

PRODUCT REVIEW

WOBBLE BE GONE

SuperBrace fork brace for Gold Wing GL1800s

By Kevin Greenwald

Begin with 904 pounds “wet,” add 260 pounds of rider and gear, and I’ve got well over a half-ton of motorcycle leaving my driveway every time I go for a ride. Factor in a passenger and more gear, and the scale now tips at nearly three-quarters of a ton. That’s asking a lot of the twin forks grabbing my front wheel to support, steer and stop all that mass. A sturdy fork brace has been on my short-list for a while now. I welcomed the chance to have a SuperBrace installed to be tested. While the positives and negatives of this accessory will follow, suffice it to say that while not all items I road-test earn permanent status on my 2012 Gold Wing, this beefy brace has found a home.

I never invested in one until now, believing my bike’s performance was adequate. There was no fretting over any perceived “Honda Wobble,” that oscillation of the handlebars when you decelerate a big touring bike through the 45-35 mph zone. Speaking with a number of other Gold Wing aficionados, however, it was nevertheless brought up by several. Perhaps my braking transition is too rapid, my tires not cupped enough or my attention prioritized elsewhere and such wobbling went unnoticed. Regardless, I still didn’t know what improvement to expect from this product, if any. Well, surprise, surprise.

Once professionally installed at Badger Honda of Manitowoc, Wisconsin, maneuvering at low speeds or cornering at higher velocities felt firmer, and the

slight mushy-ness I have detected when dropping low into hair-pin turns (e.g., Tail of the Dragon) was now absent. Potholes were crossed more solidly and handlebar vibration noticeably reduced. Only time will tell if tire wear becomes more uniform (less cupping), which the manufacturer promises, but there is definitely palpable feedback from the now solid bracing of the forks, as opposed to the plastic dirt shield this device replaced.

Granted, you could go Winging your whole riding career without the SuperBrace and tally up fun miles. But the sturdiness of your steering inputs, and the solid feeling you notice on rougher roads or bridge grating, is well worth the investment. I also noticed less front-tire drift on grooved pavement. You could also rely on the YouTube tutorial of self-installation (a claimed 10 minutes), if you happen to be a member of the DIY crowd (I admire the mechanical courage of you guys and gals!), but Scott, my Honda mechanic, got the nod for the job. He tends to get all things right the first time – a claim I’ll never make. Besides, I like to patronize my local dealership, even on little jobs, so they’re still in business when I need them for the big ones! The brace was installed while I waited (about 35 minutes) and I’m not planning on taking it off. What wobble?!

The SuperBrace can be purchased from the company website (www.superbrace.com) or from Wing Stuff (www.wingstuff.com), retailing for \$179.95-



\$189.95, and comes in either chrome or black. Made of aircraft-grade aluminum, it fits Gold Wing GL1800s from 2001-2017.



PROS: Sturdy reinforcement of the front forks, giving you firmer control and feedback in turns, cornering and over various road surfaces. Minimizes any wobbling or vibrations, as well as flexing of the fork tubes, which can lead to bending or premature leaking around the seals.

CONS: Slightly higher expense (shop labor) if maintenance on the front wheel assembly should require removal/re-installation of the aftermarket brace. [\[W\]](#)

Kevin Greenwald, GWRRA #361468, lives in Sheboygan, Wisconsin. He is an instructor at Road America Motorcycle School.