NOTE: Leaving an extra 1/8"+ of material past the line allows for body mounting inconsistencies, providing enough material to custom fit for a nice even gap between the side cover and the trike body
 - ii. Referring to (pic#37b & 37c) cut off the rear upper grommet post from the right side unpainted cover
NOTE: Using a side cutter, cut through the two accessible legs of the C shaped post supports as far away from away from the cover as possible, break off the post at the cuts, then the remaining part of the C shaped post supports will break off cleanly
 - iii. Referring to (pic #37d) carefully remove (grind off) the ribbing from the backside of the painted portion of both side covers and grommet post from the left.
NOTE: The backside of both upper rear corners of the painted part of the side covers will be flat when done (pic #37d)
 - iv. Re-assemble the side cover halves. Install the provided plastic tabs under the rear screws (pic 37d) Do not install trim on the rear edge of the cut covers on the HTS 1800) Set covers aside for final fitting later.

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51. Lift the body onto the frame.

- a. 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 pre-drilled holes in the fiberglass, but do not tighten them yet. Use 5/16" x 1-1/4" bolts, washers and nyloc nuts with bolts pointing up. The washers go between the fiberglass and the lock nuts) ([see pic #38](#))
- c. Install the rear two body mounting bolts with washers through the pre-drilled holes in the trunk floor and the rear holes in the "H" frame.
- d. 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
- e. Once satisfied, tighten the four front body mount bolts and the two rear body mount bolts.
- f. 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.
- g. Install the side panels and check fitment
 - i. **HTS1800:** Tape off the body and carefully test fit the side covers. Some slight grinding or fitting will be needed along the rear edge of the side cover where it meets the trike body (both painted and unpainted parts).
 1. NOTE: Take your time here, removing material just a little at a time, mark and test fit often, this part of the procedure is where the installers' craftsmanship really shows ([pic#s 38a & 38b are just examples of some edges that need further attention during the final fitting](#))
 2. NOTE: concentrate mainly on the edges/points that are touching the trike body and take them down a little at a time. Carefully grind as needed to align the rear edges of the covers to the trike body while leaving a clean, straight edge and a uniform gap of about 1/8" ([pic #38c shows a completed 2012 HTS1800 side cover install](#))
 3. NOTE: No part of the rear edge of the side covers should be touching the trike body when the side covers are installed

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- ii. **HT1800:** If needed, install the Velcro strips onto the body and the rear edge of the side-covers.

AUXILIARY FUEL TANK OPTION

SKIP ITEMS 53 and 54 IF NOT INSTALLING TANK

52. Install fuel deck fill: **NOTE:** If you ordered an un-painted body you may have to drill the deck fill holes 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 auxiliary tank to the 5/8" fitting on the deck fill using provided hose clamp
53. Connecting the breather hose ([see pics #39 thru 48](#))
- a. Remove the fuel fill panel – remove the four plastic darts and the two side panel nuts.
 - b. Slightly spread the side panels away, then lift up on the fuel fill panel to remove it (note the snap style darts in the photo)
 - c. Route the 1/8" breather hose from the fitting on top of the auxiliary tank, forward along the frame, (end up on left side) to the stock fuel tank breather hose area. ([see pic #43](#))
 - d. Using some sort of hook, locate and pull out the stock breather line ([see pic #44](#))
 - e. 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. ([see pic #45,46,47 and 48](#))
 - f. Replace the fuel filler panel assembly
54. 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

APPLICATION: 2012 and newer GL1800

PRODUCT: Roadsmith HT1800/HTS1800 2012 and newer trike conversion kit

VERSION: 5

GENERAL NOTES: Some components are shipped pre-assembled. Please note location of all parts. Some photos in this document are of earlier GL1800's. These were used as the procedures are identical

- 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. After adjusting **ALWAYS** verify the latch operation before you close the door!
 - f. Set the tour pack down and plug-in remaining wiring in front of the tour pack
 - g. Check all lighting functions now
 - h. Install and tighten the two lower tour pack frame mounting bolts.
 - i. Tighten the two upper tour pack frame mounting bolts.

55. Replace the seat

56. 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.

57. Torque lug nuts to 75lb/ft.

58. 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.

59. 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 #49) (One on each headlight)

APPLICATION: 2012 and newer GL1800

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VERSION: 5

GENERAL NOTES: Some components are shipped pre-assembled. Please note location of all parts. Some photos in this document are of earlier GL1800's. These were used as the procedures are identical

NOTE: Set the electric adjustment at about the middle, then adjust the headlight beams to approximately level.

Tail Light Packages for 2012 HT1800 (either package will fit the body)

2005 and earlier tail light package (amber turn signal area)

1)	33560-MCA-671	LEFT TAIL LIGHT HOUSING
1)	33510-MCA-671	RIGHT TAIL LIGHT HOUSING
1)	32130-MCA-670	LEFT SUB HARNESS
1)	32180-MCA-670	RIGHT SUB HARNESS
4)	33720-GZ9-003	SOCKET
4)	34906-MBB-611	BULB
6)	90167-SAO-980	NUT

2006 THRU 2011 Tail light package (clear turn signal area)

1)	33560-MCA-A62	LEFT TAIL LIGHT HOUSING
1)	33510-MCA-A62	RIGHT TAIL LIGHT HOUSING
1)	32130-MCA-A60	LEFT SUB HARNESS
1)	32180-MCA-A62	RIGHT SUB HARNESS
2)	33720-GZ9-003	SOCKET
2)	33303-SAA-003	SOCKET
2)	34906-MBB-611	BULB
2)	33303-S2R-003	BULB
6)	90167-SAO-980	NUT



1



2



3



4



6



8



5



7



9



10



11



12



12a



13



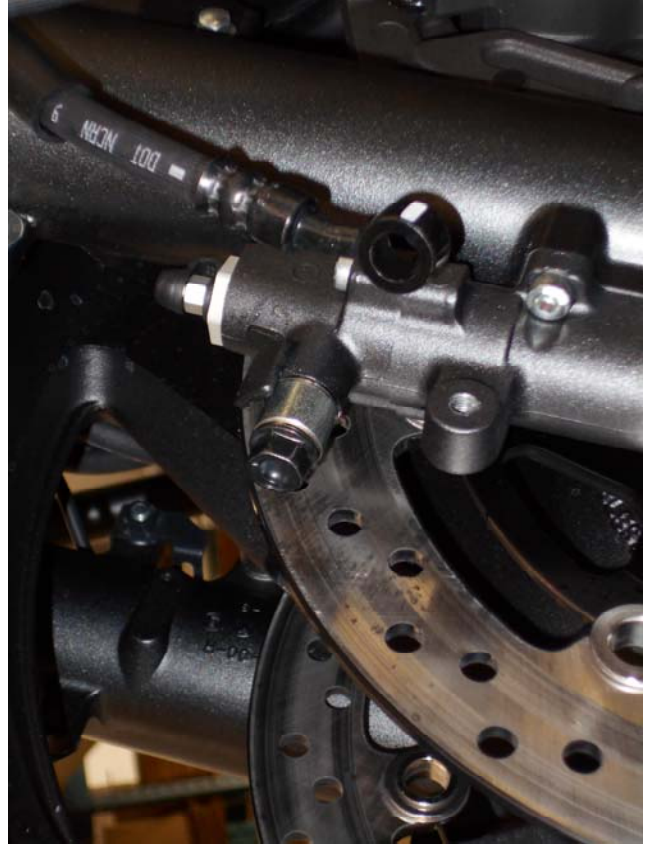
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15



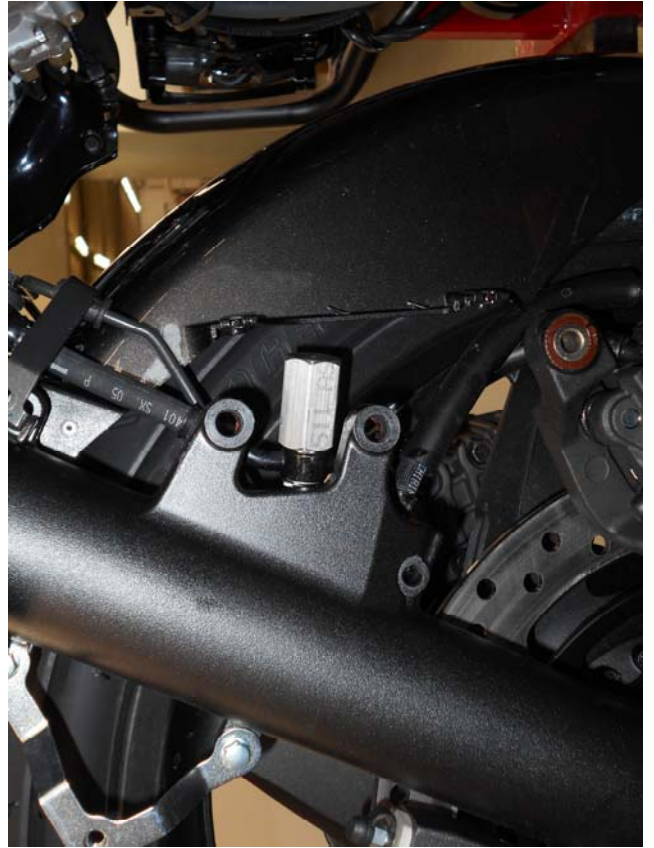
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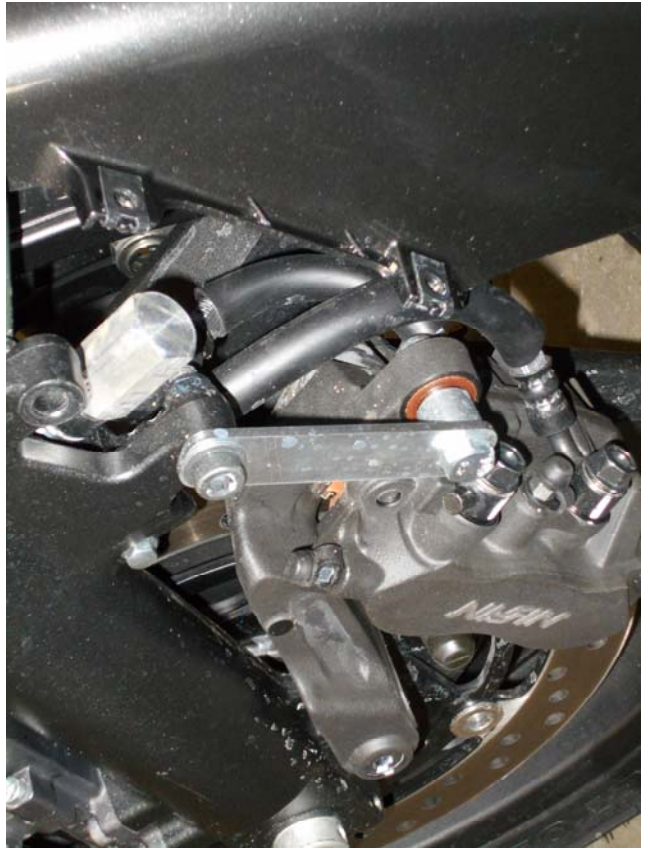
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32



33



34



35



36



37b



37c



37



37a



38a



37d



38b



38



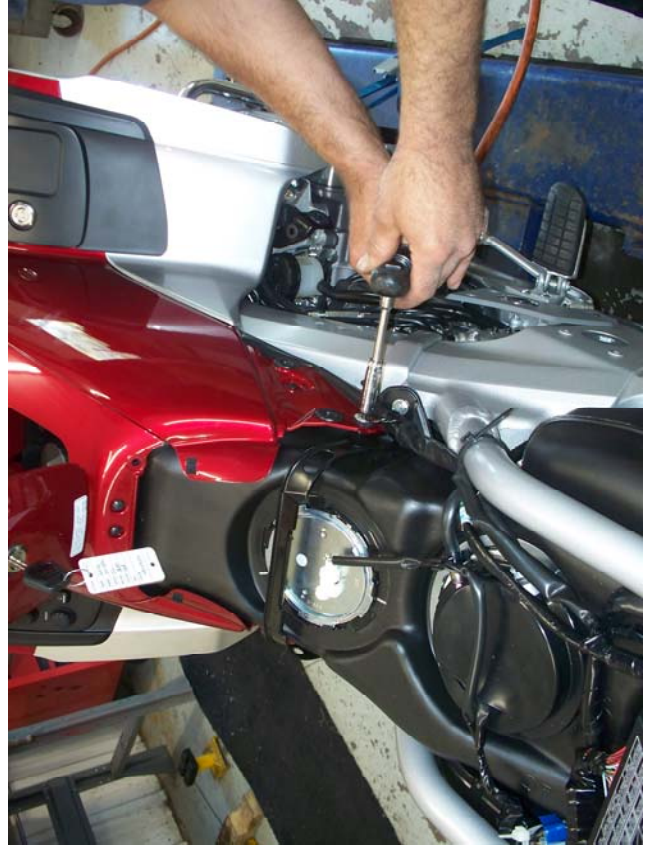
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40



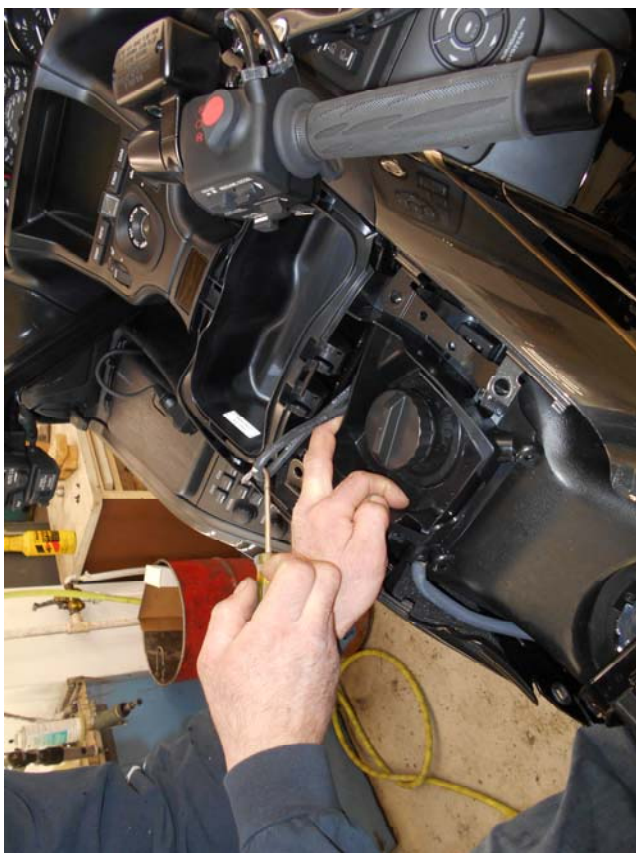
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43



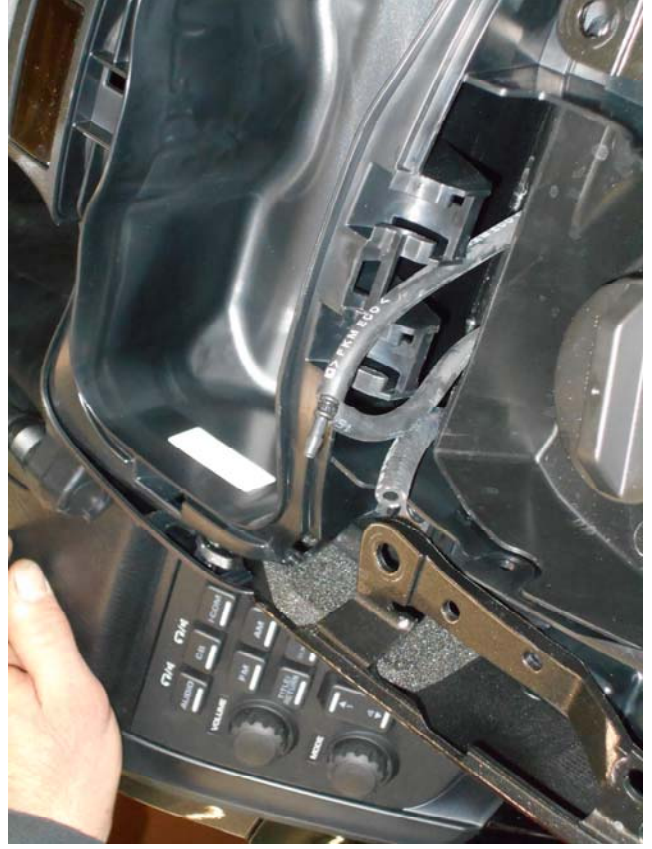
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45



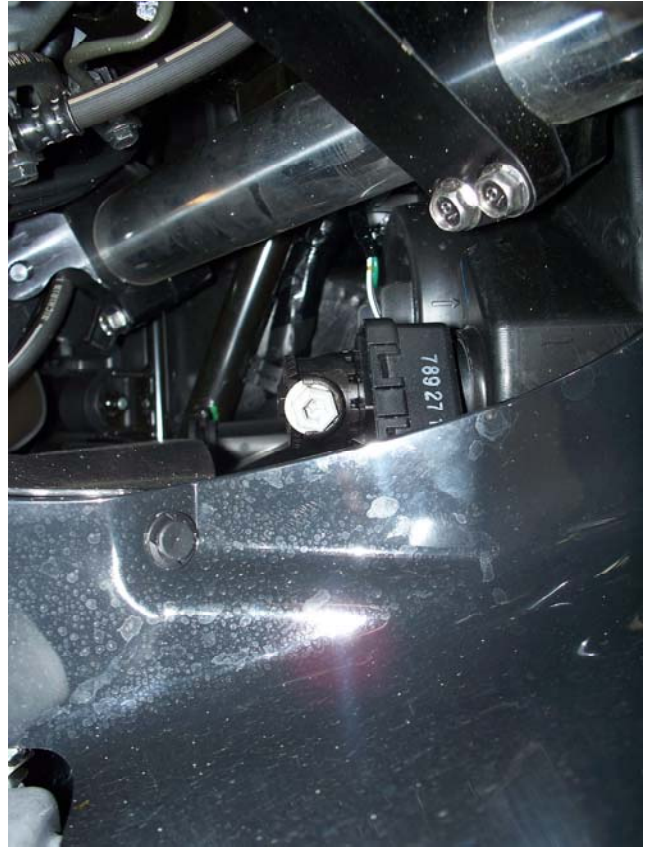
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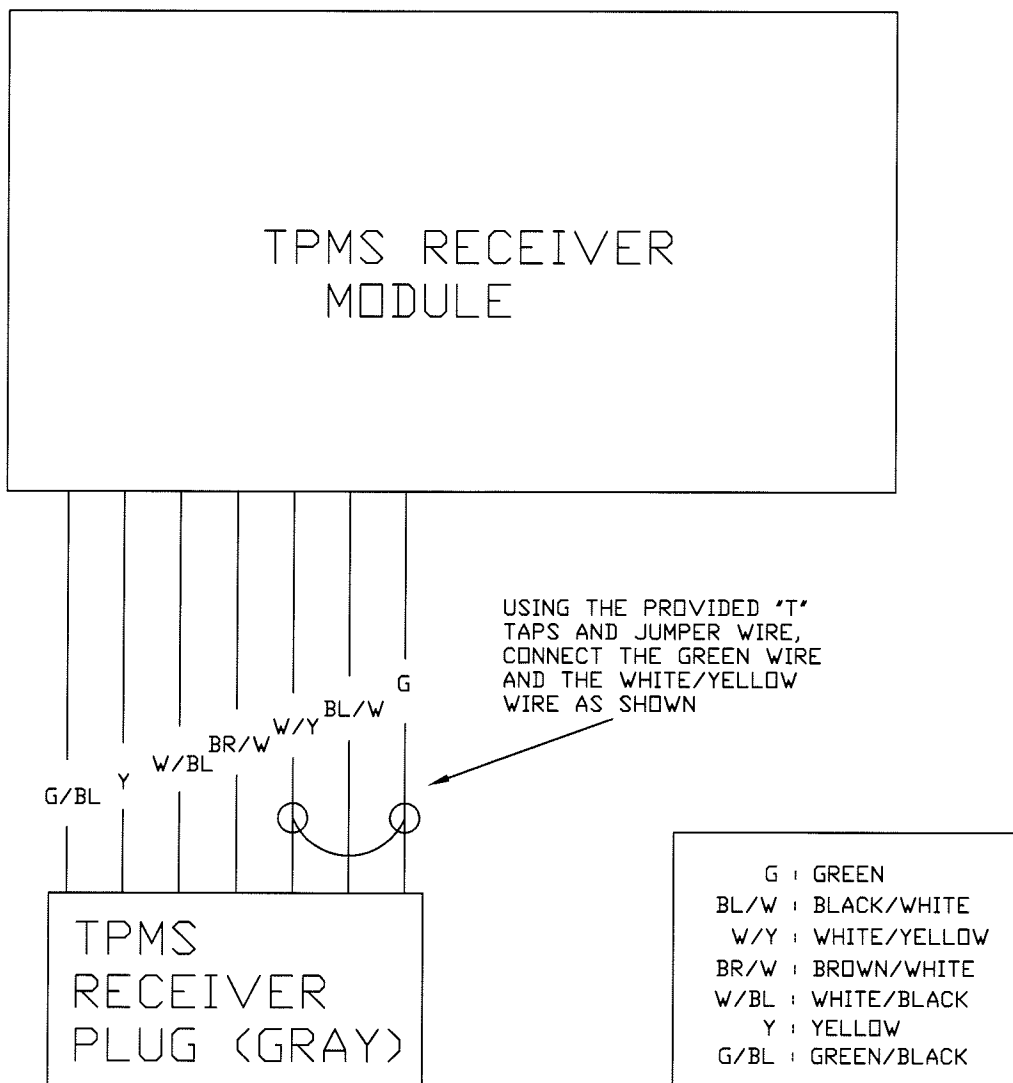
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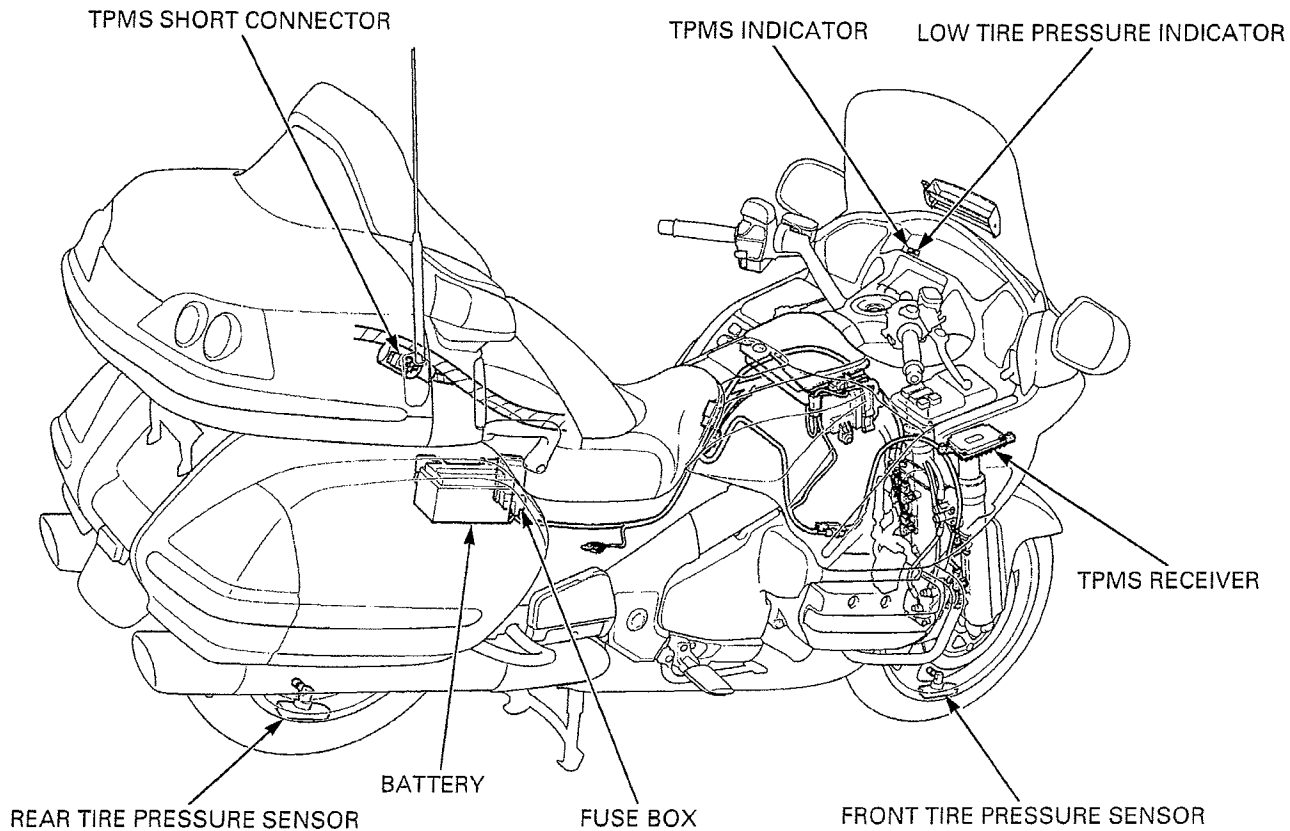
49

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 PROVIDED JUMPER WIRE TO THE "T" TAPS. REPLACE THE WIRING TO IT'S ORIGINAL LOCATION. REPLACE THE FAIRING POCKET.



COMPONENT LOCATION



SYSTEM DIAGRAM

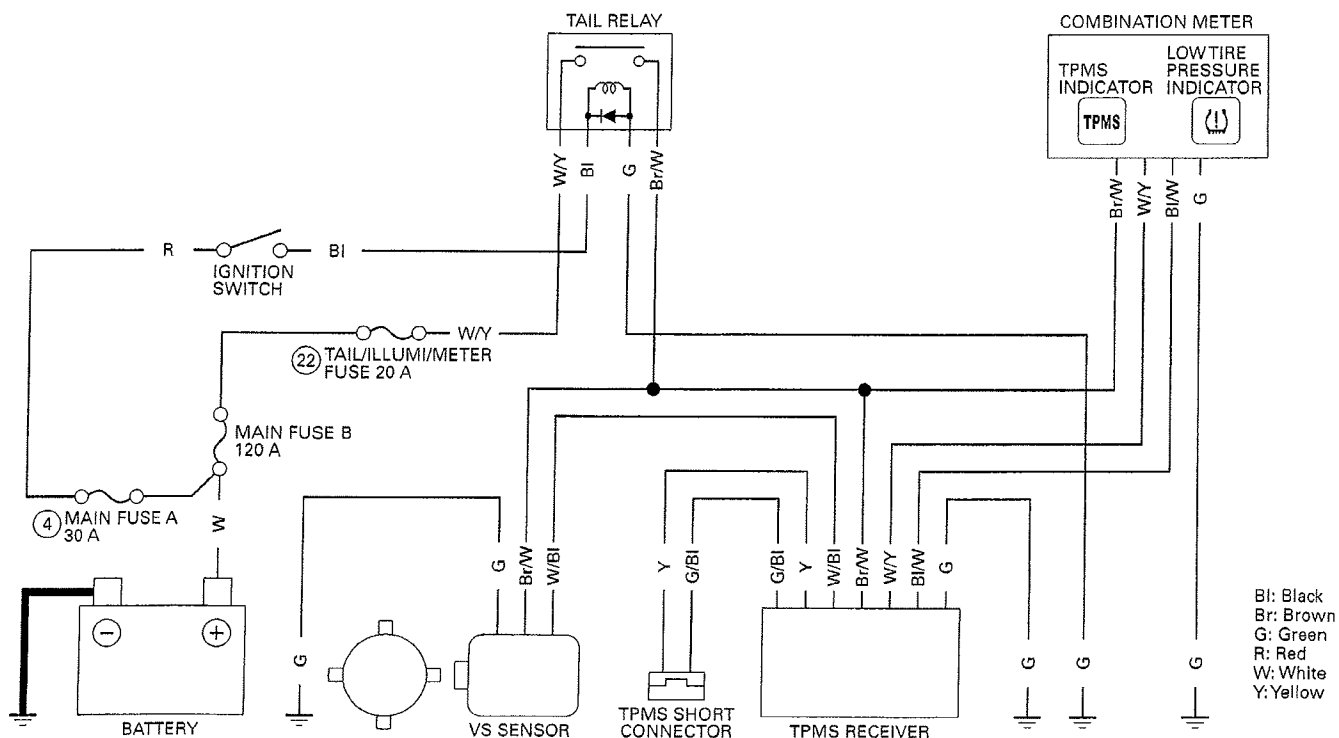


DIAGRAM #A-100-735

2006 AND NEWER GL 1800 DRIVE SHAFT SPACER INSTALLATION DIAGRAM

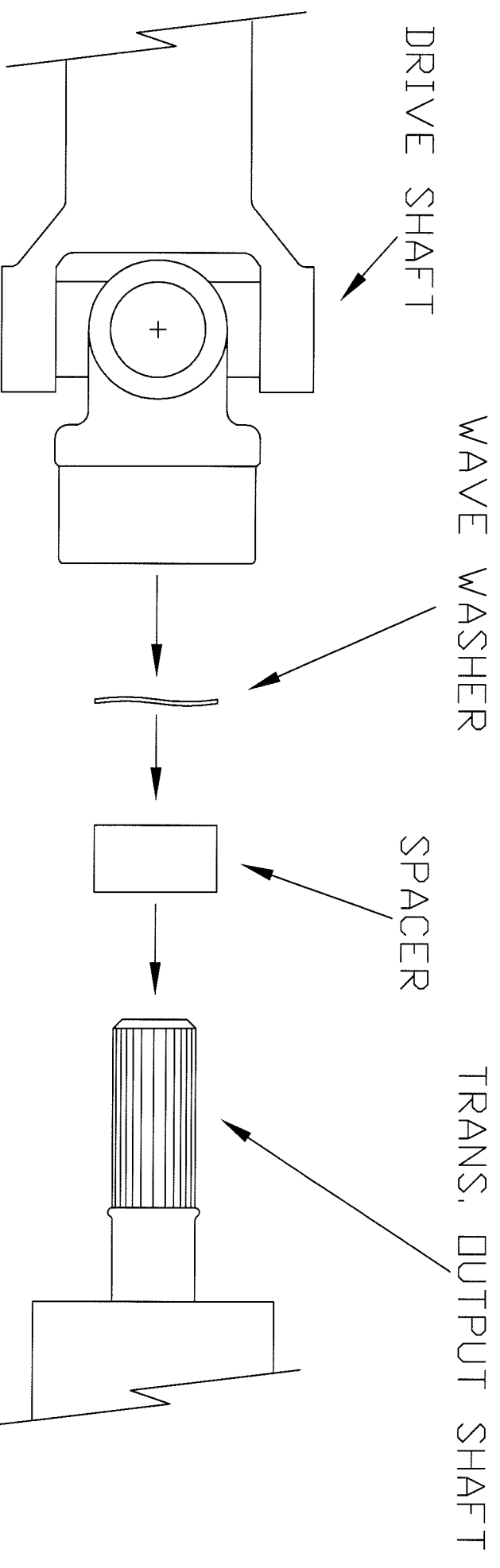
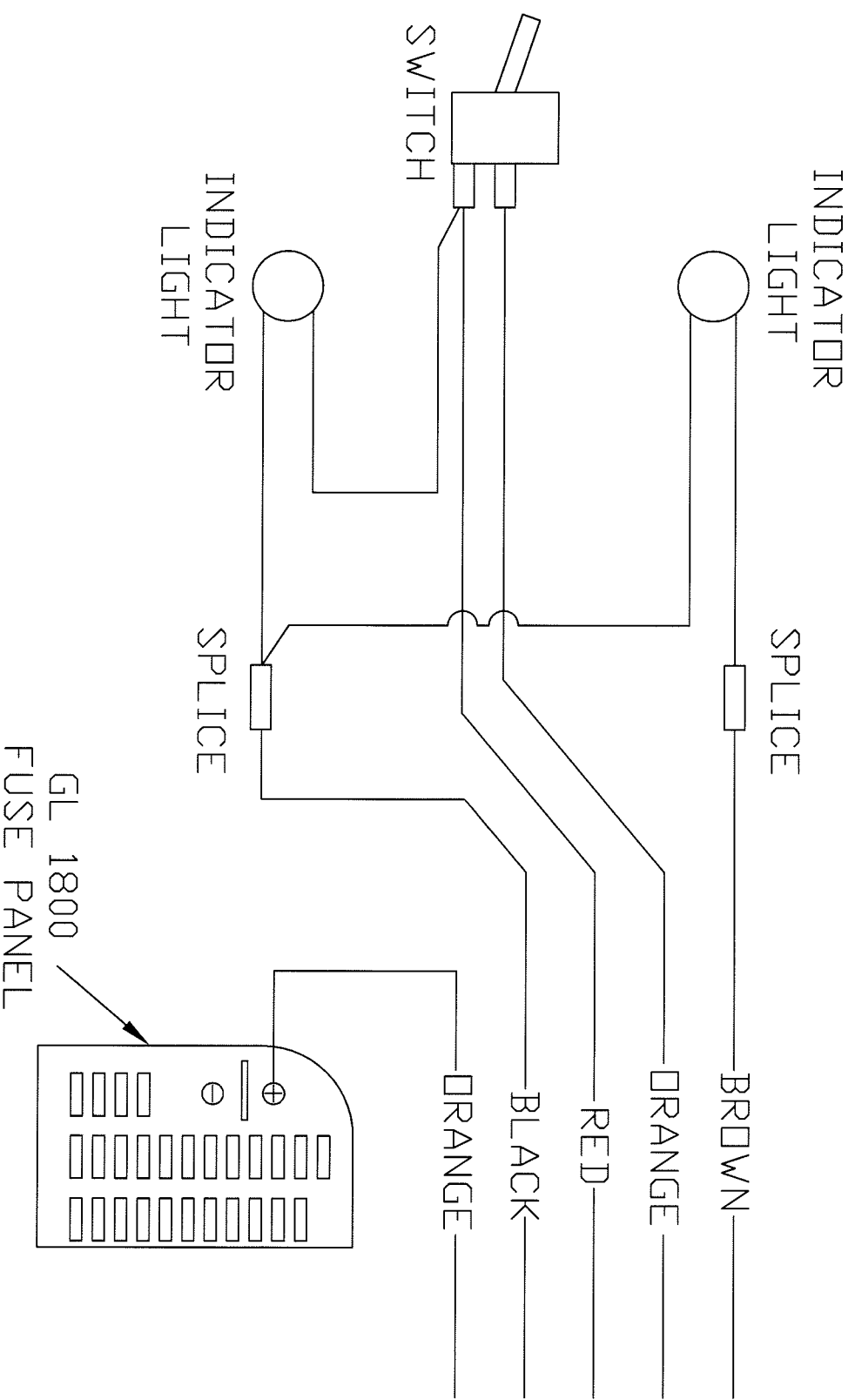


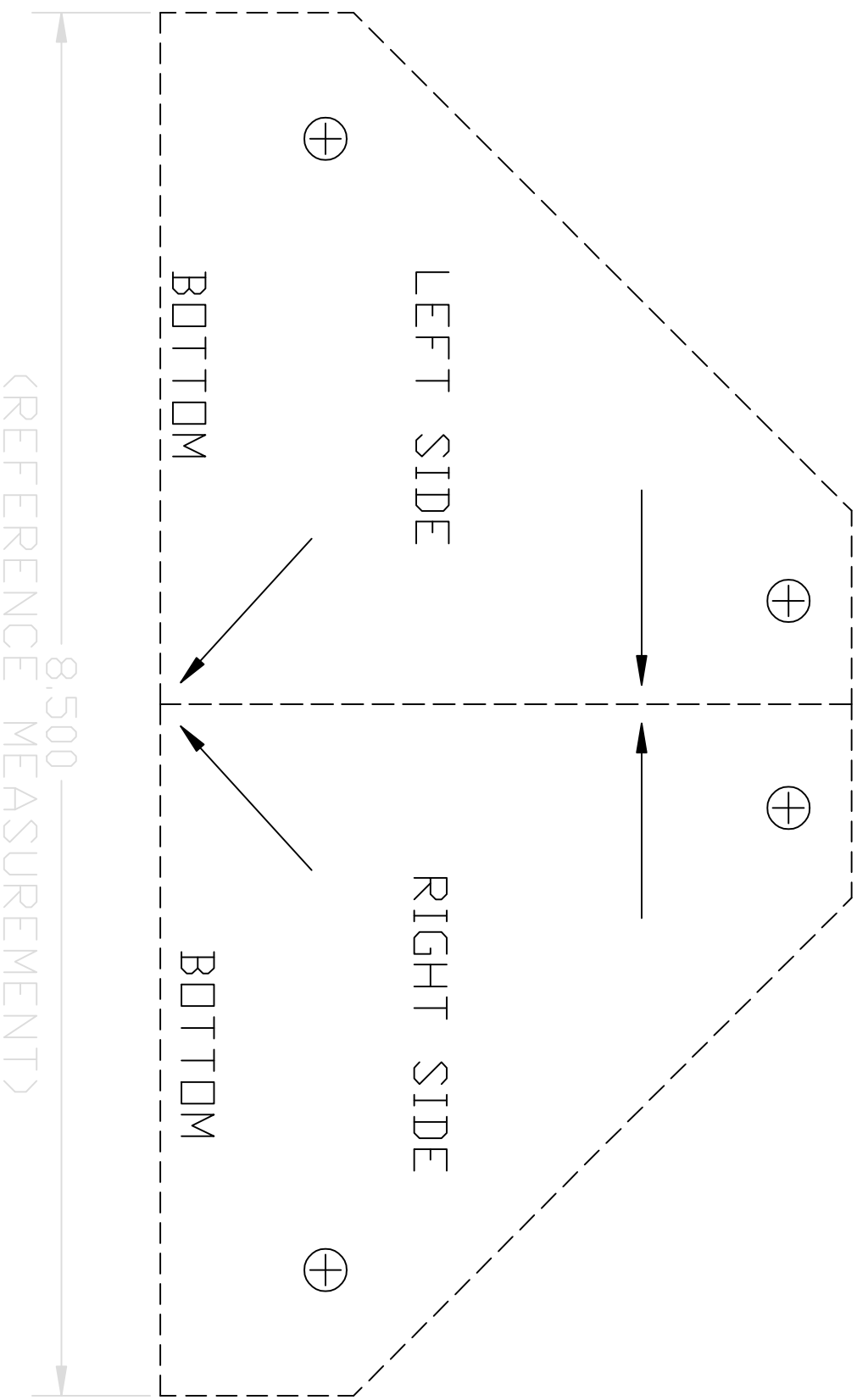
DIAGRAM #A-100-736

HT 1800 AUX. FUEL TRANSFER PUMP WIRING DIAGRAM



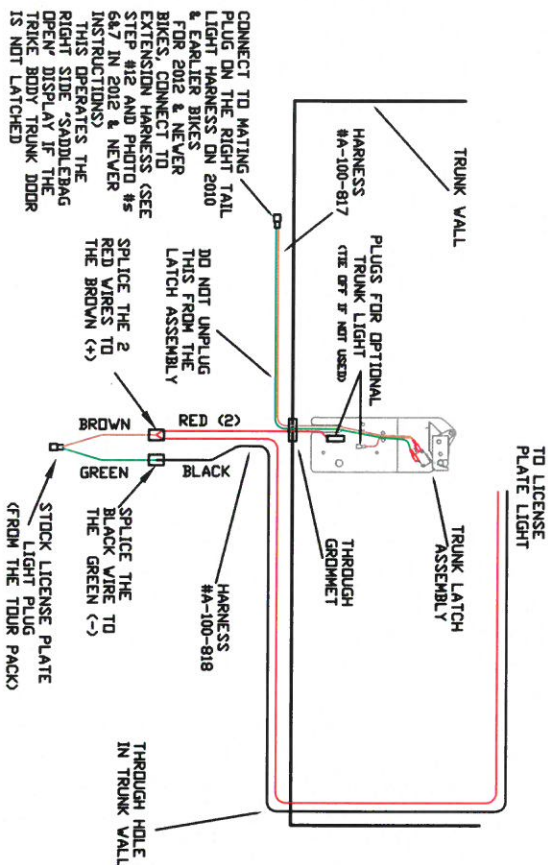
REPLACE 5A. ACCY FUSE WITH
SUPPLIED 15A FUSE

#499-T AMPLIFIER RELOCATION
HOLE TEMPLATE (REV A)

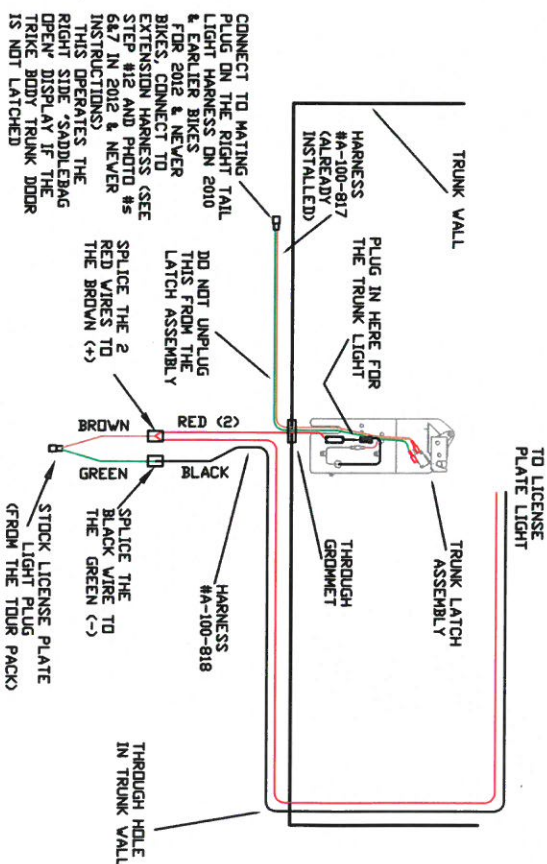


A-100-818-D (REV A)

HT 1800 TRUNK & LIC. PLATE
LIGHT CONNECTION DIAGRAM
(WITHOUT OPTIONAL TRUNK LIGHT)

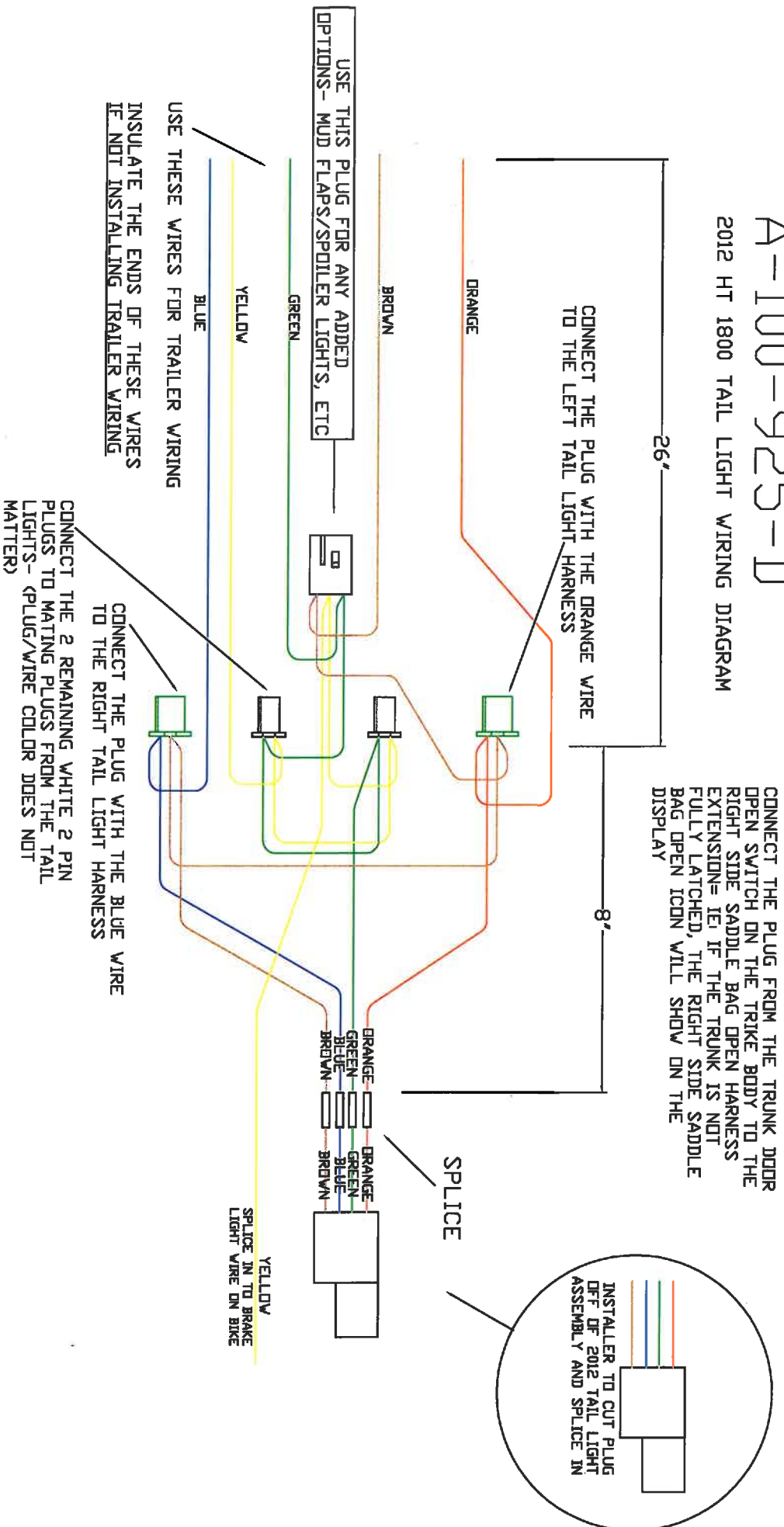


HT 1800 TRUNK & LIC. PLATE
LIGHT CONNECTION DIAGRAM
(WITH OPTIONAL TRUNK LIGHT)



A-100-925-D

2012 HT 1800 TAIL LIGHT WIRING DIAGRAM



TEMPLATE #1100-D

VENTED DECK FILL

CUT OUT TEMPLATE ALONG DOTTED LINE

PUSH A STRAIGHT PIN THROUGH THE CENTER MARK OF THE LARGE CIRCLE IN THE TEMPLATE.

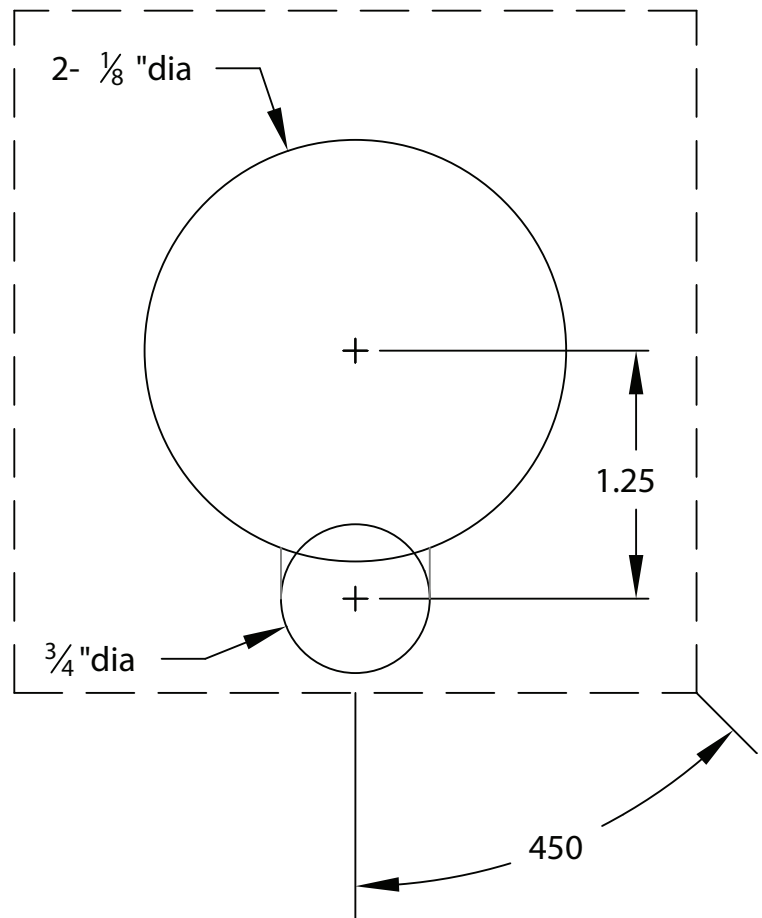
USING THE PIN, ALIGN CENTER MARK OF LARGE CIRCLE WITH MARK ON BODY

START WITH THE $\frac{3}{4}$ " 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 $\frac{3}{4}$ " VENT TUBE CUTOUT. WHILE HOLDING THE DECK FILL TIGHT AGAINST THE VENT TUBE CUTOUT, DRILL THE 4 SCREW HOLES ($1\frac{1}{64}$ ") USING THE DECK FILL AS A DRILL GUIDE



1250-T

2012+ GL18 AUX FUEL PUMP SWITCH HOLE TEMPLATE

- 1) MAKE SURE THAT TEMPLATE IS TO SCALE
- 2) CUT OUT TEMPLATE ALONG DOTTED LINE
- 3) REST BOTTOM EDGE OF TEMPLATE ON SWITCHES
- 4) ALIGN LEFT EDGE WITH LEFT EDGE OF SWITCH
- 5) MARK CENTER OF HOLES AND DRILL AS SHOWN

