CAUTION: Failure to follow these instructions can lead to serious personal injury and/or property damage and may void the warranty
Champion Trikes
Trike Conversion Kit *

Modified Trunk Stay
Hanger, Body Frame
Shock / Body Hanger Mount
Body Frame
Coil Over Shock Absorber
Swing Arm
Rear Axle Assembly, Complete

Technical Writing, Photography and Illustrations by Terry T. Emelio
Technical Assistance: Jan Myburgh

* Not all parts illustrated.
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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.
- Injury from moving parts: If running the engine, keep hands, fingers and clothing away from moving/rotating parts.

- Gasoline vapor and hydrogen gasses form 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 Sidecars 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 Sidecars for return of your deposit and others will be modified and re-installed to the vehicle.

### 2.1 Return for Core Deposit

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: 500 Lb
Tire Size: 205 / 70 / R15
Wheel Size (15") Offset +35 mm 15x7JJ 4x4.5
Tire Pressure: 20 PSI
Suspension: "Zero-Flex" Internal Swing Arm utilizing 3 shocks, OEM shock absorber plus 2 coil over shock absorbers.
Rear Differential: Champion Lightweight rear axle / differential assembly.
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)
- Rear wheel
- Left and right pivot bolt covers (to be re-installed without modification)
- Reverse resistor (to be relocated)
- Swing Arm - Note: Carry out brake system modifications (Section 5) prior to removing Swing Arm.
  - Note: Upper bolt of mono shock can be removed without removing the fuel tank.
  - Note: Do not remove actuator hose from actuator pump or shock absorber. Dismounting shock actuator pump will allow more movement of shock absorber when removing swing arm.
5  **Brake System Modification**

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

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 Sidecars 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 Sidecars Trike Conversion Kit.

![Original Honda Goldwing GL1800 Brake System](image1)

![Modified Honda Goldwing GL1800 Brake System](image2)

### 5.1 Evacuate Fluid from Brake System

a. 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.

b. Remove front fender and wheel covers to avoid contact with brake fluid.

c. Attach vacuum bleeder to top bleeder valve of rear brake caliper. Open bleeder valve and begin vacuum evacuation.

d. Once evacuation has begun, disconnect brake line at anti-dive valve, located on lower front shock slider. Fig 5.1.3

e. Continue until evacuation is complete. Disconnect vacuum bleeder.
f. Disconnect upper brake line from rear caliper. Cover with rag.

g. At front line, blow air through system to dry out lines.

h. Attach vacuum bleeder to lower bleeder valve of rear brake caliper. Open bleeder valve and begin vacuum evacuation.

i. Once evacuation has begun, disconnect brake at top of delay valve located on right front shock slider (Fig 5.1.8) and Line at top of foot brake master cylinder. (Fig 5.1.9)

j. Continue until evacuation is complete. Disconnect vacuum bleeder.

k. Disconnect lower brake line from rear caliper. Cover open lines with rags.

l. At front line, blow air through system to dry out lines.

m. Remove the two brake lines running on top of the swing arm.
5.2 Brake System Plumbing Modifications

5.2.1 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. Fig 5.2.1.1

b. Remove Delay Valve. Fig 5.2.1.2
- 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.

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. Fig 5.2.1.3

NOTE: If purchased, E-Z Steer System should be installed at this time
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. Fig 5.2.1.4

e. Relocate brake line at lower triple clamp from center position to right position. Fig 5.2.1.4

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. Fig 5.2.1.6

5.2.2 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.

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

5.2.3 Reinstall front fender and rotor covers.
For ABS Equipped Models

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.

<table>
<thead>
<tr>
<th>Fuse</th>
<th>Amp</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>30</td>
</tr>
<tr>
<td>4</td>
<td>30</td>
</tr>
</tbody>
</table>

- 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
5.3 Remove Swing Arm and Drive Shaft

a. Remove swing arm assembly and drive shaft from vehicle as per OEM instructions.

- **Note**: Upper bolt of mono shock can be removed without removing the fuel tank.
- **Note**: Do not remove actuator hose from actuator pump or shock absorber. Dismounting shock actuator pump will allow more movement of shock absorber when removing swing arm.

![OEM Swing Arm Assembly and Drive Shaft](image_url)
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. Fig. 6.1.1

b. Cut lower left and right tubes 6-1/4 inches from ends. Mark tubes prior to cutting to identify their location and orientation. Fig. 6.1.2

c. Insert 4-inch sleeves (supplied) into lower tubes of frame. Sleeves should protrude 2 inches (Fig 6.1.3 A). Drill a 3/16" hole through side of lower tubes and sleeves 1" from cut end of lower tube. (Fig 6.1.3 B) Install 10/32 x 1-1/4" Hex Head Bolt and 10/32 NyLoc Nut to secure sleeves and tighten.
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. Fig 6.1.5
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. Fig 6.2.1 A and Fig 6.2.1 B

b. With a large box cutter, score a line along mark. Continue scoring until cut is through. Discard excess. Fig. 6.2.2
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 1*

b. Remove hardware securing the amplifier / rear fender section and remove assembly from vehicle. *Figure 2*

c. Cut the rear fender just ahead of the amplifier section as illustrated in *Figures 4 – 6*
d. Remove drain hose. Not to be reused. *Figure 6*

e. Trim the upper corners (side opposite of the mounting tabs) of the left and right sides of amplifier housing as illustrated in *Figure 7*

f. Drill two 3/8” drain holes in the corners of the amplifier (side opposite original drain) housing as shown. *Figure 8*

**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.

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 9*

h. Tuck the loose end of the cover into the housing just above the amplifier. *Figure 10*

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 10*
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 11

<table>
<thead>
<tr>
<th>Qty Per Side</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1/4-20 x 1&quot; Hex Head Bolt</td>
</tr>
<tr>
<td>2</td>
<td>1/4&quot; SAE Flat Washer</td>
</tr>
<tr>
<td>1</td>
<td>1/4-20 Nyloc Nut</td>
</tr>
</tbody>
</table>

6.4 Install Modified Trunk Stay

a. Install modified trunk stay with left and right shock mount plates using supplied hardware. Snug bolts. Fig 6.2.3

b. Insert threaded rod (shock absorber mounting bolt) through shock mount bung of shock mount plate, until rod contacts rear fender. Mark point of contact. Repeat on opposite shock mount plate. Fig 6.2.4
c. Remove modified trunk stay with left and right shock mount plates.

d. With a 1-1/4” hole saw, cut a hole through left and right sides of rear fender at marks. This is to allow passage of shock mounting rod and crush sleeve later. Fig 6.2.6

### 6.5 Relocating Reverse Resistor

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.

### 6.6 Rerouting of Redundant Brake Lines

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.

Fold three lines back on themselves and on top of upper cross member. Secure to upper cross member with heavy-duty zip ties.
7 **Installation of Trike Conversion Kit**

7.1 **Install Swing Arm**

a. Do not install boot. Fig. 7.1.2

b. Remove shipping tape from swing arm pivot bearings holes.

c. Place swing arm to its mounting position, with shock absorber through hole in swing arm.

d. Align swing arm with frame pivot bolt holes. Install left and right pivot bolts to hold position. Fig 7.1.4

e. Using Honda special tool (see OEM manual), tighten right pivot bolt to specified torque.
   
   Torque: 80 lb ft (108 N·m) Fig. 7.1.5

f. Tighten left pivot bolt to specified torque.

   Torque: 25 lb ft (34 N·m) Fig. 7.1.6

g. Move swing arm up and down several times to seat bearings. Retighten left pivot bolt to 25 lb ft.
h. Install left pivot lock nut. Hold pivot bolt while tightening lock nut with Honda special tool (Honda PN 07ZMA-MCAA101), to specified torque.

Torque: 80 lb ft (108 N-m). Fig. 7.1.8

i. Continue installation shock absorber as per OEM manual.

j. Install the shock arm onto the swing arm using original hardware. Torque 47 lb ft (64 N-m)

7.2 Install Drive Shaft

a. Install Champion swing arm as describe in the GL1800 Trike conversion Installation Guide.

b. Shift Vehicle transmission to NEUTRAL.

c. Remove the two bolts securing the rear brake master cylinder to the vehicle frame (retain bolts). Figure A

d. Remove the six bolts (6mm Allen cap head screws) from drive shaft.

e. Position Drive Shaft through Swing Arm onto output shaft of vehicle transmission. Figure B

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

f. 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 C

g. Tighten bolts evenly, rotating drive shaft to access each of the three clamp fingers. Torque bolts to 12 lbs. ft.

h. Remount rear brake master cylinder and tighten bolts.
7.3 Install Shock Mount Plates and Trunk Stay

a. Install modified trunk stay with left and right shock mount plates (see 6.2.3) using supplied hardware. Do not tighten bolts at this time.

b. Position spacer tube between shock mount plates and through cut holes in rear fender. Fig. 7.2.2

c. Install shock absorber mounting bolt (5/8" threaded rod) through shock mount bungs on left and right shock mount plate with spacer tube between plates.

d. Tighten all mounting bolts.

e. Install one 5/8" jam nut (thin) to each end of rod. Measure the protrusion at both ends, center the shock mount bolt and tighten nuts securely.

7.4 Install Shock Absorbers To Upper Mounts

a. Install shock absorbers to upper shock mount bolt with one 5/8" flat washer on both sides of shock eye. Install 5/8" thin NyLoc nut and tighten securely.

7.5 Install Shocks to Swing Arm

b. Install hiem spacers to lower shock absorber eyelets. Two per shock. Fig. 7.4.1

c. Position shock absorber into swing arm shock mount tabs and install ½-20 x 2-1/4" GR8 hex head bolts ½" flat washers and ½-20 NyLoc nuts. Tighten securely.
7.6 Install Rear End Assembly

a. Install supplied drive shaft to transmission output shaft through the right cross plate hole of the swing arm.

b. Install hardware as listed and illustrated above. Torque bolts to 75 lb ft.

c. Align drive shaft flange with differential input flange and secure the drive shaft to the rear differential using the hardware on the input flange of the differential. Tighten securely.

**NOTE:** Although differential is shipped filled with oil, check to ensure that rear differential is indeed full of oil. Top off with SAE 85W140 oil if necessary. Do not over fill!

7.7 Install Rear 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. 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 left of right shock mounting tabs.

e. Secure to swing arm with heavy-duty zip ties.

f. Bleed rear brake system. Check to ensure there are no leaks.

---

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity per Side</th>
<th>Quantity per Kit</th>
</tr>
</thead>
<tbody>
<tr>
<td>¼ - 20 x 2 GR 8 Hex Head Bolt</td>
<td>4</td>
<td>8</td>
</tr>
<tr>
<td>¼ SAE Flat Washer</td>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td>¼ Steel Lock Nut</td>
<td>4</td>
<td>8</td>
</tr>
</tbody>
</table>
7.8 Install Body Mounting Frame and Hangers

a. Install body mounting frame and hangers to vehicle frame and shock mount plates. See Fig. 7.7.1 A and B for spacer arrangement details.

b. Tighten all bolts.
7.9 Remove Trunk Stay.

a. Remove upper most screws from lower tubing of trunk stay.

b. Remove upper bolts from left and right shock mount plates.

c. Remove trunk stay from vehicle, leaving cut off ends with sleeves still mounted to vehicle.

7.10 Install Body to Mounting Frame

Note: The body is shipped to customer with three holes drilled for shipping purposes only. Do not use these holes to line align body with body frame.

a. Carefully lower body into position on mounting frame. Fig. 7.9.1

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 70 ft lb. then install Center caps to wheel rim. Ensure tire pressure is between 20 to 25 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.

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

f. With body in position, locate the four holes on the frame tabs through which you will drill into the body. Fig. 7.9.6
g. Drill a 3/8" hole at the four places located above.


i. With the body secure, locate the three remaining holes (shipping holes). Drill holes or elongate existing holes as necessary to install hardware. Fig. 7.9.9

j. Locate and connect electrical connections from Trike body to corresponding connection on vehicle.

k. Remove rear wheels.

7.11 Re-install Modified Trunk Stay

a. Re-install truck stay in reverse order of 7.6

7.12 Install Trunk to Vehicle

a. Install trunk to vehicle as per OEM manual.

b. Locate and connect electrical connections from trunk to corresponding connection on vehicle.

c. Connect Trike body trunk opener cable to OEM locking mechanism of upper trunk. (RIGHT SIDE)

Route safety cable forward to underneath seat

d. 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

<table>
<thead>
<tr>
<th>Old Harness</th>
<th>New Universal Harness (From Mid 2007)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Running lights</td>
<td>BROWN</td>
</tr>
<tr>
<td>Brake lights</td>
<td>RED</td>
</tr>
<tr>
<td>Turn signal, right</td>
<td>GREEN</td>
</tr>
<tr>
<td>Turn signal, left</td>
<td>YELLOW</td>
</tr>
<tr>
<td>Accessory</td>
<td>BLUE</td>
</tr>
<tr>
<td>Ground</td>
<td>WHITE</td>
</tr>
</tbody>
</table>

7.13 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 exhaust clamps and gaskets.

d. Install muffler hanger tabs (on the muffler) to Trike body muffler tabs with M8 x 1.25 x 25 Hex Head bolts, 5/16 USS Flat Washers and 8mm lock washers

7.14 Install Seat

a. Install the seat to vehicle
7.15 Modify and Install Footrest under Cover and Passenger Footrest

a. Cut footrest under cover as shown in Fig. 7.14.1

![Fig 7.14.1]

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.

7.16 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 it's original location

e. Replace the fairing pocket.