



HONDA GL1500/VALKYRIE TRIKE KIT INSTALLATION

READ ALL INSTRUCTIONS BEFORE STARTING INSTALLATION

1. Remove seat, saddle bags, mufflers, rear wheel, swing arm, license plate light, shock absorbers and chrome plastic trim piece from the tour pack skirt. Save the hardware removed as some will be reused later.

NOTE: *It is not necessary to remove the exhaust chamber and heat protector to remove the swing arm. It can be removed and replaced with these items on the motorcycle.*

2. Cut the saddle bag lower support tubes from the tour pack bracket as close to the welds as possible. Do NOT cut the cross bar that supports the inner plastic fender in the rear.
3. Install the modified swing arm that comes with the kit.
4. Remove the top mounts from the suspension package and hang them from the studs on the frame that formerly mounted the shock absorbers. Reinstall the bolts into the studs. It will be necessary to trim the plastic shrouds that mount the air system for clearance for the top mounts to set flat on the suspension package when it is installed. Cut a slot only on the left side. Cut a slot on the right side and trim lower front portion of the shroud as necessary for clearance.
5. Grease the splines on the drive shaft and install drive shaft into the swing arm tube and engage the splines into the front universal joint. If you push the universal joint to the rear and off of the transmission and leave the drive shaft extend from the swing arm, installation of the suspension' system will be easier, and the universal joint can be re-engaged with the transmission as the suspension is installed. Be sure to grease the splines that engage with the pinion coupler on the gear case also.
6. Raise the suspension package and slide it into the swing arm and drive shaft. (Floor jack or similar jack works well for this). Install the bolts into the swing arm and gear case holes and tighten. NOTE: The suspension package should mate to the gear case tightly, and it should not be necessary to use the bolts to draw it together. Get all bolts started before tightening totally.
7. Raise the suspension assembly and install the clamp plates and bolts into the top mounts removed in Step 4 and tighten the bolts. The air valve assembly on the right side of the motorcycle can be pushed out of the way to allow access to the top mount bolts. Reposition the assembly after bolts are tight.



8. Install the brake pads provided with the kit and install the caliper in the caliper bracket on the left main casting. Install the dust boot from the old brake mount into the new brake mount and lubricate the mounting pin before assembly. Carefully re-form the brake line around the swing arm avoiding kinks in the line and interference with any other components. The spacer goes on the center bolt that mounts the brake caliper before installation of the bolt.
9. Hook up the air shocks using the parts provided in the kit and connect to the hose removed from the right air cylinder when the shocks were removed. Routing the lines under the seat is the shortest and easiest route for this installation. The correct installation is black plastic nut on the line first, followed by the white fitting, followed by two "O" rings. There should be approximately ¼" of air line extending past the "O" ring. Hand tighten the plastic fittings. Do NOT over tighten.
10. Adjust the rear shock absorbers by turning the knurled rings on the bottom of the springs. A good starting point is 13-14 threads showing below the rings. Adjust both sides evenly. NOTE: Some WD 40 or similar lubricant on the threads will make adjusting easier.
11. Adjust the sway bar by turning the adjusters at the ends of the sway bar so that the ends of the sway bar point to the center of the drive shaft and there is no pre-load on the bar, and tighten the locking nuts. The adjusters have a right hand and left hand thread on each, so it is not necessary to remove any of the mounting bolts when adjusting.
12. Fill the gear case and differential with 4 to 5 ozs. of 80-90 weight gear lube. There is a plug in the differential housing and one in the gear box. Grease the lower control arms at the fittings on the bottom of the main castings and outer wheel hub castings until grease is visible between the control arm and casting. Grease the universal joints on the drive shafts also. You should find 8 grease fittings total.
13. Remove the rear body mount/trailer hitch assembly from the sway bar brackets and remove the leveling bolts from the body mount (the long, fully threaded bolts), and re-install the bolts only back into the holes from the bottom.
14. Remove the bolts and washers from the angle iron bracket which extends across the back of the main casting and set the body on the angle iron bracket and re-install the rear body mount which was removed in the previous step.
15. Install the skirt under the tour pack and the side covers on the motorcycle. Position the body for good side cover fit and good side-to-side clearance in the tour pack skirt. Adjust the body for fit by using the supplied rubber and flat fender washers between the angle iron bracket and body and using the leveling bolts on the rear body mount. Normally, using a flat body washer on top and one on the bottom of the rubber washer and placed between the body and mount will achieve a good fit. Use or remove washers as necessary for fit.
16. When desired fit is achieved, drill holes through the body at the front mount first (angle iron bracket) and install the mounting bolts using a body washer on the inside of the body through the flat and rubber washers and front mount hole and tighten the bolts. Do NOT over tighten bolts. Re-check the side cover fit and re-adjust if necessary.



17. Mark the position of the rear leveling bolts on the bottom of the trunk and drill holes through the trunk floor. Re-install the rear leveling bolts through the holes just drilled using a body washer on the inside of the trunk, the body support bar under the trunk floor, lock washer and nut on the bolt and screw into the threaded holes in the body mount. Adjust the bolts for body fit into the tour pack skirt and side cover fit. Be careful NOT to pinch any wires or cables between the body and tour pack frame. Tighten all bolts and check body fit. Re-adjust as necessary.
18. Remove corner body covers by removing nuts inside the trunk. Install wire extensions from the rear lights on the harness on the motorcycle. The wires will route through the rear body mount and through the large holes in the body under the corner covers. Secure the wires to the bottom of the trunk floor to prevent damage to the wires using wire ties or nylon wire clips and bolts. The pigtailed ends of the wire extensions are running lights, brake lights, and ground for hooking up the license plate light and auxiliary lights. Install lights in the body, re-fit covers, and check for fit.
19. A pull cable must be installed for the trunk door release. (A choke cable from an auto parts store works well for this). Use the bracket in the kit and install in the tour pack under the lower left acorn nut on the right lid hinge in the tour pack. Drill a hole 2" from the front wall and 2 3/4" from the right wall of the tour pack in the floor of the tour pack to route the cable through. Take care NOT to drill through any components under the tour pack. Route cable under the body and through the large hole in the body where the wire extensions are routed and through small lower hole into the trunk. (Avoid sharp bends in the cable to allow free movement of the cable). Secure cable to trunk floor and connect to door latch.
20. Install exhaust system. Stock exhaust can be modified to fit or after-market exhaust can be used. Stock mufflers will not fit through the suspension. The cross bar in front of the rear body mount is there to hang mufflers.
21. Install wheels and tires. Then test ride trike.
22. Trim body for trailer hitch clearance if necessary.
23. Remove body for painting after all fitting is complete.

Enjoy your new D.F.T. Trike!