<table>
<thead>
<tr>
<th>Qty</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>45-Degree clamp with two 1/2&quot; bolts and nuts</td>
</tr>
<tr>
<td>1</td>
<td>70-Degree clamp with two 1/2&quot; bolts and nuts</td>
</tr>
<tr>
<td>2</td>
<td>Small U-Clamps</td>
</tr>
<tr>
<td>1</td>
<td>Lower rear mounting bracket</td>
</tr>
<tr>
<td></td>
<td>M8 - 1.25 x 40 socket and lock washer</td>
</tr>
<tr>
<td></td>
<td>M10 - 1.25 x 50 hex with lock washer and spacer</td>
</tr>
<tr>
<td></td>
<td>1/2 x 1-1/2 Gr.#8 N.F. hex with lock washer and five flat washers</td>
</tr>
<tr>
<td>1</td>
<td>70-Degree boss with 5/8 rod end, two 5/8 flat washers and 5/8 nylock nut</td>
</tr>
<tr>
<td>1</td>
<td>45-Degree boss with 5/8 rod end, two 5/8 flat washers and 5/8 nylock nut</td>
</tr>
<tr>
<td>1</td>
<td>Straight strut with two clevis, two jam nuts, two 3/8&quot; bolts and nuts, and 3/4&quot; x 4&quot; eye bolt and nylon lock nut</td>
</tr>
<tr>
<td>1</td>
<td>Bent strut with two clevis, two jam nuts, two 3/8&quot; bolts and nuts, 3/4&quot; x 4&quot; eye bolt and nylon lock nut</td>
</tr>
<tr>
<td>1</td>
<td>2&quot; Offset</td>
</tr>
<tr>
<td>1</td>
<td>Lower front mount and one u-clamp, two 5/16&quot; x 18 nylock nuts, two flat washers and one 12mm nylock nut and washers 12mm rod 13&quot; long</td>
</tr>
<tr>
<td>2</td>
<td>5/8&quot; Rod ends and jam nuts, two bolts 5/8&quot; x 18 x 2-1/2&quot;, four flat washers, two 5/8&quot; x 18 nylock nuts</td>
</tr>
<tr>
<td>1</td>
<td>Shock with 5/8&quot; x 20 x 2&quot; and 5/8&quot; x 20 x 2-1/4&quot; bolts</td>
</tr>
<tr>
<td>1</td>
<td>Brake Line, banjo 10mm x 1.25, three crush washers and quick coupler</td>
</tr>
<tr>
<td>1</td>
<td><strong>Optional:</strong> Damper, 1200 damper bolt 1-1/2&quot; strut clamp</td>
</tr>
<tr>
<td>1</td>
<td>Mounting Instructions, Manual and Warranty card</td>
</tr>
</tbody>
</table>
UPPER FRONT

Remove lower right fairing. Spread U-clamp and attach to vertical bike frame as described in figure 1 of instructions. Position as high on frame as possible and at 90-degree angle. Notch lower fairing accordingly.

UPPER REAR

Spread U-clamp. Place I-clamp assembly around saddle bag rail with clamp pad, V block and I bolt on the top side of the saddle bag rail. Position on rail so that I bolt points forward and upward without interfering with the removal of the side cover and saddle bag. Finish installation. Tighten all bolts. To prevent clamp from moving drill 1/4" hole through clamp and rail, insert 1/4" bolt through assembled clamp, install nut and tighten.

IMPORTANT

If bike has floor boards it might be necessary to make a bracket to hold the front mount of floor board or remove. This is because we can not design all mounts around all accessories.
HONDA GOLD WING 1984 - 1987

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. File 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.

A 12mm. (77-87) (ST. ASSY.)
B 5/8" ROD END. (ST. ASSY.)
C 1-2/4" CLAMP (ST. ASSY.)
D LOWER FRONT MOUNT
HONDA GOLD WING 1984 - 1987
SUPPLEMENT INSTRUCTIONS FOR UPDATED LOWER MOUNTS

LOWER REAR

Remove R.H. passenger running board and chrome cap at swing arm pivot. Tap out swing arm nut to 1/2" NF x 3/4 deep (hole is correct size). Position mount temporarily with original 8 and 10mm bolts (do not tighten).

Push mount up against frame and establish number of 1/2 washers required between tab on mount and the threaded nut. (usually 3). Install 1/2 bolt and lockwasher through mount and spacer washers into threaded hole (do not tighten).

Remove old 8 and 10mm bolts and install new ones supplied with lockwashers through running board and use (2) 10mm washers as spacers between the mount and the running board. Torque bolts to values below.

8mm BOLT......13 PT. LBS.
10mm BOLT......22 PT. LBS.
1/2 BOLT......30 PT. LBS.
5/8 ROD END...80 PT. LBS.

A 8MM 1.25 x 40 SOCKET HD.
   CAP GR. 12.9 + L.W.
B 10MM 1.25 x 40 SOCKET HD.
   CAP GR. 12.9 + L.W.
C 5/8" ROD END ST. ASSY.
D 1/2" NF CAP x 1-1/2" GR.
   8 + L.W. + 5 1/2" FLAT W.
E 10MM x 2.5MM 4 FLAT W.
F LOWER REAR MOUNT CUST.
PROCEDURE: REMOVE PANEL AND PLACE THIS TEMPLATE AT JOINT EDGES SHOWN. MARK CENTER OF HOLE WITH SHARP POINTED TOOL AND REMOVE TEMPLATE. DRILL SMALL (ABOUT 1/8") HOLE AT CENTER AND THEN USE HOLE SAW TO DRILL OUT TO 1¼".

*IF HOLE SAW UNAVAILABLE DRILL 1/8" HOLES AROUND CIRCLE AS CLOSE AS POSSIBLE AND FILE CLEAN.
MOTORCYCLE WIRING

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

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.

SIDECAR BRAKE

Attach the steel braided brake line to the front handlebar mounted master cylinder with the double banjo bolt supplied.
FARING HOLE FOR FRONT UPPER MOUNT

1984 A B5 GOLD WING

THIS EDGE TO TOP OF FARING JOINT

LOCATION

TEMPLATE

RE: Upper Front

THIS EDGE UP AGAINST VENT RIBS

- PROCEDURE - REMOVE PANEL AND PLACE THIS TEMPLATE AT HOLE AT CENTER THEN USE HOLE SAW TO DRILL OUT TO 1/4".
- POINTED TOOL AND REMOVE TEMPLATE. DRILL SMALL (ABOUT 1/8"") HOLE.
- MARK CENTER OF HOLE WITH SHARP
- InsIDE OF CIRCLE AS CLOSE AS POSSIBLE AND FILE CLEAN.
- IF HOLE SAW IS UNAVAILABLE, DRILL MANY 1/8" HOLES AROUND

12" DIA.
**DISTANCE B**  
FS III APPROX. 62" +

---B---

**DISTANCE A**  
FS III APPROX. 60 3/4 +

---A---

**FS I & GT APPROX. 58" +**

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**FS I & GT APPROX. 56 3/4 +**

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**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.

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**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".

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**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".

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**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.
Drill 13/32 dia. hole in the center of brake arm so the nut on the inside is an equal distance from the flanges, this enables a socket enough clearance when tightening.

Assemble as shown to forks. Torque to 25-30 ft. lbs.

Damper needs clearance during operation, position so steering and suspension are not restricted.