



**CALIFORNIA SIDECAR
TRIKE CONVERSION KIT
INSTALLATION INSTRUCTIONS**

**GOLD WING 1500
1988 - 2000
MODEL YEARS**

For installation assistance, call Parts & Technical Support

@

(434) 263 - 8866

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INTRODUCTION

DISCLAIMER - These instructions assume a level of understanding of motorcycle repair and maintenance beyond that of a “beginner” or “novice”, and California Sidecar cannot be liable for an installer’s failure to understand or follow these instructions as written. Likewise, California Sidecar cannot be responsible if any of the steps are omitted or shortcuts are taken, or parts other than those supplied by CSC, are used in installing this trike conversion kit.

“**WARNINGS**” are printed in bold type. **PLEASE USE EXTREME CARE** so as not to damage the part, the motorcycle, or yourself!!

ALWAYS wear safety glasses when working with hand and power tools, and when working with or around any harmful or hazardous materials! Additionally, when working in and around the fuel system, **ALWAYS** work in a well ventilated area free from sparks and open flames!

DIRECTIONAL REFERENCES

All references to “right” and “left” side are as if one is seated on the motorcycle. All references to “forward” mean toward the front of the motorcycle while “back” means toward the rear of the motorcycle unless otherwise stated.

SAVING AND DISCARDING PARTS - During installation, if parts are intended to be “saved” for later use, they are marked “*SAVE*” in italics. If removed parts are not marked “*SAVE*”, they may be discarded.

LIST OF TOOLS AND EQUIPMENT - This list contains only those items that might be construed as out of the ordinary for someone repairing a motorcycle. **A COPY OF THE GL1500 SERVICE MANUAL IS ESSENTIAL TO THIS INSTALLATION.**

Trike Installation

5/16” drill bit
Flat Black Spray Paint
Floor Jack
Hack Saw or Sawsall
Ring Pliers
Silicone Sealer
Super Glue
Teflon Sealing Tape

Auxiliary Fuel Tank Installation

7/8” or 22.5mm Knockout Punch
3/8 X 18” drill bit
12” socket extension

Power Trak Installation

Honda Fork Bolt Assembly Tool
(#07KMF-MT20300)

Trailer Hitch Installation

1/8 X 8” or 3/16 X 8” drill bit

**CALIFORNIA SIDECAR
GL1500 TRIKE CONVERSION KIT
PARTS LIST**

1.) BODY FRAME

- 1 - Body Frame with two rubber bumpers installed (bolted to pallet)
- 4 - 5/16-18 X 3 hex head cap screw Gr8
- 8 - 5/16 USS flat washer
- 6 - 5/16-18 nyloc nut
- 2 - 5/16-18 x 1 hex head cap screw Gr8
- 2 - 5/16 fender washer
- 1 - Left hanger mount, fitted with:
 - 2 - 3/8-24 x 1 hex head cap screw Gr8
 - 2 - 3/8-24 nyloc nut
 - 4 - 3/8 SAE Flat washer
- 1 - Right hanger mount, fitted with:
 - 2 - 3/8-24 x 1 hex head cap screw
 - 2 - 3/8-24 nyloc nut
 - 4 - 3/8 SAE Flat washer
- 2 - M8 x 1.25 x 40 socket head cap screw Gr8 (top)
 - 2 - M8 flat washer
 - 2 - M10 flat washer
- 2 - M8 x 1.25 x 40 hex head cap screw Gr8 (bottom)
 - 2 - M8 flat washer

2.) AIR SHOCK MOUNT

- 1 - Air Shock Mount, fitted with:
 - 1 - 5/16-18 x 1-3/4 hex head cap screw Gr8
 - 1 - 5/16-18 nyloc
 - 1 - 5/16 SAE FW
 - 2 - M10 x 1.25 x 50 hex head cap screw full thread
 - 4 - M10 flat washer
 - 2 - M10 x 1.25 nyloc nut
 - 1 - 5/8-24 x 2-1/2 hex head cap screw Gr8
 - 1 - 5/8-24 nyloc nut
- 1 - M14 x 1.5 x 55 hex head cap screw (bottom)
- 1 - M14 x 1.5 nyloc nut

3.) SPRING SHOCKS

- 2 - Progressive Shock
- 2 - 5/8-18 x 2-1/4 hex head cap screw Gr8
- 2 - 5/8-18 nyloc nut
- 1 - Spanner wrench

4.) SWING ARM

- 1 - Swing arm complete with greased bearings/races (bolted to pallet)
- 1 - Pivot Bolt right
- 1 - Pivot Bolt left

**ALL ORDERS ARE TO BE DOUBLE
CHECKED TO ELIMINATE
SHIPPING ERRORS.**

FILLED BY: _____

CHECKED/PACKED BY: _____

5.) **FINAL DRIVE UNIT**

- 1 - 8" Ford, 3.00 gear rear end (bolted to pallet)
- 8 - 1/2-20 nyloc nut
- 1 - Drive shaft, fitted with:
 - 1 - Yoke
 - 1 - U-joint
 - 1 - Motorcycle front U-joint
- 1 - box; contains 2 U-bolts, 4 nuts, 4 washers

6.) **EXHAUST SYSTEM**

- 2 - Exhaust hanger mounts, fitted with
 - 2 - 5/16-18 X 1-3/4 hex head cap screw Gr8
 - 4 - 5/16 S.S. flat washers
 - 2 - 5/16-18 nyloc nuts
 - 2 - 3/8-24 x 1 hex head cap screw Gr8
 - 2 - 3/8-24 nyloc nut
- 2 - Exhaust adapter pipes
- 2 - Exhaust clamp kits
- 6 - 3/16 Stainless steel pop rivets

7.) **BRAKE LINE SYSTEM**

- 1 - 8" steel brake line (mounted to rear end)
- 1 - 36" steel brake line (mounted to rear end)
- 1 - Brass "T" fitting (mounted to rear end)
- 1 - 26" Braided steel brake line (for front crossover)
- 1 - 36" Braided line
- 1 - 22" Braided line
- 1 - 2 lb residual valve
- 1 - Banjo bolt (#40509)
- 1 - 1/4 x 20 nyloc
- 1 - M10 x 1.25 x 16 long hex head, 2 crush washers
- 1 - M10 x 1.25 Double banjo bolt (#40508)

8.) **WHEELS & TIRES**

- 2 - 205/70R14 tires mounted on 14x7, 5/4.5 aluminum wheels (bolted to pallet)
- 2 - wheel center caps + 2 bolts (pallet)
- 8 - 1/2-20 tapered lug nuts

9.) **MISCELLANEOUS**

- Instructions
- Core Parts Paperwork

ACCESSORY PARTS LIST

1.) TRAILER HITCH

- 1 - Receiver hitch plate (Trike version), fitted with:
 - 6 - 5/16-18 x 1 hex head cap screw Gr8
 - 6 - 5/16-18 nyloc nut
 - 12 - 5/16 SAE stainless steel flat washer
- 1 - Receiver tongue
- 1 - Receiver pin
- 1 - Receiver pin clip
- 1 - 1-7/8 Ball with lock washer and nut

2.) POWER TRAK (TRK-19) See separate parts list and instructions enclosed

3.) AUXILIARY FUEL TANK

- 1 - Auxiliary Fuel Tank
- 1 - Front Mount
- 1 - Right Rear Mount
- 1 - Left Rear Mount
- 2 - M8 x 1.25 nyloc nut
- 2 - M8 Flat washer
- 4 - 3/4" vinyl coated steel loop clamp
- 4 - 1/4-20 x 5/8 button head socket cap screw
- 4 - 1/4-20 nyloc nut
- 8 - 1/4 x 5/8 flat washer s.s.
- 6 - 1/4-20 x 1/2 flanged button head cap screw
- 1 - Fuel Line, Braided Stainless Steel
 - 1 - 90° bulkhead fitting
 - 1 - 90° adapter 7/8" JIC - 1/2" NPT
 - 1 - 7/8-14 hex nut
 - 2 - Stat-O-Seal
 - 2 - Crush washer, 7/8 x 1-3/8 x .031
- 1 - Vapor return line hose, 36"
- 1 - 90° brass elbow, 1/4 barb x 1/8 NPT (installed w/ Teflon tape)
- 2 - 1/4" Hose clamp
- 1 - female brass straight fitting, 1/4 barb x 1/8 NPT
 - 1 - Hollow hex plug w/ O-ring #3-HP50N-5

4.) CHROME EXHAUST TRIPLE TURNDOWNS

- 1 - Right
- 1 - Left
- 2 - 1/4-20 x 1 1/4 hex head cap screw
- 2 - 1/4-20 nyloc nut
- 2 - adaptors for 1998-2000 models only

5.) PARK BRAKE KIT

- 1 - Parking Brake handle assembly with
 - 1 - Left Cable
 - 1 - Right Cable
- 1 - Left Cable Stop (mounted to rear end)
- 1 - Right Cable Stop (mounted to rear end)
- 2 - Caliper bracket (mounted to rear end)
- 2 - Caliper (mounted to rear end)
- 4 - M10 x 1.25 x 35 hex head cap screw with
 - 4 - Lock washer
- 4 - M8 x 1.25 x 35 socket head cap screw with
 - 4 - Flat washer
 - 4 - Lock washer

CALIFORNIA SIDECAR TRIKE KIT INSTALLATION INSTRUCTIONS FOR GL1500

STEP 1. DISMANTLING & PREPARING THE MOTORCYCLE

ALL ITEMS BEING REMOVED SHOULD BE IN ACCORDANCE WITH THE GL1500 SERVICE MANUAL.

- 1.1 Remove the following: seat, tour box (and all attachments), two (2) red plugs, all accessory wires, cables, and license plate. Loosen the release cables and remove them from trigger mechanisms on the levers. Remove four (4) bolts that attach tour box to motorcycle frame.
- 1.2 Remove rear crash guards by the two (2) bolts on each side. These may be discarded. When removing both saddlebags, make sure you disconnect the cables from the release rod in each bag, then remove the four (4) support bolts. Remove core parts from the lid and inside the saddlebags to be returned to California Sidecar as part of the core parts kit.
- 1.3 Remove passenger footrests. Remove two (2) bolts that mount them to the frame. Note: On SE models, you will also have an adjusting cable. Pull lower chrome cover off the footrest. Take the two (2) lower screws out (brass in color) and remove two (2) support bolts. Detach from behind the release cable.
- 1.4 On the two lower sides of motorcycle there are two (2) muffler covers, either chrome-plated or painted to match the bike. Two (2) bolts on each side will remove these covers. Replace bolts back into original position on the frame and set covers aside to be replaced later.
- 1.5 Remove rear license plate panel. Take license plate frame off. Remove the two (2) bolts behind it to disconnect it from the frame. You may discard them as they will not be used later.

Step 2. REMOVING THE REAR WHEEL AND DRIVE UNIT

- 2.1 Loosen two (2) forward clamp bolts and remove rear muffler support bolt. Remove the muffler. Repeat on opposite side. Be sure the steel pack gasket is removed from sub muffler. (SAVE MUFFLERS AND GASKETS FOR LATER USE.)

- 2.2 Remove left and right front brake rotor covers. Remove both rear brake reservoir cap and handlebar master cylinder cap and drain right front and left front calipers, and rear calipers in that order. When finished, clean and replace caps.
- 2.3 Disconnect brake line coupler at the middle of the swing arm; *SAVE* mounting bracket for later use.
- 2.4 Remove axle nut, axle pinch bolt, and then remove axle, spacer, and caliper bracket. Remove two bolts that hold small cross brace to saddlebag sub-frame. Push rear wheel to the left side of the bike and roll out.
- 2.5 Disconnect airline from air shock, then remove two (2) support bolts from each shock. Remove from frame (Note: Do not tip air shock over or you will lose oil).
- 2.6 Remove four (4) nuts that hold final drive unit to the swing arm. Slide final drive unit out and away from the swing arm. The drive shaft will come out connected to the final drive unit.
- 2.7 Firmly holding the drive shaft, hold upright until the final drive unit is slightly off the ground and lightly tap with rubber mallet until they separate.
- 2.8 Place driveshaft in vice, and, with ring pliers, remove c-clip, retainer cup, and spring from driveshaft. Retain these items for later use. Return drive shaft to California Sidecar as part of the core kit.

Step 3. REMOVING THE SWING ARM

- 3.1 Disconnect the battery cables and battery strap; remove battery. Pull plastic cover off fusible link and remove support screw. Remove ignition relay out of rubber mount and remove two (2) support bolts from bottom of the battery box; remove box from frame. *SAVE* the above items for later use.
- 3.2 Remove red power wire from reverse regulator, then remove four (4) support bolts that hold regulator to bike (*SAVE* these bolts) and pull the regulator out through the hole where battery box was located.
- 3.3 Remove brake line holder support bolt located in the middle, above where the reverse regulator (removed in the previous step) was located.

- 3.4 Remove both swing arm bolts and lock ring from swing arm and frame. *SAVE* lock ring for later use.
- 3.5 Carefully detach output shaft dust boot from back of engine. *SAVE* for reassembly.
- 3.6 Pull swing arm out by lifting the left side up and pulling out to the right slowly.
WARNING: Be careful not to damage the brake filler tubing, between the motorcycle and the reservoir, by using too much force in pulling out the swing arm. Watch for obstructions.

Step 4. PREPARE THE FRAME

- 4.1 After moving all the wire harness clear of the saddle bag sub frame, you can cut the saddle bag sub frame off at the four points where it is welded to tour box sub-frame (cut up to a ½ inch down from the weld.)
- 4.2 Cut out two (2) templates from the last page of these written instructions and mark the three (3) areas of the plastic inner liner. The “side” template is reversible and is used to cut both the left and right sides of the inner liner. After marking inner fender, cut out the top section and the side sections on each side. **WARNING: Be careful not to cut any wires.**
- 4.3 It is necessary to cut two (2) relief cuts on each side of the inner fender so that the inner fender can be raised into its final position. (See marks on template in Step 4.2)
- 4.4 Now remove both relays from their mount and relocate them to the side. Bend tab up at the point where relays were located, then remove license plate light. *SAVE* for later use. Drill two (2) ¼ inch holes into recesses in back of inner fender (visible from the rear of the bike) and wire tie to the frame.
- 4.5 Find the compressor output hose formerly located in right saddlebag. Now, route this output hose to top of battery box location. It will hang loose until battery box is reinstalled.

STEP 5. AUXILIARY FUEL TANK (SKIP TO STEP 6 IF THE FUEL TANK OPTION WAS NOT PURCHASED)

When working in and around the fuel system, always work in a well-ventilated area, free from sparks and open flames.

- 5.1 Remove fuel line from fuel pump and plug so fuel will not leak out. Remove the six (6) nuts and disconnect three (3) color-coded electrical plugs and pull fuel pump out of tank and set aside. Drain all fuel out.
- 5.2 Install 90° bulkhead fitting to the bottom of auxiliary tank using Teflon sealing tape. Tighten and ensure that the fitting is pointing to the front of the motorcycle. Do not overtighten..
- 5.3 Install 90° brass elbow fitting in the top of the auxiliary tank using Teflon sealing tape. Tighten and ensure that the fitting is pointing towards the front of the bike. Do not overtighten.
- 5.4 Refer to Template 5.4 on p.17. Cut out the front section of the fender according to the template. **CAUTION: Be aware of electrical wire bundles along cut path.**
- 5.5 Cut both sides of inner fender where it surrounds the tour box sub-frame. Remove about 2" - enough for rear tank brackets to fit on frame. Cut off wire clip on right side of tour box sub-frame. Grind weld so that it is flush with frame and paint.
- 5.6 Refer to Figure A. Cut out the right side of the inner fender as shown by the white cross hatched area.

Figure A. Fender Cut Area

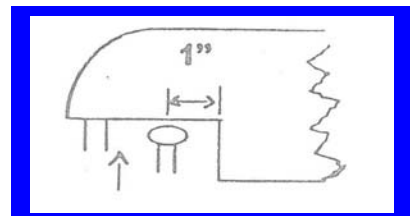


- 5.7 Loosen two 1/4-20 x 1/2 " flanged button head cap screws on the auxiliary tank front mount.
- 5.8 Remove the four 3/4" vinyl coated steel loop clamps from the rear tank mounts and install on the motorcycle frame.
- 5.9 Position the auxiliary tank within the motorcycle frame and install two M8-1.25 x 40mm hex head cap screws through the frame and into auxiliary tank front mount. Do not tighten yet.
- 5.10 Raise the rear of the auxiliary tank into position and secure clamps to the rear tank mounts.
- 5.11 Remove the six 1/4-20 x 1/2" flanged button head socket cap screws in sequence, and using Loc-tite, reinstall in final position.
- 5.12 Mark a point 4" in front of frame cross brace and 2" from inside of right frame rail. Cut 3/4" hole centered on this mark. Route the vapor return line from vent elbow on top of auxiliary tank to filler neck of main tank, along the inside of frame rail. Ensure this vapor return line will not be pinched anywhere. Use 1 of 2 hose clamps provided to clamp hose to the small elbow. **WARNING: Be sure this hose will not be pinched by the motorcycle seat.**

Now, perform Step 9.2 before proceeding to Step 5.6

- 5.13 Install 1" steel braided line to large elbow on bottom of tank (installed in Step 5.2) and route forward towards left side of main tank. This will give you the distance into the tank. Next, you center hole by measuring 1" away from step down in tank. (See Diagram B) **Warning: It is important to trial fit this a few times to make sure your location is good.**

Diagram B. OEM Tank Hole Location

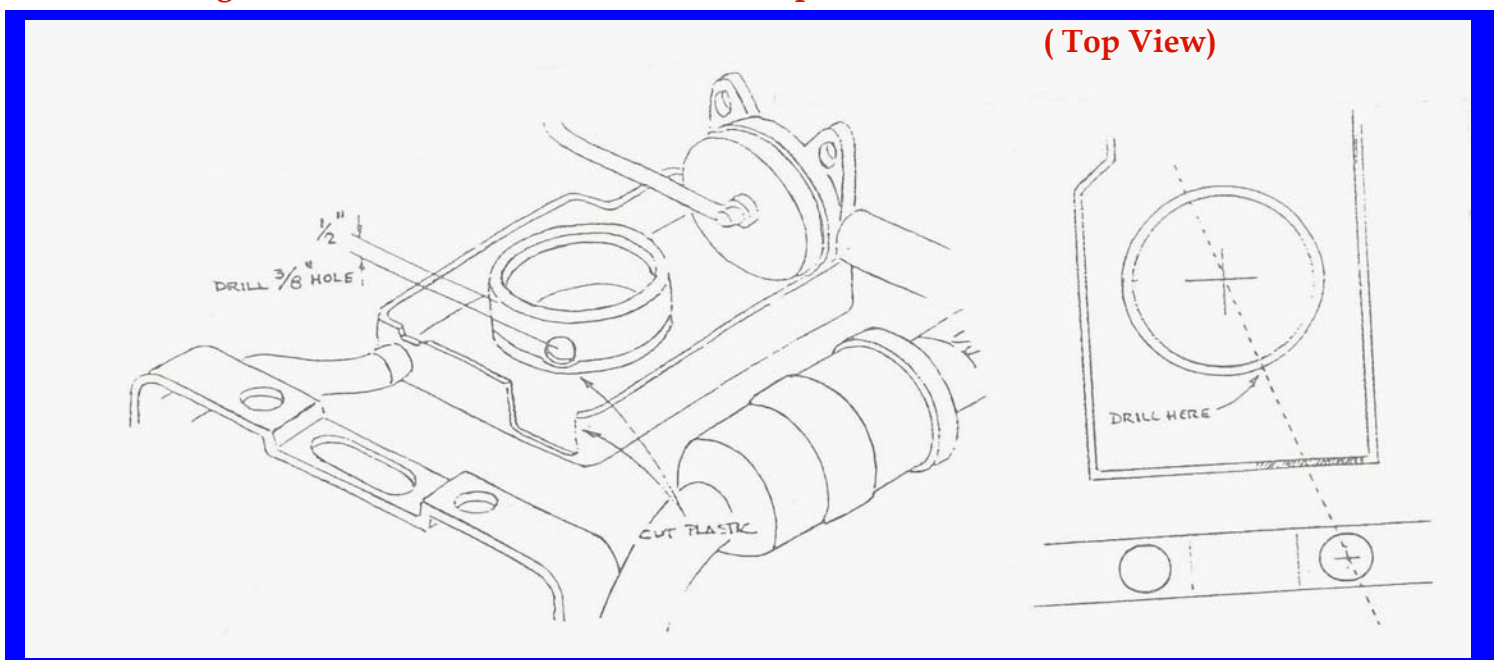


- 5.14 When location is marked, center punch from underneath tank to create guide for drilling in the next step. Using a 3/8" X 18" drill bit, drill hole for this auxiliary fuel line from inside the tank. This hole will be the guide for the next step. Now return to the

outside, underside of the tank and using a $7/8$ " or 22.5 mm knockout punch cut the final hole. **WARNING: CAUTION IS ADVISED THROUGHOUT THIS PROCEDURE SO AS NOT TO DAMAGE TANK OR MAKE HOLE TOO LARGE.**

- 5.15 **This step will require two people to create the proper seal.** Carefully install one (1) crush washer and (1) "O" ring washer to blue elbow fitting and push up through tank. Add second "O" ring washer and crush washer and finally blue nut to inside of tank. Tighten all fittings enough to create a seal. **Warning: Do not overtighten as you may damage the "O" ring and prevent a proper seal.**
- 5.16 Refer to Diagram B-1. Open fuel filter compartment and release two (2) white latches that hold stereo cover to frame. Remove two (2) black acorn nuts from stereo cover and raise stereo up and hold in elevated position with small 2 X 4 wood block. Notch out filler neck splash bucket. Cut out should be 1" wide and 1" high. Starting from right rear corner. Now drill $3/8$ " hole through filler neck. Insert stopper plug (provided) through $3/8$ " hole and hold in position through filler neck with an allen key. Now you will install female brass fitting to outside of stopper plug. Before tightening, put 1 drop of lock tight to threads of stopper plug. Fit hose to male end of brass fitting and tighten 2nd hose clamp. Reinstall stereo cover.

Diagram B-1. Filler Neck and Filler Neck Splash Bucket Modification

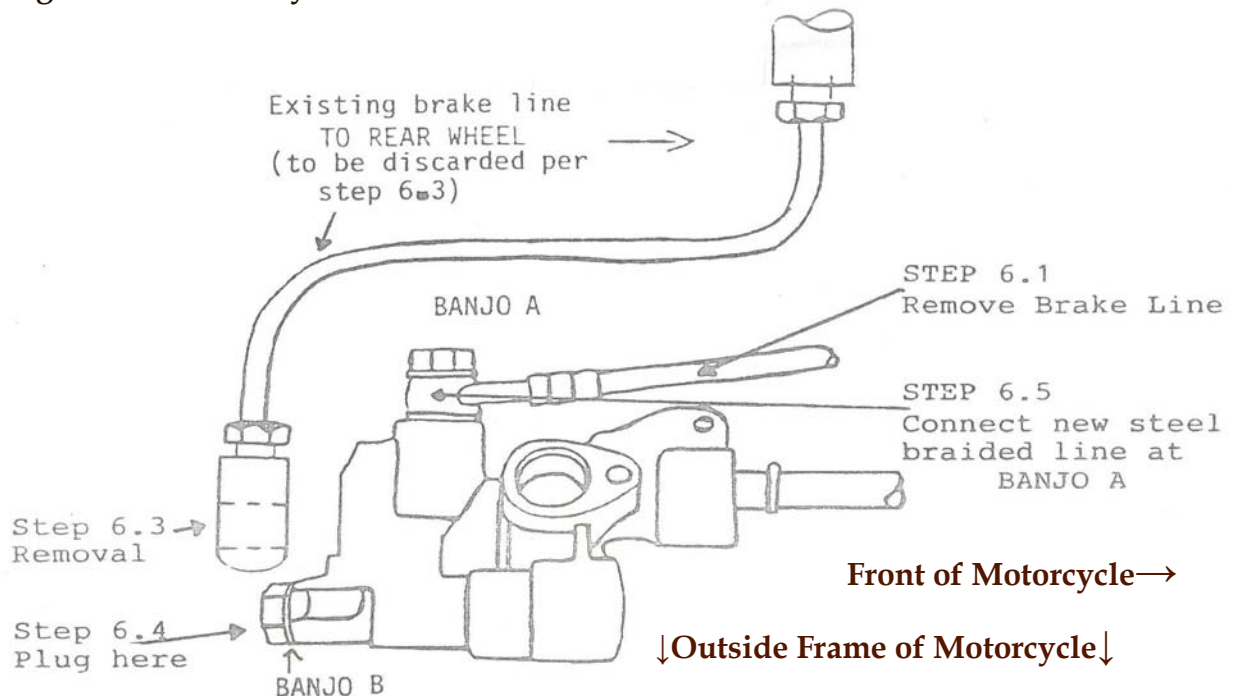


- 5.17 Re-install fuel pump and fuel line and electrical plugs removed in step 5.1.
- 5.18 Refill the fuel tank and check for leaks.

STEP 6. INSTALL BRAKE LINE

- 6.1 Remove four (4) support bolts that hold heat shield over rear master cylinder. Remove heat shield from frame.
- 6.2 Remove the OEM motorcycle rear brake line. Disconnect brake line that controls left front caliper and bend back out of the way (see Diagram "C") and tie to frame. (*SAVE* this banjo bolt).
- 6.3 Locate the short 21" brake line long with straight banjo fitting, the longer 32" brake line with slightly bent banjo fitting, and the red 2 lb. residual valve. Install red valve with male end of red valve towards short section noted above (this connects to the master cylinder). The female side of red valve goes towards the longer 32" brake line, which connects to the rear caliper. Use teflon sealing tape on both ends of red valve.
- 6.4 Plug rear brake line port on master cylinder with plug and two (2) crush washers. Note: this will be loosened later during bleeding process. (See Diagram "C").
- 6.5 Loosen two (2) master cylinder support bolts and route this rear brake line through the opening behind master cylinder (created by loosening these bolts) up to inside port next to sub muffler. Re-install OEM banjo bolt (Banjo A removed in Step 6.1) with two (2) crush washers and tighten.

Diagram C. Master Cylinder and Brake Line Installation



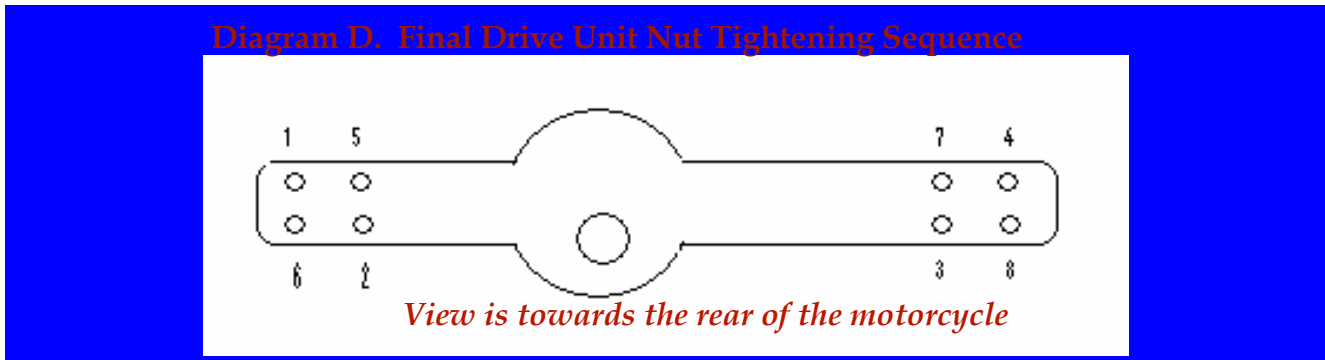
STEP 7. INSTALL SWING ARM

Before proceeding, locate the numbers engraved on yoke and drive shaft and verify that these numbers are identical. If they are different, stop assembly and call the manufacturer.

- 7.1 Place new driveshaft in vice and reinstall spring, retainer cup and c-clip (removed in Step 2.8) Identify the alignment marks on both the drive shaft and the front yoke for future reference.
- 7.2 Apply a small amount of grease to engine output shaft, drive shaft spring, and front yoke spline.
- 7.3 Set trike swing arm on a table and slide drive shaft with rear yoke and U-joint through swing arm opening. It is best to put alignment mark facing up so it can be easily seen when you install front yoke. Be sure both alignment marks line up on shaft and front yoke before proceeding.
- 7.4 With the drive shaft in the swing arm (Step 7.3), couple the front yoke to drive shaft insuring alignment marks line up. Now loop a wire through the U-joints on each end of the drive shaft. Applying pressure to both ends of the drive shaft, twist tie the wire ends together to hold all the pieces in place as you install the swing arm. Now, reinstall rubber dust boot (removed in Step 3.5) to new swing arm.
- 7.5 Install trike swing arm into bike frame with a rocking motion. Push drive shaft onto output shaft and install swing arm alignment bolts. Short bolt on right (brake) side and long bolt on left (shifter) side. Hand tighten both bolts. **WARNING: If both bolts will not hand tighten, then check bolt/race alignment.**
- 7.6 Torque right side 1st to 72 ft. lbs. Then on left side to 14 - 24 ft. lbs. or until all side to side motion of swing arm is eliminated. Install lock ring (saved in Step 3.4) to the left side and torque to 72 ft. lbs.
- 7.7 Leave drive shaft tied in place until after final drive unit is installed.
- 7.8 Re-install battery box, starter relay, battery and all wires and cables (removed in Step 3.1 and 3.2).

STEP 8. INSTALL REAR END

- 8.1 **This step requires 2 people.** Align final drive yoke to drive shaft rear u-joint. Slide final drive unit into swing arm and install 8 support nuts and torque to 55 ft. lbs. Tighten the nuts in the sequence shown in Diagram D.



- 8.2 Cut wire holding drive shaft and be sure u-joint cup fits completely into yoke.
- 8.3 Install u-bolts to universal and yoke and torque to 20 ft. lbs.
- 8.4 Route brake line from behind engine to left side of bike and along top of swing arm and under shock cross brace to top of final drive unit.
- 8.5 Install the brake line to the “tee” block with brake line facing slightly to the right and tighten fittings.
- 8.6 Bend braided brake line into an “S” shape and wire tie to left side of swing arm with cable ties in at least three (3) locations. Make sure brake line will not be smashed or cut during swing arm travel. (Refer back to Step 8.4).
- 8.7 Fill brake reservoir with DOT 3 or 4 brake fluid and bleed in the following order: 1) Right Rear; 2) Left rear; 3) Plug at master cylinder (see step 6.4). Be sure to clear entire system of all air. Caution: both left and right rear calipers have dual bleeder valves. For this step bleed only from the TOP bleeder valve.
- 8.8 Fill final drive unit by removing plug on left side of casing and fill with 1½ quarts of 80-90 weight gear oil.

STEP 9. INSTALL SPRING AND AIR SHOCK

- 9.1 Locate the two coil-over shocks and set a pre-load based on the total weight load of the rider and passenger (sprung weight). The shocks come from Progressive set at the

softest of the five settings. Since the total available wheel travel on the CSC trike is 4¹/₄" , the pre-load should be set so that with the rider on board, the trike sags less than 1". In most instances, the air shock will be able to compensate for the weight of the second rider. If not, it will be necessary to readjust the pre-load to a higher setting even if it means using less than the recommended 1/3 of the total available wheel travel. This step is a "custom" step and will vary depending on combined rider and passenger weight and also whether a trailer is attached. It may require additional adjustments as sprung weight conditions change. The following table should be used as a guide.

| Load Weight (rider/luggage) | Shocks Setting | Air Pressure (psi) |
|--|---------------------------|-------------------------------|
| 200 | 2 | 45 |
| 250 | 2 | 50 |
| 300 | 2 | 55 |
| 350 | 3 | 60 |
| 400 | 3 | 65 |
| 450 | 3 | 70 |
| 500 | 4 | 75 |
| 550 | 4 | 80 |
| 600 | 5 | 85 |
| 650 | 5 | 90 |

- 9.2 Cut a 1" hole in right side of inner fender and route air line from compressor through this hole.
- 9.3 Remove two upper bolts that connect the tour box sub-frame to main frame. Position air shock mount in frame and install new bolts supplied. Bolts are to be installed from the inside out. Remove bolt and use front hole in shock mount as guide to drill ⁵/₁₆" hole in cross brace of frame. Install the support bolt and with washer and nut on the underside of the cross brace tighten down.
- 9.4 Install air shock to mount with air fitting facing forward. Put air line into position and start threads on bolt only - DO NOT tighten. Torque upper shock support bolt to 55 ft. lbs. **The air shock should be set at a minimum of 35 psi.**

STEP 10. INSTALL BODY FRAME

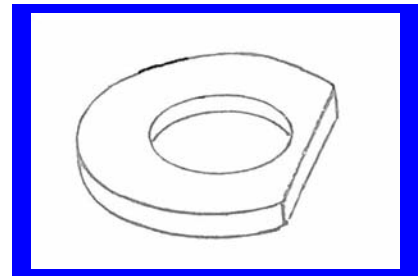
- 10.1 If fuel tank is used in this installation, you will need to temporarily remove bolts that hold front tank bracket. (See Step 5.3) Position body frame to motorcycle and line up bottom holes in front with bottom holes of saddle bag crash guard mounts. Re-install auxiliary fuel tank mount bolts and place washer on inside of bracket and start nyloc nut. (DO NOT tighten yet). Leave body frame hanging down for body installation in future step.
- 10.2 Remove saddlebag release cables from tour box and install end with plastic snap locks into trike body after passing through cable ties installed on body at factory. Fill recesses with a silicone sealer to prevent water from entering body. Remove rubber grommets from saddlebags where side covers are mounted and place them in same location on new body.

STOP: If installing "TOUR" model instead of "SPORT" model, it is necessary to install wheels/tires to rear end before proceeding to the next step.

- 10.3 THIS STEP REQUIRES TWO (2) PEOPLE, ONE POSITIONED AT EACH WHEEL WELL. * It is best to leave trunk door open when installing body on frame. At this point, the body frame is hanging down. The 2 installers should lift the trike body, raising the front higher than the rear and move it into position over the body frame. Now, lift the frame and body up together and place a jack under the body frame for adjusting. Place left and right body frame support brackets (supplied) between body frame and air shock mount support bolts (Step 9.3). Install four (4) support bolts with washers and nuts to the bottom of the body frame support brackets. It may be necessary to open 1 or 2 holes on the bracket with 3/8" drill bit to align holes in the body frame. Route the emergency release cable to the left side of the motorcycle between body and motorcycle frame. (Refer to Step 5.3). Now, install upper support bolt into upper frame support mount above the bolts for the front bracket of the auxiliary fuel tank. When installing upper support bolt bracket, the tour box sub-frame goes on the outside of body frame.

- 10.4 Using side covers as a guide, position body with jack and move up or down to vertically align to side covers. Once body is in alignment, tighten all body frame bracket support bolts.
- 10.5 Lift carpet up on sides of trunk and use pre-drilled holes in body frame as guide to drill the six (6) $\frac{5}{16}$ " holes for support bolts into body. When drilling the two (2) front holes, be careful not to twist carpet in drill bit. Attach body to frame using supplied nuts and bolts and two (2) washers. One washer is fastened under the frame and one is fastened inside the body. The inside right rear washer must be ground flat on one side, as shown by Diagram E.

Diagram E. Fender Washer Ground Flat on one side



- 10.6 When re-installing license plate light, (removed in Step 4.4) it is necessary to trim 1" off the front side of this fixture closest to the body. After tightening support nuts, plug brown male and female plugs back together.
- 10.7 In this step you will reinstall OEM saddlebag electrical plugs into the trike body. On the left side of the body you will find a 4 or 5 pin plug. The 4-pin plug is standard, consisting of 4 wires: white, black, blue, and orange. The 5-pin plug is for units with Remote Trunk Entry. First, connect the white wire to the green ground wire under the seat that goes to brass colored bolt. The Black wire connects to the positive side or accessory screw on fuse box on left side of bike. Route the blue wire to right rear of tour box sub-frame and connect to blue wire (previously disconnected in Step 1.1) that attaches to red plug. The orange wire will go to left rear side of tour box sub-frame and then connect to the orange wire at red plug. For the Remote Trunk Entry option, connect the additional red wire directly to the positive side of the battery. There is an in-line fuse, located in the trunk, under the carpet to the left of the remote receiver.
- 10.8 Using a jack, raise final drive unit up to install lower shock bolts on all three(3) shocks. After all shocks are installed, torque all three (3) bolts to 55 ft. lbs. Finally, tighten air line where it connects to air shock. (Step 9.4).

STEP 11. INSTALL MUFFLERS

- 11.1 Fit new exhaust adapter pipes with muffler clamps to motorcycle pre-muffler. Now slide hanger mounts onto rear of muffler and then slide muffler with indentation facing up towards final drive unit. Attach muffler clamps to outward sides of mount brackets on body frame. With mufflers in position tighten all bolts.
- 11.2 GL 1500 from 1988-1997. Place mufflers into vice and drill out two (2) pop rivets that hold turn down and diffuser into mufflers. Remove and *SAVE* for later use. If CSC Triple Turndowns will be used, disregard the previous sentence and use a saw to cut straight through muffler where turn down meets muffler. Discard stock OEM turndown.
- 11.3 GL 1500 from 1998 to Present. When using '98 to present mufflers, remove three (3) support bolts and remove tip from muffler. This takes a lot of up/down and twisting force. After mufflers are installed, you will place tips back on muffler and align in the cut out section of trike body and pop rivet into place.
- 11.4 Now you will reinstall both passenger footrests and bottom plates. (Removed in Step 1.5). Next install wheels to rear axles and torque lug nuts to 75 ft. lbs. Place center caps on rim and tighten support screws.
- 11.5 In front of tour box is a row of connectors. Locate green plug and strip back 1" of tape around wires. Using a quick splice, connect both outside wires together. (Green wire and red with a white tracer.) Now the tour box and the seat can be reinstalled in that order. Reconnect all electrical and antenna connections. It will be necessary to remove chrome license plate light cover to allow clearance for trunk door to open.
- 11.6 If using stock turn downs for years '88 - '97, insert turn downs back into mufflers and turn each one towards tire on same side and drill two (2) $\frac{3}{16}$ " holes and secure with pop rivets. If using California Sidecar Exhaust triple turndowns, slide over end of muffler and tighten clamp bolts.
- 11.7 Route release cables (installed in Step 10.2) back up into tour box and connect to release levers. Now you can connect release cables to the release rod in trunk using black extension clips supplied with kit. With clips installed, run cable ties around release rod

and through these black extension clips and adjust cable tension for optimum operation of trunk release. (NOTE: "TOUR" model uses the Honda OEM clips.)

STEP 12. INSTALLING TRAILER HITCH & WIRING

- 12.1 Position hitch plate into frame and install all support bolts and tighten. Locate a 1/8" or 3/16" X 8" drill bit. From the underside of the trike, and using the four corners of the receiver as a guide, drill four (4) holes through the fiberglass body (one at each corner of the receiver). Then, from outside of body, use a ruler and scribe to connect the four (4) holes you drilled. Cut out with a grinder. After cutting out, use flat file to smooth edges. Loosen lock bolt on hitch plate, slide tongue into position, fasten with clip and pin, and re-tighten lock bolt. Now you can install hitch ball and tighten to 50 ft. lbs.
- 12.2 Refer to Wiring Schematic on p. 16. **CAUTION: All California Sidecar Trikes are pre-wired to accommodate the Escapade Trailer wire harness. California Sidecar is not responsible for any modification to this wire harness or schematic.**

STEP 13. INSTALLING FRONT WHEEL CROSSOVER BRAKE LINE

- 13.1 (Refer back to Step 2.2). Remove both brake lines from calipers. Save left banjo bolt for later use. Route new cross over line from right caliper to left. Using new double banjo bolt supplied, install in this order: banjo bolt, crush washer, OEM brake line, crush washer, cross over line, crush washer, then screw into right caliper. On the left: OEM banjo bolt; crush washer; cross over line; crush washer; then screw into left caliper. The OEM brake line will be cut at frame next to lower triple tree and then discarded or the brake line may be tied out of the way.

STEP 14. INSTALLING NEW FRONT BRAKE MASTER CYLINDER

Step 14 of these instructions is related to the installation of the **front brake master cylinder**, which has been modified to accept a larger piston for more efficient braking. The modification cost is included in the purchase price, however, because there are several different types of GL1500 master cylinders, it is necessary for you to send us your master cylinder so we are able to match your specific type and return a modified part. It will be returned to you via UPS 2-day service within 24 hours after we receive it.

Please drain **all** brake fluid and remove all parts **except** the stainless steel protector covering the bleed hole inside the fluid reservoir. Also, include a copy of your order invoice which indicates the "ORDER ID" so that we are able to identify the master cylinder and your return address. We appreciate your cooperation. Questions? Please call the Parts & Service Dept. 434.263.8866.

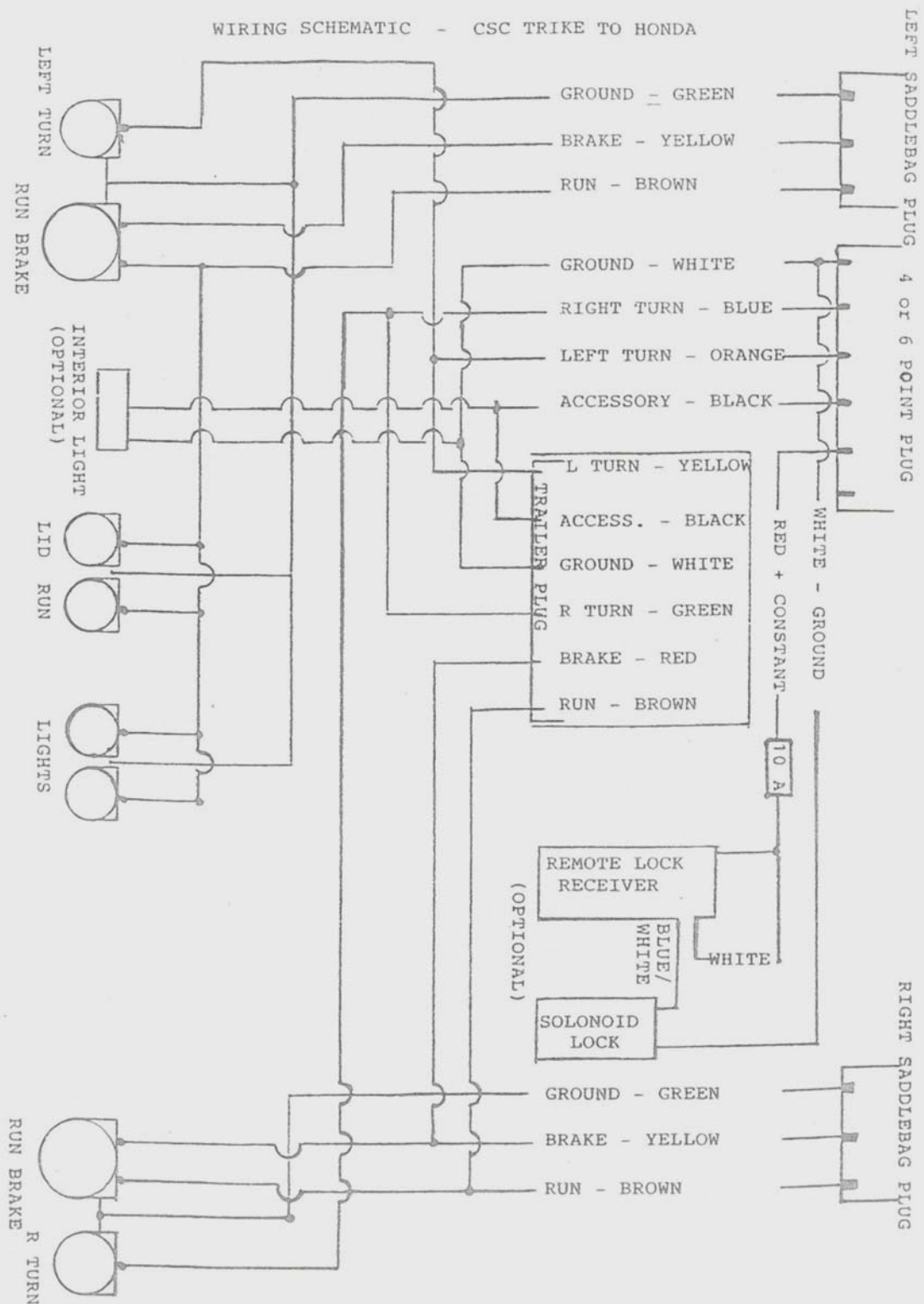
Return to:

California Sidecar
100 Motorcycle Run
Arrington, VA 22922
Attention: MASTER CYLINDER

- 14.1 Remove plastic cap over master cylinder support bolts. Remove lever and banjo bolt with brake line and brake light switch. Do not lose crush washers. Remove two (2) support bolts that hold master cylinder to handle bar. **Please drain all brake fluid and remove all parts except the stainless steel protector covering the bleed hole inside the fluid reservoir.**
- 14.2 Now, in reverse order, reinstall new master cylinder to handle bar. Reinstall brake line and lever removed from previous step. Tighten brake line at three (3) places: master cylinder, right and left calipers.
- 14.3 Fill reservoir with clean DOT 3 or DOT4 fluid and let stand for 10 minutes at room temperature (longer if colder). Next, bleed at: 1) left front, 2) right front, and 3) master cylinder. Let sit again as noted above then repeat as necessary until all air is removed. Refill reservoir and replace cap. Reinstall both brake rotor covers. (Removed in Step 2.2).

IMPORTANT! The brakes must be seated properly, before riding in traffic. Until the brakes are seated, there will be reduced braking power. To seat them, tap on the brake pedal for several miles, causing them to heat up. Stop and allow them to cool down.

WIRING SCHEMATIC - CSC TRIKE TO HONDA



TOP

Template 5.4. Inner Fender

**Place on the underside of the inner fender
with the "BOTTOM" at the bottom edge
of the inner fender.**

BOTTOM