



Champion Trikes



Trike Conversion Installation Guide for Honda Goldwing GL1800 Independent Rear Suspension

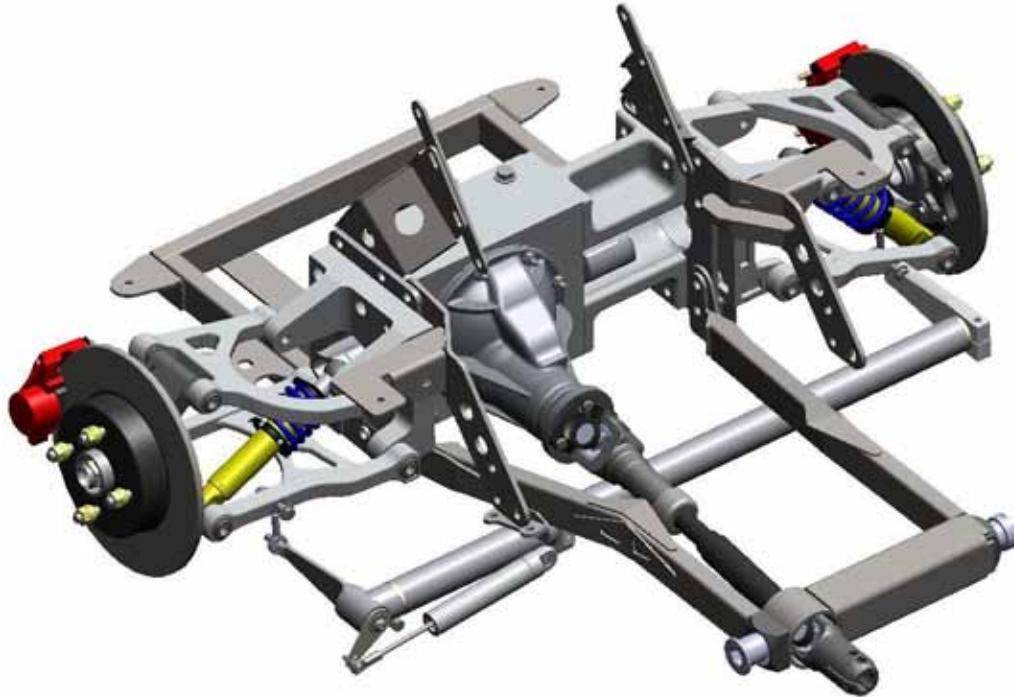
REVISION 3



CAUTION : Failure to follow these instructions can lead to serious personal injury and/or property damage and may void the warranty

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Champion Trikes GL1800 Trike Conversion Kit * Independent Rear Suspension



* Not all parts illustrated. - Shown with Variable Sway Control Option

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1 About Safety

1.1 Installation Information

The information contained in this installation guide is intended for use by technicians of advanced to professional skill levels. Attempting installation without the proper training, tools and equipment could cause injury to you or others. It could also damage the vehicle or cause an unsafe condition.

1.2 For Your Safety

Because this guide is intended for technicians of advanced to professional skill levels, we do not provide warnings about many basic shop safety practices. If you have not received shop safety training or do not feel confident about your knowledge of safety practices, we recommend that you do not attempt to perform the procedures described in this guide.

Some of the most important general safety precautions are given below. Champion Sidecars cannot warn you of every conceivable hazard that can arise. Only you can decide whether or not you should perform a given task.

1.3 Important Safety Precautions

- a. Make sure you have a clear understanding of all basic shop safety practices and that you wear appropriate clothing and use safety equipment. Be especially careful of the following:
 - Read all directions before you begin, and make sure you have the tools, the parts and the skills required to perform the tasks safely and completely.
 - Protect your eyes by using proper safety glasses, goggles or face shields anytime you hammer, drill, grind, pry or work around pressurized air or liquids, and spring or other stored-energy components.
 - Use other protective wear when necessary, for example gloves or safety shoes. Handling hot or sharp parts can cause severe burns or cuts.
 - Protect yourself and others when you have a vehicle up in the air. Anytime you lift a vehicle, either by hoist or a jack, make sure that it is securely supported.
- b. Make sure the engine is turned off before you begin work.
 - Carbon Monoxide poisoning from exhaust gasses: Be sure there is adequate ventilation whenever you run the engine.
 - Burns from hot parts or coolant: Let the engine and exhaust system cool before working on those areas
- c. Injury from moving parts: If running the engine, keep hands, fingers and clothing away from moving/rotating parts.
 - Gasoline vapor and hydrogen gasses from batteries are explosive. To reduce the possibility of fire or explosion, be careful when working near gasoline and batteries.
 - Use only nonflammable solvent, not gasoline, to clean parts
 - Never drain or store gasoline in an open container.
 - Keep all cigarettes, sparks or flame away from the battery and all fuel related parts.

2 General Information

The Champion Trike Conversion Kit is designed with the utmost consideration to safety, quality and ease of installation. The kit comes complete with all necessary hardware and fasteners. However, it is assumed that the installer has advanced to professional skills in motorcycle servicing. It is recommended that installer obtain an OEM service manual for the vehicle to which the Trike kit is to be installed.

Of the original components to be removed from the vehicle, most will not be re-used. Some will be returned to Champion Trikes for return of your deposit and others will be modified and re-installed to the vehicle.

2.1 Core Returns for Deposit Refund.

Refer to picture below.

- a. Right saddlebag tail light assembly complete (include wiring, hardware and grommets).
- b. Left saddlebag tail light assembly complete (include wiring, hardware and grommets).
- c. Right saddlebag locking mechanism complete (include strikers, wiring and pull cables).
- d. Left saddlebag locking mechanism complete (include strikers, wiring and pull cables).



3 Specifications

Overall Width:	57.75"
Overall Length:	108"
Overall Length w/EZ-Steer	109.5
Wheel Base:	71" Extended 4.5" At Rear Axel
Wheel Base w/EZ Steer	72.5"
Load Capacity:	600 Lb
Tire Size:	205 / 70 / R15
Wheel Size (15")	Offset +35 mm 15x7JJ 4x4.5
Tire Pressure	24-26 PSI
Suspension:	Double A-Arm Independent
Rear Differential:	Suzuki
Gear Ratio	2.93:1 gear ratio
Brakes:	Original front plus 2 high performance disc brakes at rear.
Storage Capacity:	6.75 cubic feet. 3 full-face helmets and additional storage.

4 Removal of Original Parts

Most tasks necessary in this guide can be accomplished with the vehicle on its center stand. Secure the center stand to one of the forward crash bars with a ratchet strap to keep vehicle from rolling forward and off the center stand. Be sure that the vehicle is laterally stable as well.

Remove the following from the vehicle. See OEM manual for detailed instructions. Items to be retained for return of deposit or re-installation after modification shall be duly noted.

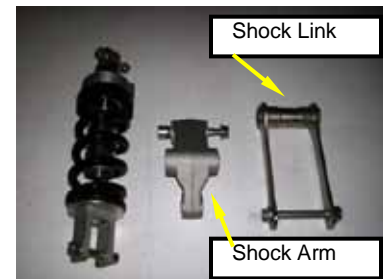
- Seat (to be re-installed without modification)
- Left and right side covers (to be re-installed without modification)
- Battery and battery box (to be re-installed without modification)
- Left and right saddle bags
- Remove taillight and locking assemblies from saddlebags (to be returned for refund of deposit)
- Trunk (to be re-installed without modification)
- Left and right passenger foot rests (to be re-installed without modification)
- Left and right foot rest under covers (to be modified and re-installed)
- Left and right rear crash bars
- Saddle bag trunk stay (to be modified and re-installed)
- Left and right mufflers (Mufflers only, do not remove decorative covers). Retain OEM muffler rubber mounting bushings and flanged spacers for re-installation of the mufflers.
- Rear wheel
- Left and right pivot bolt covers (to be re-installed without modification)
- Reverse resistor (to be relocated)
- Swing Arm and Driveshaft

IMPORTANT: Carry out brake system modifications (See Section 5) **prior** to removing Swing Arm. Evacuating all the brake fluid from the system will prevent brake fluid spills when the OEM swing arm is removed.

Note: Upper bolt of mono shock can be removed without removing the fuel tank.

- Rear Shock and Hydraulics. Unscrew angle sensor from OEM shock and secure to frame with cable tie.
- Shock arm and shock link

Note: You may need to cut out the bolt that attaches the shock link to the frame.



5 Brake System Modification

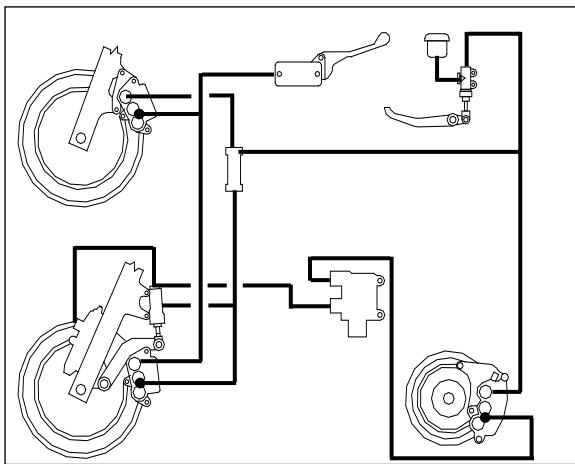
Note: Modification to the vehicle brake system should be carried out prior to removal of the swing arm.

5.1 Explanation of OEM brake system and changes

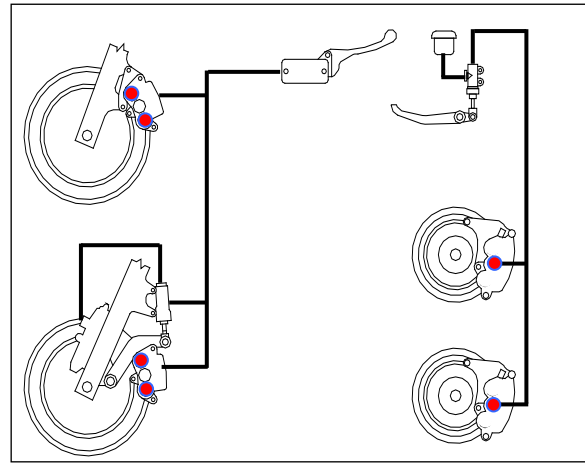
From the manufacturer, your Honda Gold Wing brake system utilizes both front and rear brakes when the foot brake is applied. In order to insure safe operation of your Gold Wing when converted to a Champion Trike, the brake system must be modified to isolate the front and rear brake systems from each other.

Once modification is complete, four of the six pistons in the front calipers operate only when the hand brake lever is applied. The rear brakes operate only when the foot brake pedal is applied.

The diagrams below outline the difference between the GL1800 OEM brake system and the system as modified by the Champion Trike Conversion Kit.



Original Honda Goldwing GL1800 Brake System



Modified Honda Goldwing GL1800 Brake System

5.2 Evacuate Fluid from Brake System

Evacuate brake fluid from each bleeder valve on front calipers. Ensure that fluid is thoroughly drained as several lines will be removed and / or replaced later in this section.

Note: Locking brake lever and pedal in the engaged position will prevent master cylinders from draining. This will eliminate the need to bench bleed master cylinders later.

- a. Remove front fender and wheel covers to avoid contact with brake fluid.
- b. Attach vacuum bleeder to top bleeder valve of rear brake caliper. Open bleeder valve and begin vacuum evacuation.
- c. Once evacuation has begun, disconnect brake line at anti-dive valve, located on lower front shock slider. Figure 1
- d. Continue until evacuation is complete. Disconnect vacuum bleeder.
- e. Disconnect upper brake line from rear caliper. Cover with rag.
- f. At front line, blow air through system to dry out lines.
- g. Attach vacuum bleeder to lower bleeder valve of rear brake caliper. Open bleeder valve and begin vacuum evacuation.
- h. Once evacuation has begun, disconnect brake at top of delay valve located on right front shock slider (Figure 2) and Line at top of foot brake master cylinder. (Figure 3)
- i. Continue until evacuation is complete. Disconnect vacuum bleeder.
- j. Disconnect lower brake line from rear caliper. Cover open lines with rags.
- k. At front line, blow air through system to dry out lines.
- l. Remove the two brake lines running on top of the swing arm.



Figure 1

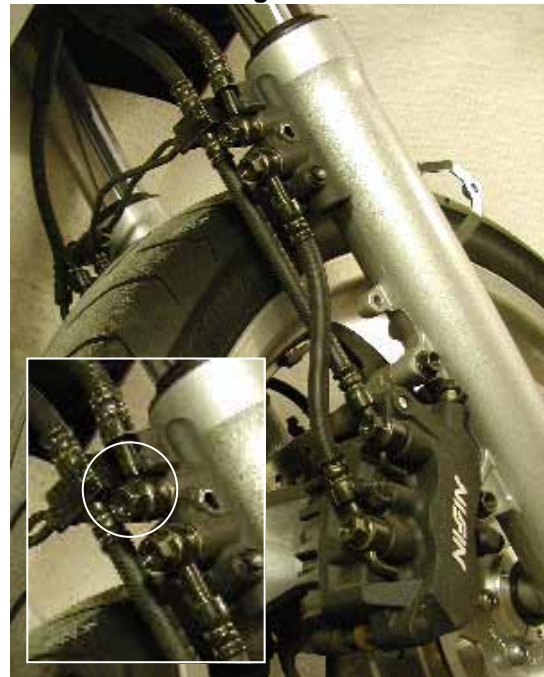


Figure 2

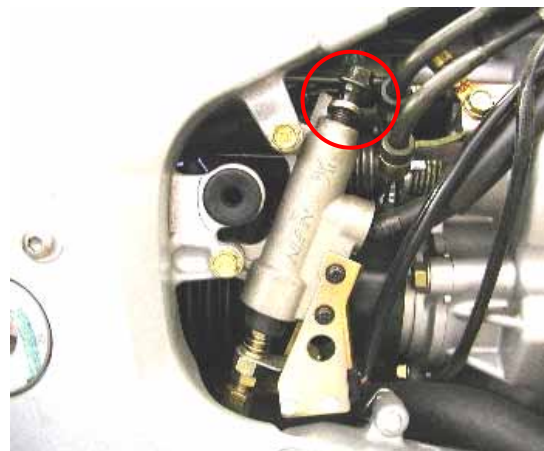


Figure 3

5.3 Brake System Plumbing Modifications

5.3.1 Removal of OEM parts from brake system

- a. Remove line linking anti-dive unit to master cylinder located on left fork slider. Line continues to Tee-block on steering head. Remove Tee-block from hard line and remove entire line and Tee-block from vehicle. Figure 4



Figure 4

- b. Remove Delay Valve. - Figure 5
 - Detach hard crossover line from delay valve located at top of right fork slider.
 - Remove lower banjo bolt (not to be reused) on right caliper, plug with supplied set screw.
 - Detach delay valve line from hard line at fork neck.
 - Remove bolts securing line to frame.
 - Remove line from clamp on lower triple clamp.
 - Remove delay valve mounting bolts. Remove delay valve and attached lines from vehicle.

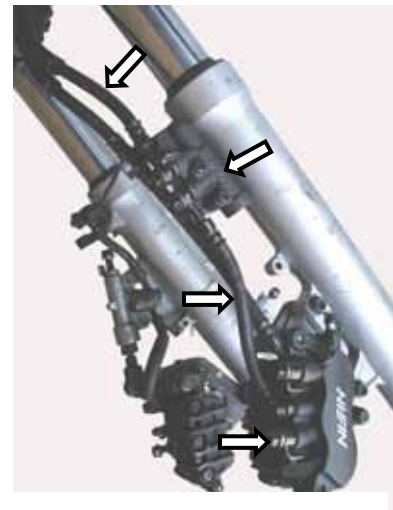


Figure 5

- c. Remove lower banjo bolt (not to be reused) from left caliper. Plug hole with supplied set screw. Remove entire line up to Tee-block on right fork slider. Figure 6

NOTE: If purchased, E-Z Steer System should be installed at this time



Figure 6

- d. Connect hard cross over line to Tee-block of right caliper brake line. Secure Tee-block to right fork slider using supplied mounting bracket and 6mm bolt and NyLoc nut. Figure 7
- e. Relocate brake line at lower triple clamp from center position to right position. Figure 7
- f. Install 11.5 inch braided line (banjo fitting at each end) to the fork master cylinder and anti-dive unit on left fork slider using OEM single banjo bolts and supplied crush washers. Figure 8

Supplied Bracket and Hardware

Use lower Delay Valve Mounting Bolt



Figure 7

5.3.2 Vacuum bleed front brake system.

- a. To ensure complete evacuation of air from front brake system, in particular the front brake master cylinder: (Perform this after completion of Trike kit)
 - Ensure front brake reservoir cap is installed.
 - Elevate the right rear of the Trike approx. 8 inches.
 - Turn handle bar to the left.
 - At **left** front caliper, use a flat screwdriver to carefully pry brake pad away from rotor to force brake fluid and air into the right side caliper. Leave screwdriver in position to maintain space.
 - At **right** front caliper, use a flat screwdriver to carefully pry brake pad away from rotor to force brake fluid and air up the line and into the front brake master cylinder. Remove the screwdrivers from both front calipers.
 - **Using only short pulls** (approx ½ inch of total movement of the lever), pump front brake lever repeatedly until pads are closed.
 - Repeat steps D, E and F five times. This process should ensure air to escape from the front brake master cylinder into the reservoir.



Figure 8

NOTE: Inspect front brake system thoroughly for leaks and repair as necessary.

5.3.3 Reinstall front fender and rotor covers.

5.4 For ABS Equipped Models

Figure 9

For 2006 and Up models the ABS unit is located under the top shelter and in front of the air filter box.

The front and rear ABS Modulators must be disconnected from the tee-blocks located on the left and right sides of the steering head.

A hard line bridges the two tee-blocks on non-ABS equipped models. This line must be purchased (Honda PN# 45125-MCA-670) and installed between the two tee-blocks from where the modulator lines were removed.

The objective is to have only one line from the front brake master cylinder feeding the tee-block on the right fork slider which continues on to the upper banjo bolt of the right front caliper.

The ABS dash warning light must be disabled now that the ABS system has been disconnected.

- To disable the ABS warning light, remove all ABS related fuses from the fuse box.

Fuse 13	5A
Fuse 3	30A
Fuse 4	30A

- Disconnect the three plugs from the ABS control unit located under the tour box (to be left disconnected).
- Remove (cut) plastic rib from the black plug as shown and install a 5 amp fuse to bridge ABS warning light wiring (yellow with blue trace and solid green).
- Wrap all three connectors with electrical tape (or shrink wrap) to help close from environment.
- Remove the ABS control unit from the vehicle (not to be reused).
- This section of the fender will be removed later

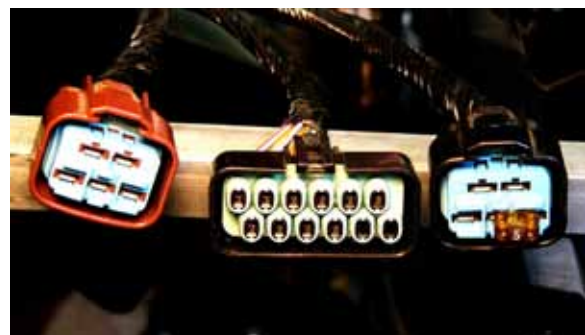
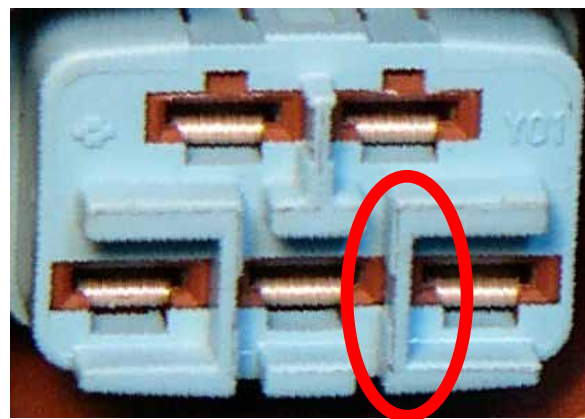
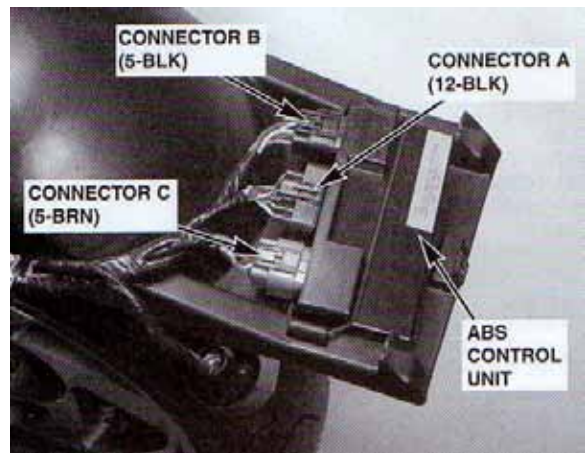


Figure 9

6 Modifications to Original Parts

6.1 Saddlebag / Trunk Stay

- a. After removing Saddlebag / Trunk Stay from vehicle, cut lower (round tubing) section from upper section (square tubing) at weld (3 places each side). Debur any sharp edges. Figure 10

NOTE : Retain muffler rubber bushings and flanged spacers for later installation of the mufflers.



Figure 10

- b. Cut lower left and right tubes 6-1/4 inches from ends. Mark tubes prior to cutting to identify their location and orientation. Figure 11

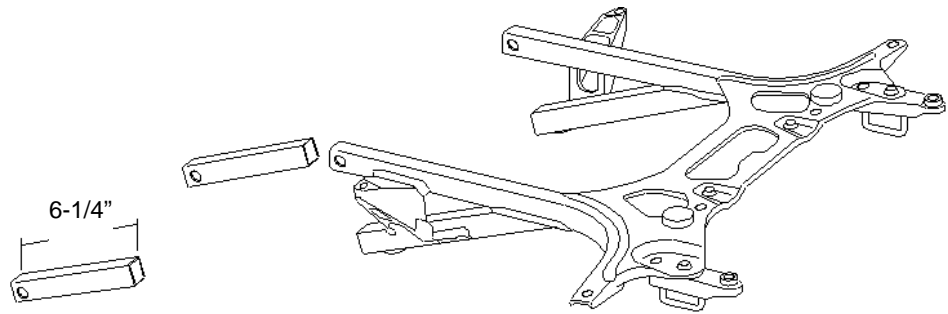


Figure 11

- c. Insert 4-inch sleeves (supplied) into lower tubes of frame. Sleeves should protrude 2 inches (Figure 12). Drill a 3/16" hole through side of lower tubes and sleeves 1" from cut end of lower tube. (Figure 13) Install 10/32 x 1-1/4" Hex Head Bolt and 10/32 NyLoc Nut to secure sleeves and tighten.

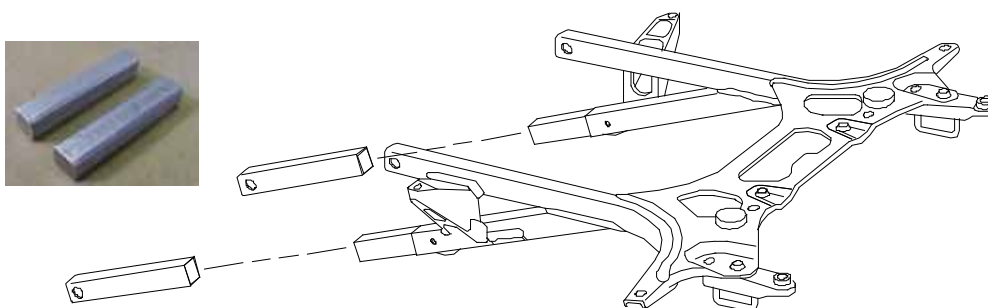


Figure 12

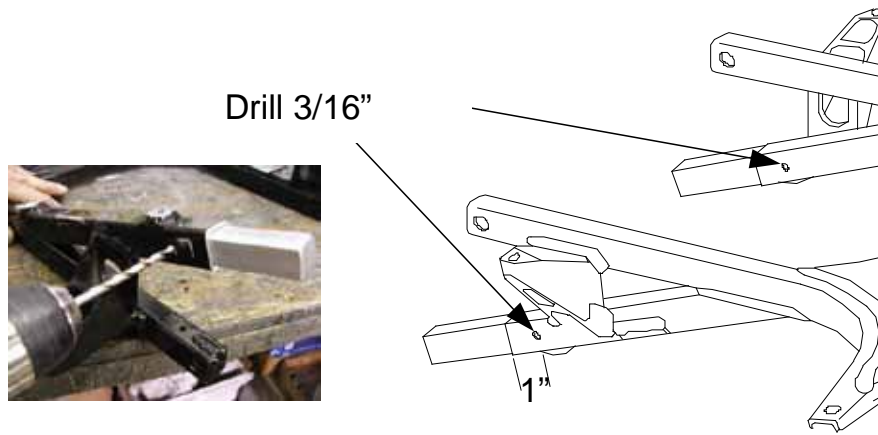


Figure 13

- d. Install previously cut loose ends to sleeves. Check your markings to insure ends are installed to correct sides and properly oriented. Drill a 3/16" hole through side of loose ends and sleeves 1" from cut end. Install 10/32 x 1-1/4" Hex Head Bolt and 10/32 NyLoc Nut to secure sleeves and tighten.
- e. Snug screw and nut. Do not tighten at this time. Figure 14.

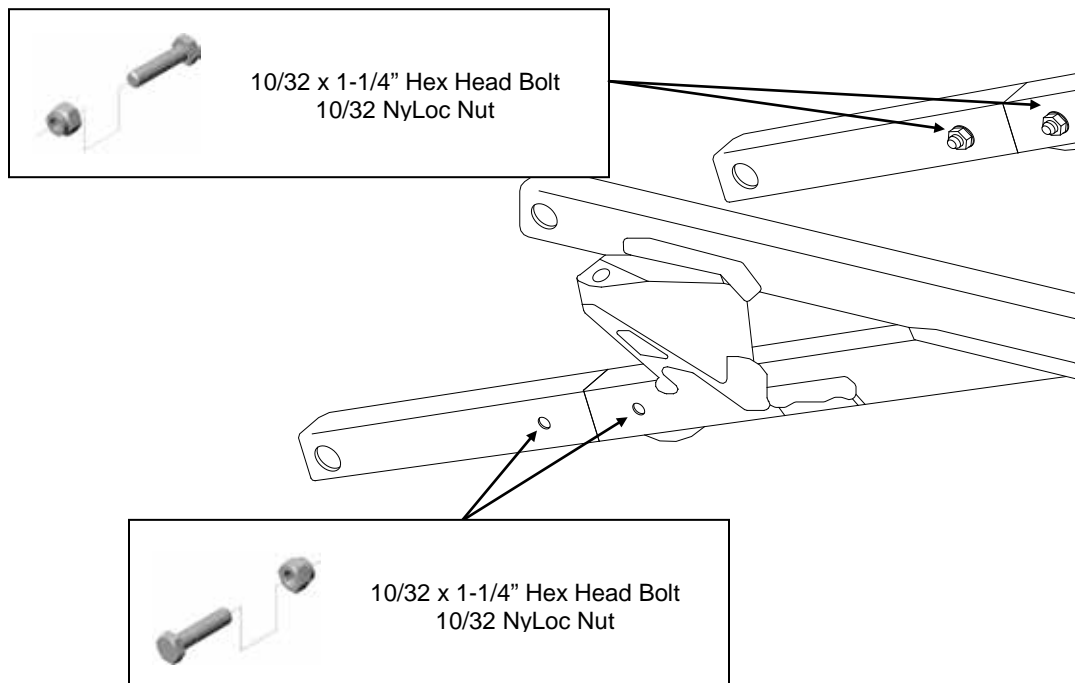


Figure 14

6.2 Rear Fender Modification (2005 Down Models)

Note: Modification to rear fender is made without removing it from the vehicle. Cutting can be accomplished using a box cutter knife.

- a. Mark a line across fender as shown. Figure 15



Figure 15

- b. With a large box cutter, score a line along mark. Continue scoring until cut is through. Discard excess. Figure 16



Figure 16

6.3 Relocating Amplifier (2006 Up Models)

- a. After removal of tour box and luggage, locate the amplifier mounted in the rear section of the rear fender. Figure 17
- b. Remove hardware securing the amplifier / rear fender section and remove assembly from vehicle. Figure 18

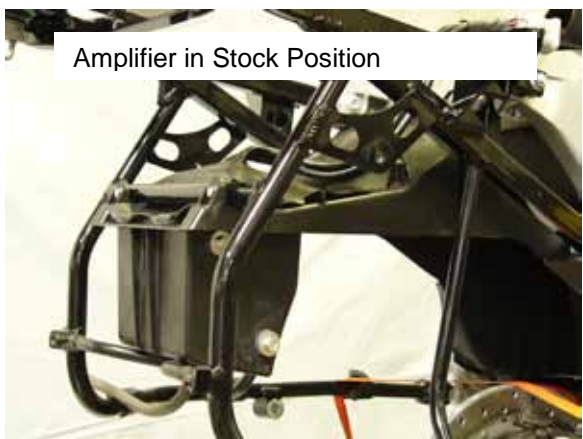


Figure 17



Figure 18

- c. Cut the rear fender just ahead of the amplifier section as illustrated in Figures 19 to 21



Figure 19

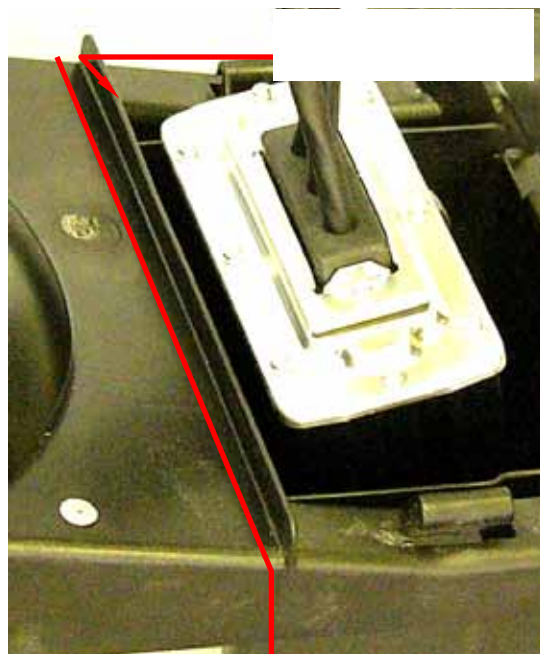


Figure 20

- d. Remove drain hose. Not to be reused. Figure 21



Figure 21

- e. Trim the upper corners (side opposite of the mounting tabs) of the left and right sides of amplifier housing as illustrated in Figure 22
- f. Drill two 3/8" drain holes in the corners of the amplifier (side opposite original drain) housing as shown. Figure 23

CAUTION: Serious damage to amplifier may occur if contacted by drill. Use extreme care to not allow drill to "punch" through the housing and into the amplifier.

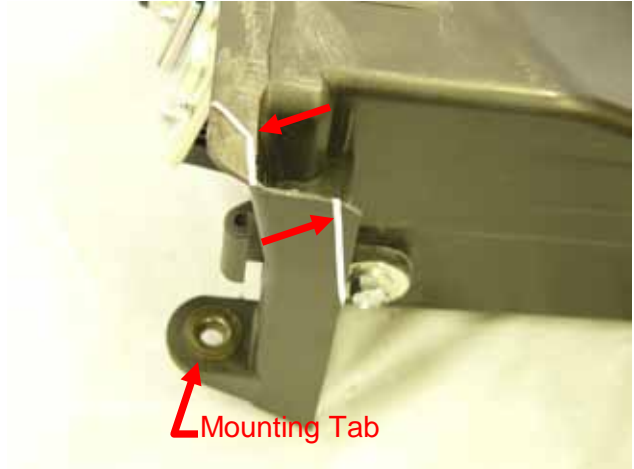


Figure 22

- g. Drill one 1/4" hole on each side of the rear fender (the front section still mounted in vehicle) at the location illustrated. Figure 24
- h. Tuck the loose end of the cover into the housing just above the amplifier. Figure 25
- i. Position amplifier into fender section on vehicle. The sides of the modified housing should fit into the grooved sides inside the fender. Mark the housing sides through the holes previously drilled in fender sides. Figure 25



Figure 23

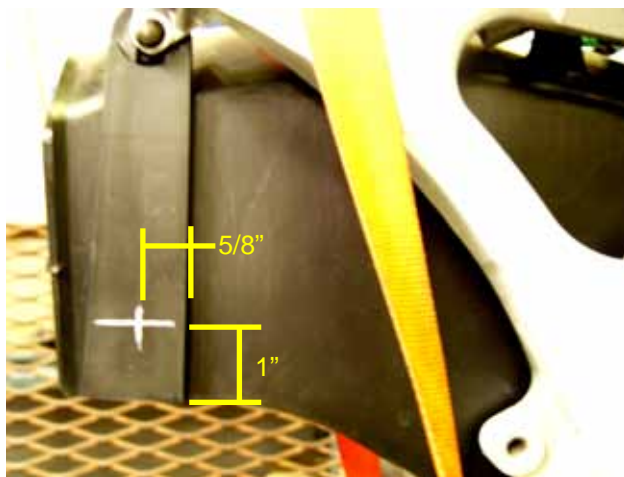


Figure 24



Figure 25

Qty Per Side	Description
1	1/4-20 x 1" Hex Head Bolt
2	1/4" SAE Flat Washer
1	1/4-20 Nyloc Nut

- j. Drill 1/4" hole though housing sides where marked (use care to not allow drill to contact amplifier). Using supplied hardware listed below, mount amp / housing assembly to rear fender. Figure 26



Figure 26

6.4 Relocating Reverse Resistor

Figure 27

- a. Remove electrical connections from reverse resistor.
- b. Remove reverse resistor from its original mounting position.
- c. Re-route wiring so that it exits the frame below and to the right of the battery.
- d. Mount supplied brackets to back of reverse resistor with M5 x 10 hex head bolts.
- e. Attach long bracket to frame tab above battery, behind battery hold down.
- f. Level reverse resistor, drill 3/16" hole through rear fender. Small bracket locates hole.
- g. Install M5 x 10 hex head bolt with M5 NyLoc nut.



Figure 27 - Reverse Resistor in New Location

6.5 Rerouting of Redundant Brake Lines

Figure 28

- a. Pull brake line removed from foot brake master cylinder, back into rear wheel area, over upper cross member, with the two lines previously disconnected from the swing arm.
- b. Fold three lines back on themselves and on top of upper cross member. Secure to upper cross member with heavy-duty zip ties.

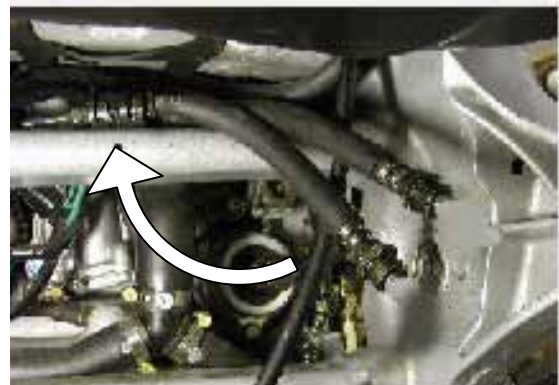


Figure 28

7 Installation of Trike Conversion Kit

7.1 Install Swing Arm

- a. Do not install rubber boot (between OEM swing arm and engine output shaft) supplied by Honda.
- b. Remove shipping tape from swing arm pivot bearings holes. Figure 29
- c. Place swing arm to its mounting position.
- d. Align swing arm with frame pivot bolt holes. Install left and right pivot bolts to hold position. Figure 30
- e. Using a 19mm socket, tighten right pivot bolt to specified torque. Figure 30
Torque: 80 lb ft (108 N-m)
- f. Tighten left pivot bolt to specified torque.
Torque: 25 lb ft (34 N-m) Figure 31
- g. Move swing arm up and down several times to seat bearings. Retighten **left** pivot bolt to 25 lb ft.



Figure 29

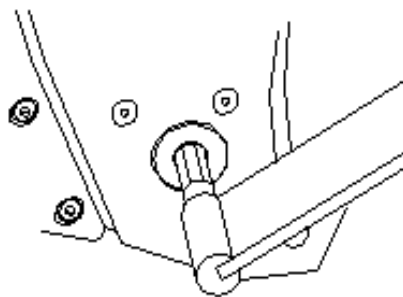


Figure 30

- h. Install left pivot lock nut. Hold pivot bolt while tightening lock nut with Honda special tool (Honda PN 07ZMA-MCAA101), to specified torque. Figure 31
Torque: 80 lb ft (108 N-m).

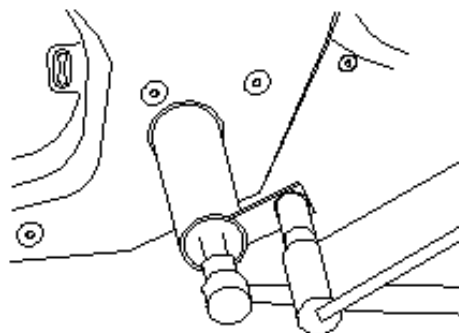


Figure 31

7.2 Install Complete Independent Suspension

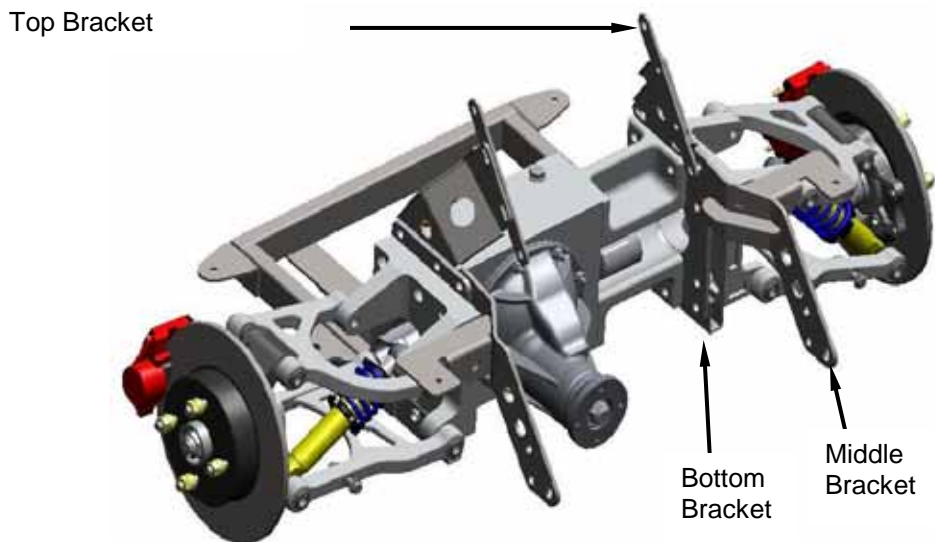


Figure 32

- a. Top and middle brackets are installed and snugged for shipping purposes only Figure 32
- b. Loosen the top and middle brackets where they attach to the assembly to allow for alignment purposes.

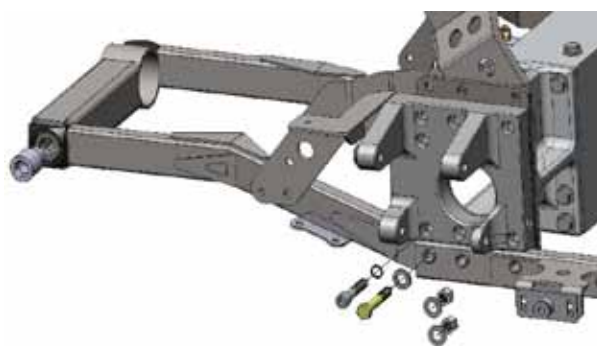


Figure 33

- c. Install and snug the bottom bolts securing the swing arm to the rear end. (1/2-13x2-1/2 socket head plus small 1/2" washer (upper) and 1/2-13x3 hex head plus 1/2" washer (lower)) Figure 33
- d. Install and snug the middle bolts – Figure 34

- o 1 – M8x35 Hex head bolt, M8 lock washer, M8 flat washer, bracket, 2 x 5/16" flat washers, Bike frame
- o 2 – M8x50 Hex head bolt, M8 lock washer, M8 flat washer, bracket, 0.736" spacer, bike frame
- o 3 – M8x35 Hex Head, M8 lock washer, M8 flat washer, bracket, bike frame

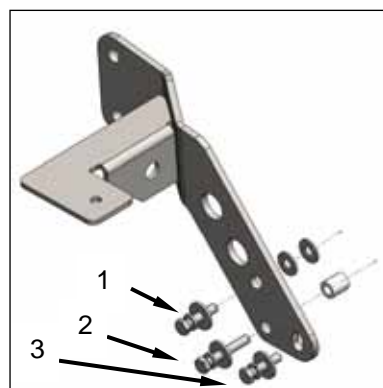


Figure 34

- e. Temporarily install the trunk stay Figure 35

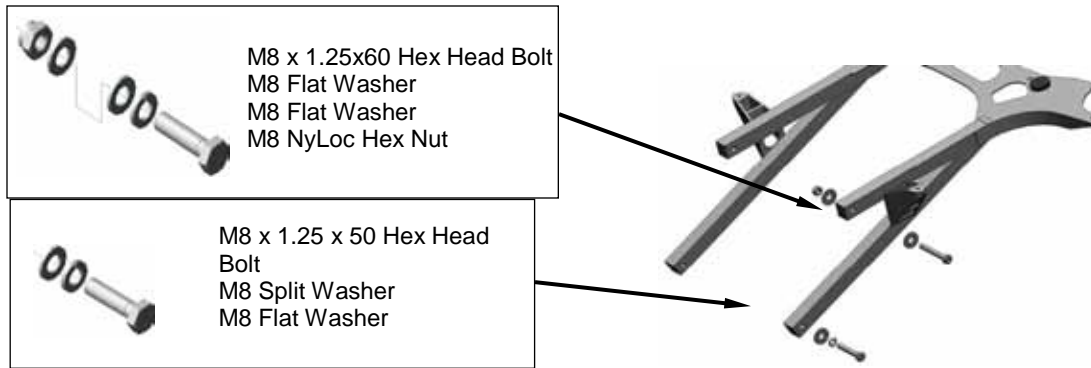


Figure 35

- f. Install and snug top bolts
- g. Measure distance (18 1/4") between trunk stay and body frame as shown in Figure 36
- h. Torque the bottom and middle bolts (1/2" bolts to 50ft.lb and M8 bolts to 15 ft-lb.
- i. Remove top bolts and the trunk stay for later installation of the body

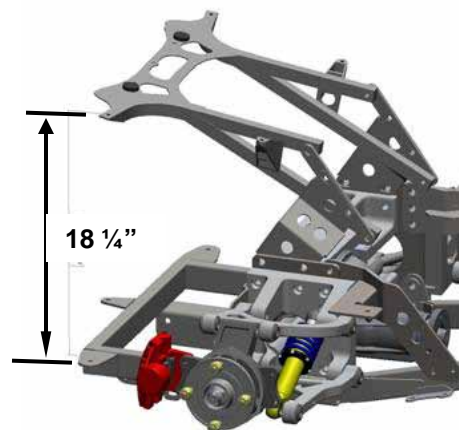


Figure 36

7.3 Install Driveshaft

Note: The OEM output shaft boot is removed and not to be reinstalled.

- a. Shift Vehicle transmission to NEUTRAL.
- b. Remove the two bolts securing the rear brake master cylinder to the vehicle frame (retain bolts). Figure 37



Figure 37

- c. Remove the six bolts (6mm Allen cap head screws) from drive shaft clamping yoke Figure 38.
- d. Remove the four bolts from the pinion flange.



Figure 38

- e. Ensure clamping yoke is fully engaged to output shaft. Apply blue Loctite to clamping bolts and install to clamping yoke. Moving the rear brake master cylinder fore and aft will allow tool access. Figure 39
- f. Tighten bolts evenly, rotating drive shaft to access each of the three clamp fingers. Torque bolts to 12 lbs. ft.
- g. Install and torque (15 ft-lb.) the four bolts to the pinion flange.
- h. Remount rear brake master cylinder and tighten bolts.



Figure 39

7.4 Install Brake Lines

- a. Connect 10" braided line to rear master cylinder using OEM banjo bolt and supplied crush washers.
- b. Install Residual Pressure Valve to 10" braided line. **NOTE** : Ensure that the arrow on the valve faces in the direction of the brake caliper.
- c. Connect 25" braided between Residual Pressure Valve Tee-block on rear differential supplied single banjo bolt and crush washers.
- d. Route brake line assembly along right leg of swing arm, to top of differential.
- e. Install brake line into brake line T – Figure 40
- f. Secure to swing arm with heavy-duty zip ties.
- g. Bleed rear brake system. Check to ensure there are no leaks.

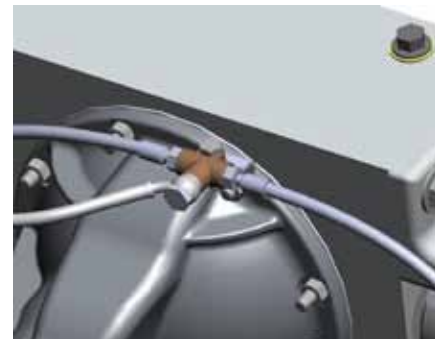


Figure 40

7.5 Install Body

Note: The installation/alignment of the body is an iterative process to find the correct position of body in relation to the wheels. The five holes already in the body are primarily for shipping purposes. These holes might line up with the pre-drilled body frame holes when the body is fitted. Follow instructions below to re-drill holes if required.

- a. Carefully lower body into position on mounting frame. Figure 41
- b. Remove side cover mounting grommets from saddlebags and install to Trike body.
- c. Install left and right side covers to vehicle (without lower piece).
- d. Install rear wheels. Torque Lug nuts to 75 ft lb. then install Center caps to wheel rim. Ensure tire pressure is between 23 to 27 PSI
- e. Align body to vehicle. Noting its position relative to the side covers and wheels. Ensure gaps at side covers are equal. Ensure that body overhang over the wheels are equal.



Figure 41

NOTE: Recommended to install trunk stay and trunk before final body alignment.

- f. With body in position, locate the five holes on the frame tabs through which you will drill into the body. Figure 42
- g. Drill a 3/8" hole at the five places located above.
- h. Install 3/8-24 x 1-1/4" GR8 hex head bolts with 3/8" fender washers and 3/8-24 NyLoc nuts with 3/8" flat washers.
- i. Locate and connect electrical connections from Trike body to corresponding connection on vehicle.

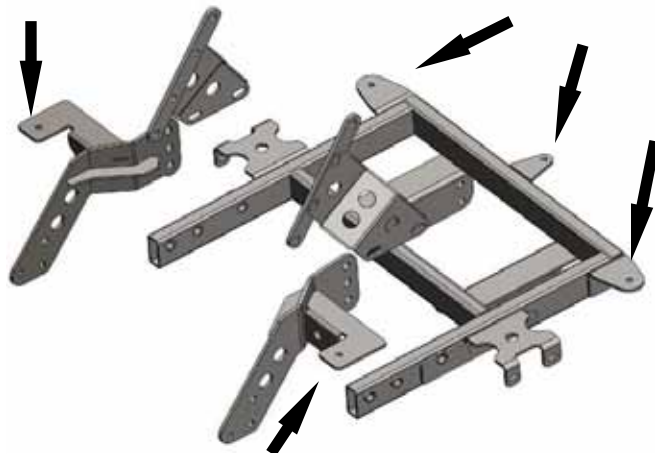


Figure 42

7.6 Install Top Box

- a. Re-Install Trunk Stay
- b. Install trunk to vehicle as per OEM manual.
- c. Locate and connect electrical connections from trunk to corresponding connection on vehicle.
- d. Connect Trike body trunk opener cable to OEM locking mechanism of upper trunk. **(RIGHT SIDE)**
Route safety cable forward to underneath seat

- e. Connect accessory wire to accessory terminals at fuse box **BLUE – pos,**

NOTE: Trike is pre-wired for trailer electrical connections. Wires located at trailer hitch. Confirm by testing

Function	Color
Running lights	BROWN
Brake lights	RED
Turn signal, right	GREEN
Turn signal, left	YELLOW
Accessory	BLUE
Ground	BLACK

7.7 Install Seat

- a. Install the seat to vehicle

7.8 Install Foot Rests

- a. Cut footrest under cover as shown in Figure 43

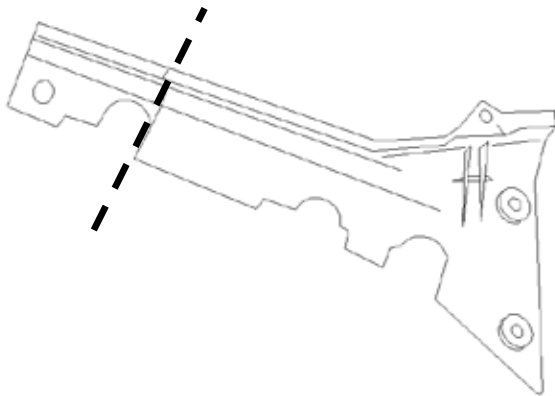


Figure 43

- b. Install covers.
- c. Install footrest with original bolts and 5/16" SAE flat washers between footrest and frame as spacers. Three washers per bolt.

7.9 Install Anti-roll bar

7.9.1 Standard Anti-roll bar



Figure 44

- a. Install 3/8-24x1.25 bolts, washers and nuts through Anti-roll bar housing onto swing arm. Torque to 30 ft-lb. Figure 44 and 45

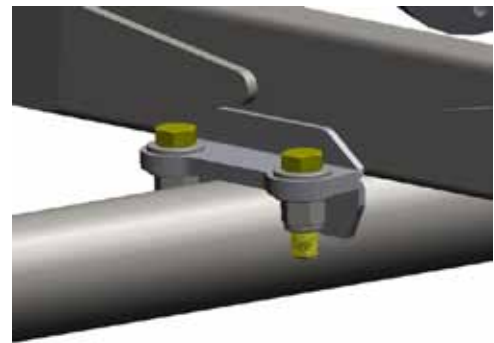


Figure 45

- b. Attach rod-end onto right control arm with 3/8-24 bolt, washer, bearing (rod-end), washer, control arm, washer and nut. Figure 46.
- c. Adjust rod-end in or out on left side to allow left side bolt to insert freely.
- d. Tighten jam nut
- e. Insert bolt, washer, bearing (rod-end), washer, control arm, washer and nut. Figure 46
- f. Torque to 30 ft-lb.



Figure 46

7.9.2 Variable Sway Bar (VSC) Option

- a. See VSC Installation Supplement for installation.



7.10 Install Mufflers

- a. Locate muffler drop down adapters (S shaped pipes) of Trike kit.
- b. Install drop down adapters to left and right exhaust collectors using supplied exhaust clamps and gaskets.
- c. Install mufflers to drop down adapters using original OEM rubber bushings, flanged spacers, exhaust clamps and gaskets.

Install muffler hanger tabs (on the muffler) to Trike body muffler tabs – Figure 49 - with OEM M8 x 1.25 x 60 Hex Head bolts, 5/16 USS Flat Washers and 8mm lock washers.

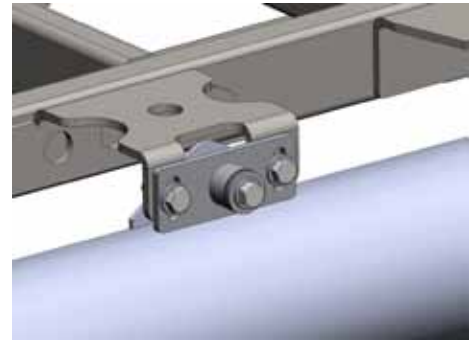
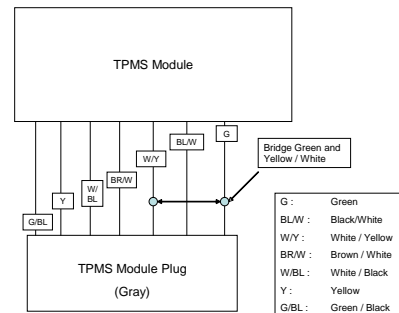


Figure 49

7.11 Tire Pressure Indicator Light Disable

For motorcycles equipped with a Tire Pressure Monitor System (TPMS) the warning light on the dashboard will stay on after installation of the Trike kit. Follow the following procedure to disable the warning light: Figure 50

- a. Remove the right front fairing pocket to access the TPMS control module.
- b. Locate the Green wire and the White/Yellow wire on the TPMS module wiring harness pigtail.
- c. Splice the Green wire and the White/Yellow wire together to disable the light.
- d. Replace the wiring to its original location
- e. Replace the fairing pocket.



8 Shock Adjustment and Heavy Duty Spring Purchase Option

8.1 Adjusting Shock Preload

- a. The preload adjuster is factory-set at the softest level for a plush ride. Increasing preload may be advisable if need be for additional weight.

- b. To adjust the preload, turn -by hand- the black collar located on the bottom of the spring just as you would with a fastener with right handed thread.



SOFT

FIRM

8.2 Heavy Duty Spring Kit Purchase Option

Depending on road conditions and rider variations, an optional Heavy Spring Kit is available for your adjustable shocks. Kit includes two heavy duty coil springs and a spring compressor tool

Please contact your sales representative for more information.

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