

1977 - 1983 HONDA GL1000 & GL1100™

PARTS LIST

| Qty                        | Description   |
|----------------------------|---|
| <input type="checkbox"/> 1 | 45-Degree clamp with two 1/2" bolts and nuts  |
| <input type="checkbox"/> 1 | 70-Degree clamp with two 1/2" bolts and nuts  |
| <input type="checkbox"/> 2 | Small U-Clamps  |
| <input type="checkbox"/> 1 | Lower rear mounting bracket with one 10mm x 1.25 x 25 bolt, lock washer and flat washer, one 12mm x 1.25 x 50 bolt                    |
| <input type="checkbox"/> 1 | 70-Degree boss with 5/8 rod end, two 5/8 flat washers and 5/8 nylock nut  |
| <input type="checkbox"/> 1 | 45-Degree boss with 5/8 rod end, two 5/8 flat washers and 5/8 nylock nut  |
| <input type="checkbox"/> 1 | Straight strut with two clevis, two jam nuts, two 3/8" bolts and nuts, and 3/4" x 4" eye bolt and nylon lock nut                      |
| <input type="checkbox"/> 1 | Bent strut with two clevis, two jam nuts, two 3/8" bolts and nuts, 3/4" x 4" eye bolt and nylon lock nut                              |
| <input type="checkbox"/> 1 | 2" Offset   |
| <input type="checkbox"/> 1 | Lower front mount and one u-clamp, two 5/16" x 18 nylock nuts, two flat washers and one 12mm nylock nut and washers 12mm rod 13" long |
| <input type="checkbox"/> 2 | 5/8" Rod ends and jam nuts, two bolts 5/8" x 18 x 2-1/2", four flat washers, two 5/8" x 18 nylock nuts                                |
| <input type="checkbox"/> 1 | Shock with 5/8" x 20 x 2" and 5/8" x 20 x 2-1/4" bolts  |
| <input type="checkbox"/> 1 | Brake Line, banjo 10mm x 1.25, three crush washers and quick coupler  |
| <input type="checkbox"/> 1 | Optional: Damper, 2" fork legs clamp, 1-1/2" strut clamp  |
| <input type="checkbox"/> 1 | Mounting Instructions, Manual and Warranty card   |

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#### UPPER FRONT - I BOLT CLAMP ASSEMBLY

Remove lower fairing and bend light metal plate upwards and out of the way so that the u-clamp can be fitted onto the horizontal cross tube. The I-bolt does not protrude out beyond the fairing. To minimize notching, insert bent strut between guard rail and timing over to reach I-bolt. Notch inside lip of fairing to permit connection.

#### UPPER REAR - I-BOLT CLAMP ASSEMBLY

Remove side cover on right side. Slip U-clamp around diagonal leg of frame just in front of side cover as high as possible. At a go angle to bike, be sure to remove warning sticker.

#### **IMPORTANT**

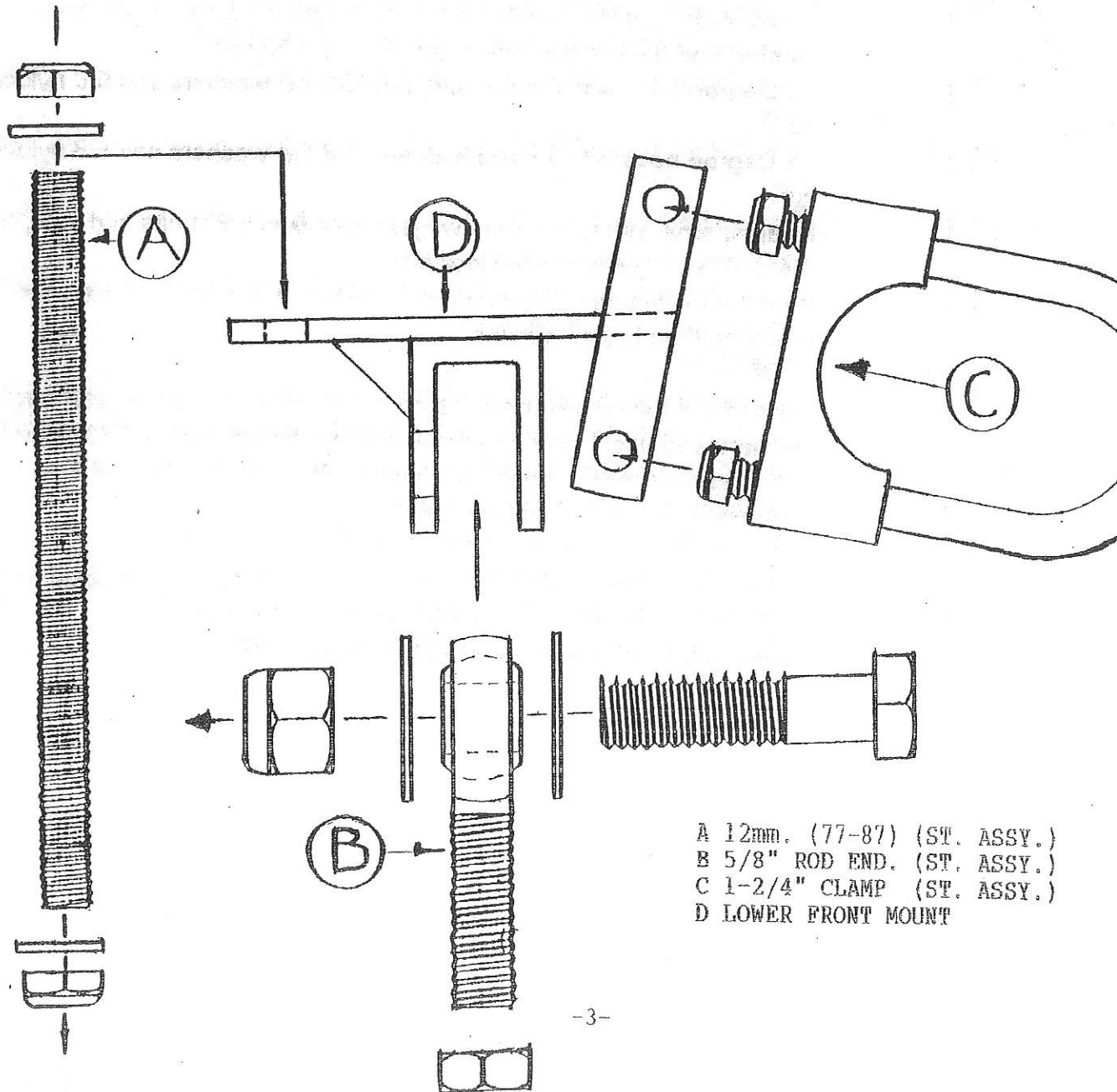
If bike has floor boards, it will be necessary to make a bracket to hold front mount of floor board or remove. Because we can not design all mounts around all assessories.

SUPPLEMENT INSTRUCTIONS FOR UPDATED LOWER MOUNTS

LOWER FRONT

With bike on side stand, remove lower engine bolt and replace with new one. Nylock nut on left side should be flushed with end of threads. Position mount over new bolt on outside of engine guard. Affix washer and nut. Fit U-clamp assembly over frame and torque nuts to values below. Running boards etc., will go on after mount is located.

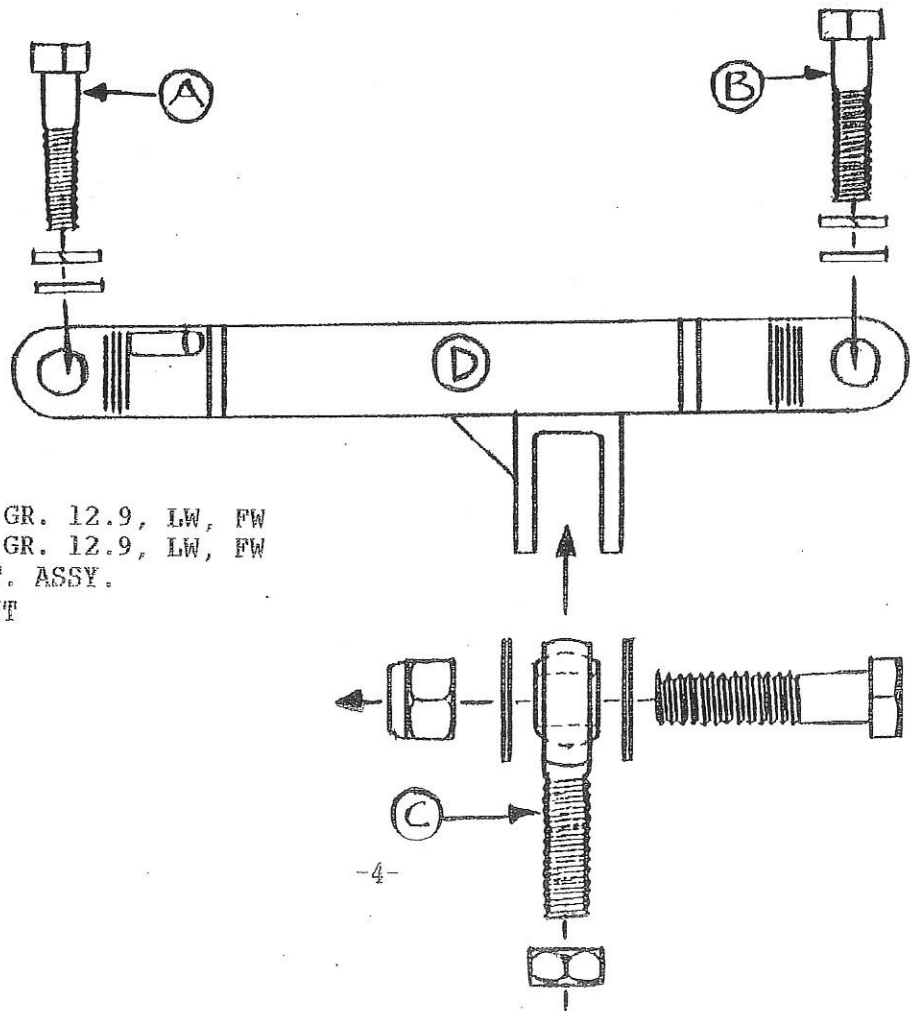
ENG. BOLT.....28 FT. LBS.  
U-CLAMP.....11 FT. LBS.  
5/8 ROD END....80 FT. LBS.



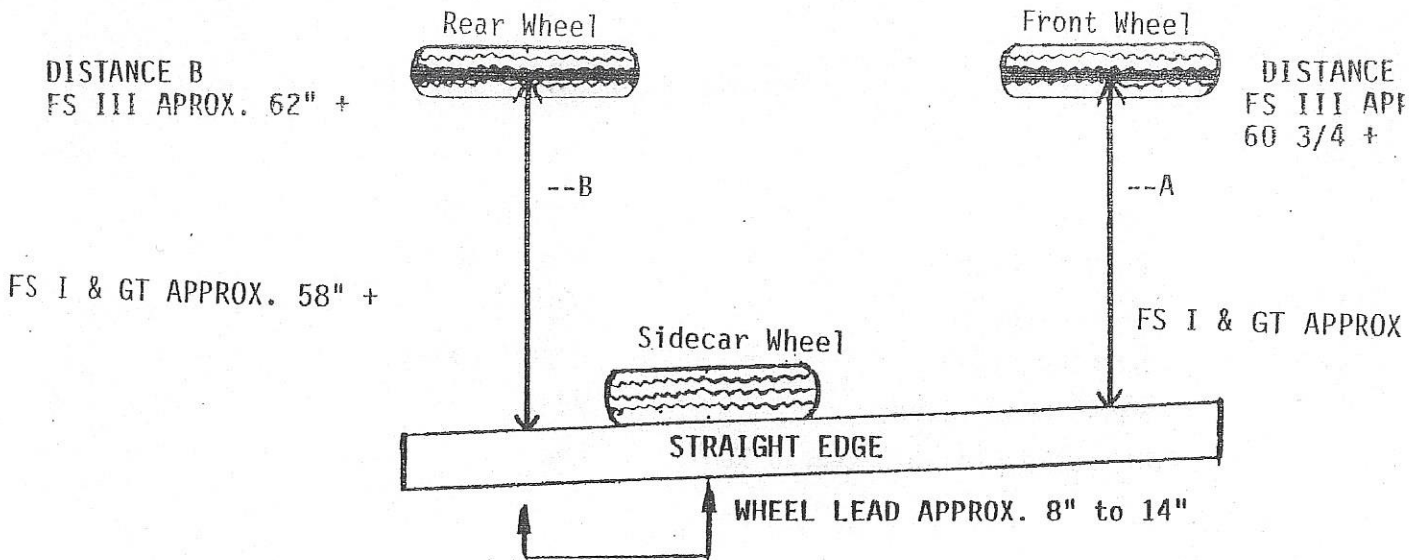
SUPPLEMENT INSTRUCTIONS FOR UPDATED LOWER MOUNTS

LOWER REAR

Remove R.H. passenger footpeg and bend locating tab flat to fit new mount. Remove bolt from R.H. drivers peg and position mount over this peg and install with new 12mm bolt and washers. Install new 10mm bolt and washers at passenger peg then through the mount into frame. Position re-bent tab against new stop to locate foot peg and torque bolts to values below. Running boards etc. will go on after mount is located.



- A 10MM 1.25 x 25 GR. 12.9, LW, FW
- B 12MM 1.25 x 50 GR. 12.9, LW, FW
- C 5/8" ROD END ST. ASSY.
- D LOWER REAR MOUNT



DISTANCE B  
FS III APPROX. 62" +

DISTANCE  
FS III APPROX  
60 3/4 +

FS I & GT APPROX. 58" +

FS I & GT APPROX

WHEEL LEAD APPROX. 8" to 14"

TOE IN:

DISTANCE A SHOULD BE APPROX. 1" TO 1 1/4" LESS THAN DISTANCE B. MEASURE FROM THE CENTER OF THE MOTORCYCLE RIM TO THE OUTSIDE OF THE SIDECAR WHEEL.

SIDECAR WHEEL LEAD:

THE DISTANCE THE SIDECAR AXEL LEADS THE REAR AXEL OF THE MOTORCYCLE SHOULD BE 8" TO 14".

NOTE: MOUNT AS FAR BACK AS THE BRACKETS WILL ALLOW.

LEAN OUT:

LOAD THE MOTORCYCLE AND SIDECAR WITH THE NORMAL AMOUNT OF WEIGHT TO BE CARRIED. LEAN THE BIKE OUT FROM THE SIDECAR APPROX. 1/8".

FRAME HEIGHT:

DISTANCE FROM BOTTOM OF FRAME TO GROUND.

FS I - II - III :

APPROX. 9" FRONT  
APPROX. 10" REAR

COMPANION GT:

APPROX. 9 1/2 " FRONT  
APPROX. 10" REAR

NOTE: WHEN SETTING FRAME HEIGHT WITH ELECTRIC LEAN ON FRIENDSHIP II & III HAVE AT LOWEST POSITION. ON FRIENDSHIP I AND COMPANION GT HAVE ELECTRIC LEAN EXTENDED OUT 1".

## MOTORCYCLE WIRING.

|                                |               |
|--------------------------------|---------------|
| Ground                         | Brown & White |
| Running Lights                 | Blue & White  |
| Turn Signal                    | Purple        |
| Back Up Light                  | Green & White |
| Radio Cont. Live               | Pink          |
| Positive Electric Lean & Radio | Red           |

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## ELECTRIC LEAN SWITCHBOX

Mounts to the bottom of the motorcycles stock left hand switch housing. Drill small pilot holes and attach with the self tapping screw supplied.

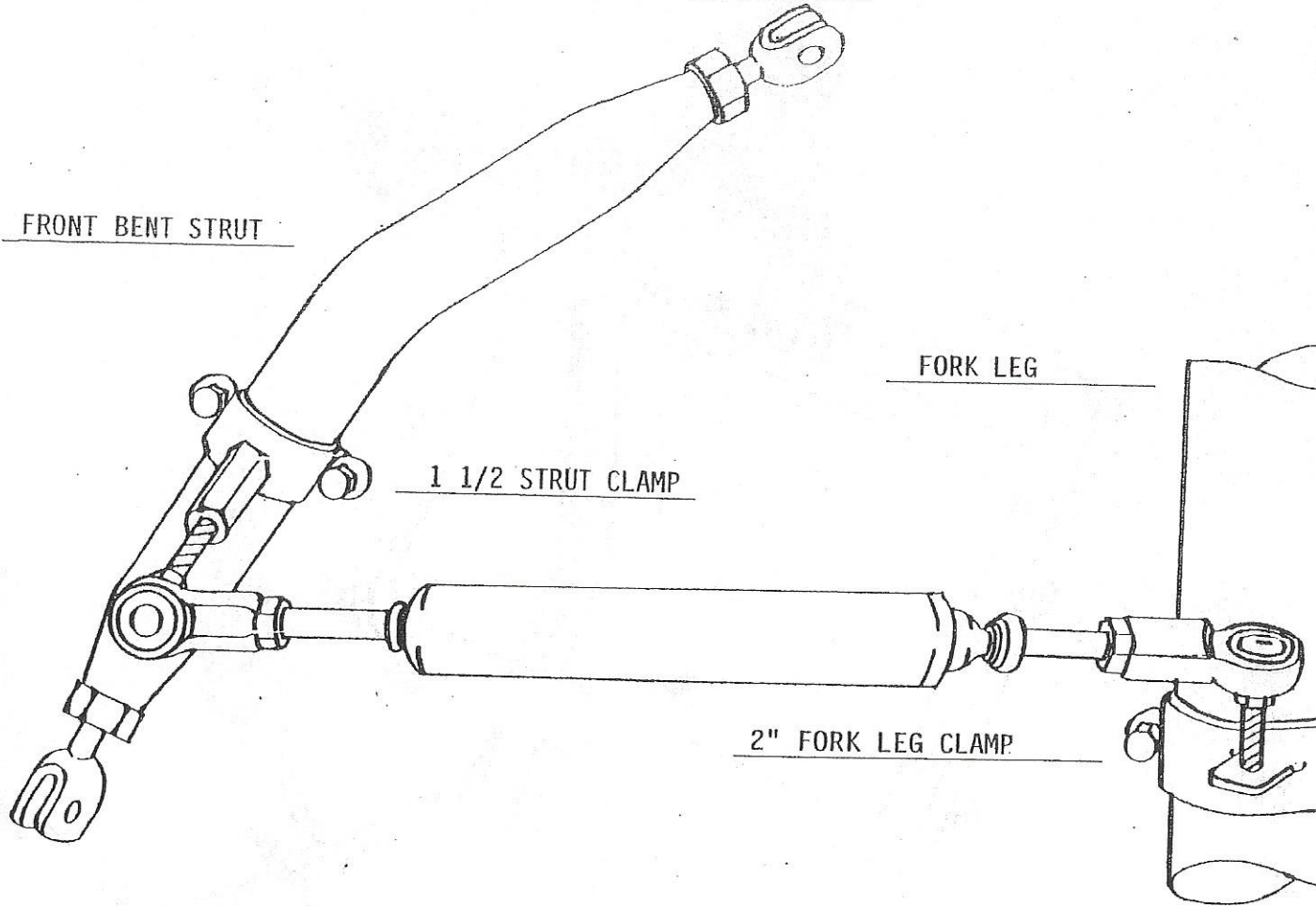
NOTE: If needed you can drill holes in stock switch housing and rivet in place.

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## SIDECAR BRAKE

Attach the steel braided brake line to the front handlebar mounted master cylinder with the double banjo bolt supplied.

FRONT BENT STRUT

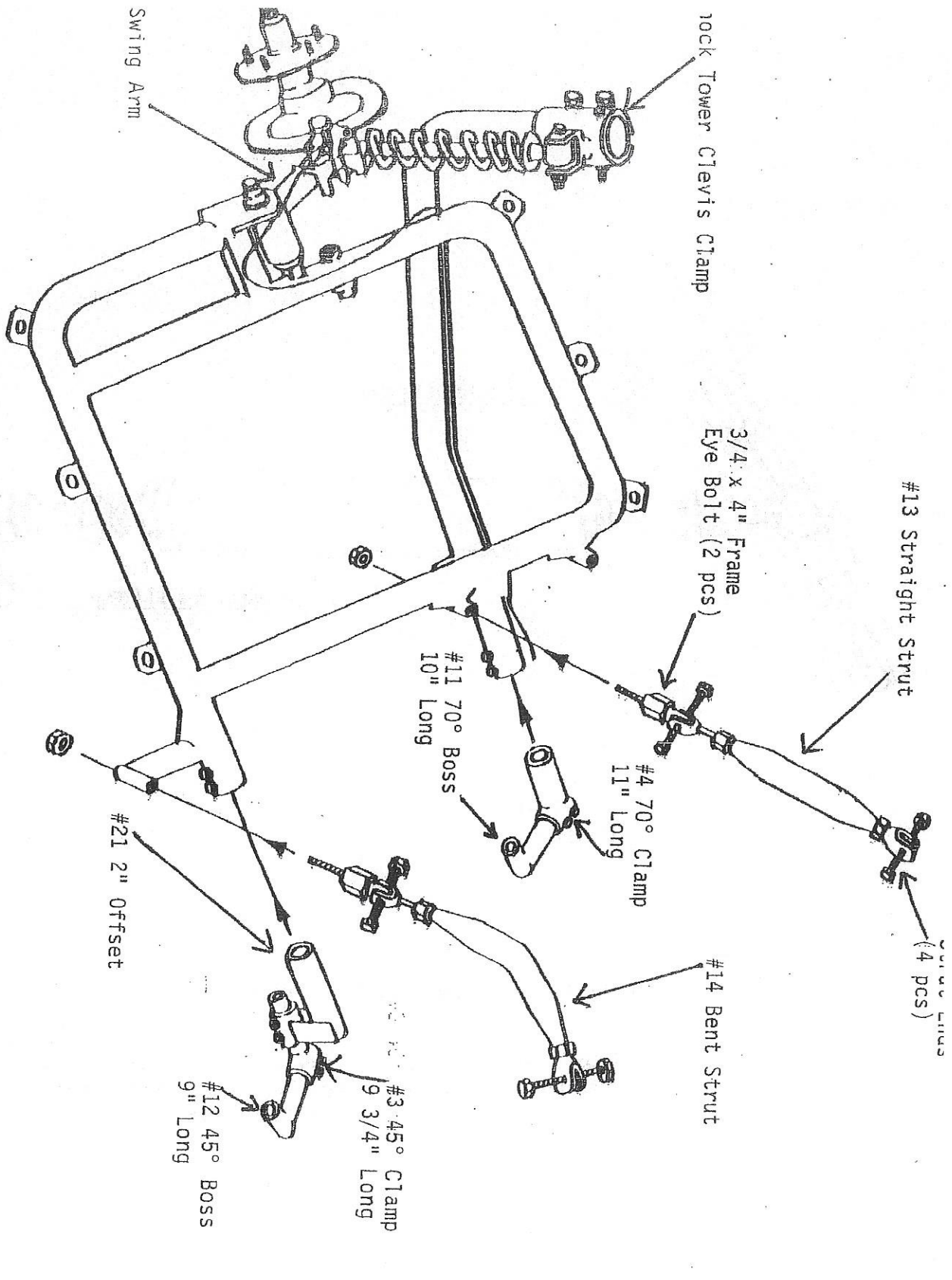


FORK LEG

1 1/2 STRUT CLAMP

2" FORK LEG CLAMP

- 1.) Attach 1 1/2 clamp to front strut.
- 2.) Attach fork leg clamp to front fork of motorcycle above fender mounting brackets. Fork clamp should be positioned higher than strut clamp.
- 3.) BE SURE STEERING IS NOT RESTRICTED. ALWAYS TEST FOR FULL HANDLE BAR LOCK TO LOCK BEFORE DRIVING.



FRAME ASSEMBLY

1977 - 1983 ASPENCADE & INTERSTATE