

Installing HandGuards™

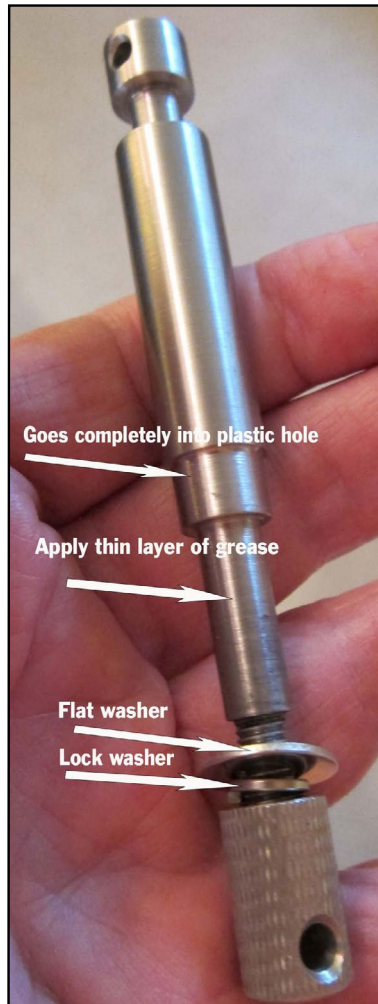
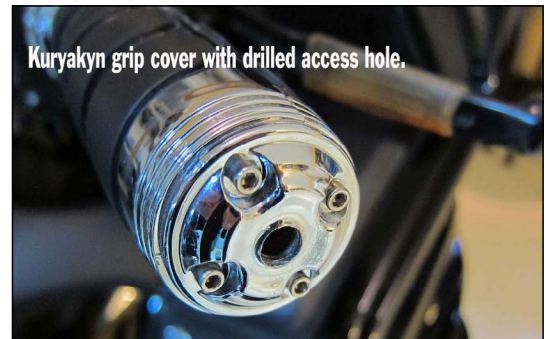
Please read, print and understand these instructions before starting. Keep printed copy handy during install. Also watch installation video. If in doubt, take everything to a licenced Honda motorcycle shop.

1. Place bike on center stand, engine off. It's best to do this job on a hard clean surface – in case you drop anything it's easier to find. If your bike doesn't have a centre stand, the side stand is OK.

2. Remove anti-vibration dampers if your bike has them. Use a 5mm Allen key to remove the end bolt. Store the dampers, you won't need them any more. (Each Honda anti-vibration damper weighs 6 oz; each HandGuard with hardware weighs roughly triple that – they are *very* vibration-damping. If you can fit dampers into your specific HandGuard set-up, go ahead, but we consider them redundant.)

3. For GL1800, access the threaded handlebar

insert: Honda provides threaded inserts on GL1800 handlebars for the anti-vibe weights. If you have grip covers by Kuryakyn or Add On that are not open-ended, drill a 1/4" (6mm) hole in the end caps for our end bolts. At right is an example on Kuryakyns. Hold the end caps in a soft-surface vice to prevent marring when drilling, assuring the holes are centered.



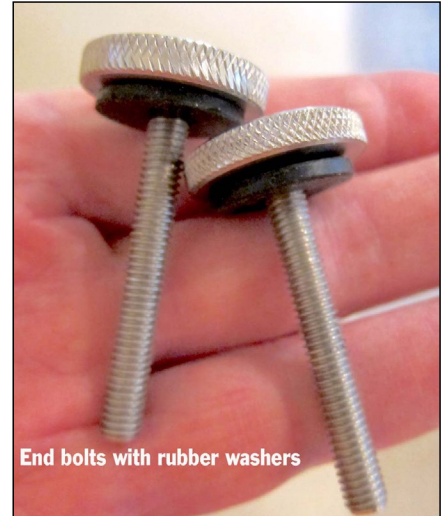
4. For GL1500: You will need to drill and tap a 6mm thread into both handlebar ends, where Honda has metal plugs. Unless you're mechanically skilled and experienced in drilling/tapping, we suggest you take your bike to a licensed shop that has a metric tap set. Assure the new threads go sufficiently deep, centred on the handlebar's ends.

5. Remove the clutch lever's stock pivot bolt. Use a 10mm wrench and appropriate-sized screwdriver. Leave the lever in place, but cup a hand beneath in case anything falls out.

6. Mount the left HandGuard using a HelmetPost™.

Apply a thin layer of grease to a HelmetPost's bearing area; see left photo. Insert it through both the plastic tabs and the clutch lever's pivot hole. Finger turn clockwise until it catches Honda's thread at bottom. Press the lever in slightly so the holes align. Screw in the HelmetPost until the thread stops. Assure it seats fully inside the top plastic tab's hole. On the threaded end of the HelmetPost, apply in this order: A provided flat washer, a spring washer, a knurled nut – as in photo. Finger tighten.

7. Attach left handlebar end bolt. A rubber washer goes on the end bolt (photo at right) as anti-loosening friction. A second rubber washer goes against the inside of left HandGuard. You may need to use one of the plastic spacers provided, depending which handgrip covers you use. Honda's factory grip with no cover does require a spacer (photo below.) Which spacer to use will be self-evident, but do not leave an open gap over 1/16". Use the correct size spacer to allow finger-tightening the end bolt quite firmly. It shouldn't be necessary but feel free to modify a plastic spacer's thickness if needed.



End bolts with rubber washers

8. Tighten everything on clutch side. Use a small screwdriver or Allen wrench in the top hole to lightly tighten the HelmetPost. Don't over-tighten as this could bind the lever and restrict its free movement. Test the lever a few times assuring you have not over-tightened. The round Honda dial for adjusting the lever's position on each side must be set so the lever ends don't hit the HandGuards. **Adjustment is extremely important for safety on both clutch and brake levers. Assure the levers' free movement!** Use the small screwdriver or Allen wrench to tighten the knurled lock nut beneath, sufficiently to prevent its vibrating off in normal use. Next, firmly finger-tighten the knurled end bolt. On the clutch side the end bolt can be quite tight as the hand grip does not turn like the throttle does. When everything looks and feels good and solid, the clutch side is complete.

9. Repeat the above on throttle side. The process is the same on both sides except:

(a) No rubber washer goes on the inside of the throttle's HandGuard. Instead, the two white anti-friction discs go there, helping the throttle move freely. See photo at right as an example using Honda's factory handgrip.

(b) Warning: Free throttle movement can be restricted by over-tightening the right end bolt, or by installing too big a spacer. Binding can occur if you over-tighten. **Assure that the throttle snaps back quickly to idle whenever you release the grip!**

(c) The throttle cable positions may require slight adjustment for the HandGuard's opening.



You're done! Enjoy your new HandGuards & HelmetPosts.

A Few Usage Pointers

1. HelmetPost usefulness (photo right):

(a) We encourage you to use HelmetPosts with the HandGuards either mounted or stored; however just add washers, a plain 6mm nut or other spacer to fill the lock nut gap when the plastic tab is absent.

(b) You can hang helmets in various positions. One is such that when engine heat rises, it dries out helmet sweat as in the photo. Place helmet carefully to avoid marring paint.

(c) A helmet theft security option: Luggage-type padlocks fit nicely into the top hole! Various combination types are available and can be stored in a fairing pocket.



2. D-rings are needed to hang helmets. If your helmet came without one, you can find them online. Get only rust-resistant ones of a width similar to your helmet's chin strap.

3. We recommend using thread-locking compound on the HelmetPost lock nut and end bolt threads. Use Loctite 242 blue or a competing equivalent. The sole negative is it's a small extra step if you remove/remount the HandGuards.

4. Occasionally check tightness of the lock nuts on HelmetPosts; also check that the two knurled end bolts are not loosening. Or, better yet, use thread-locking compound as above so you can skip checking!

5. It takes 3-4 minutes to remove or install a pair of HandGuards after initial installation. We keep ours mounted year round, but if you prefer, they're easy to nest and carry stuffed with rain gear. Carry one less pair of cold-weather rain gloves too!

6. Keep the friction area of the HelmetPosts greased for smooth, waterproof longevity. Also follow the manufacturer's and your licensed mechanic's lubrication recommendations for brake/clutch levers.