

PRODUCT REVIEW

B R A C E

FOR BETTER SUSPENSION

SuperBrace fork brace for the GL1500 Wing

By Wes Arnott

"That thing fixes problems that I didn't know I had!" That was the first comment I made to my wife after my initial run with the SuperBrace installed on my 1500. I've really enjoyed the smooth power, ride and handling of the bike having owned a 1200 for years before, now it's even better. From pulling out of my driveway, negotiating city streets and traffic, sweeping exit ramps to tight twisties, there's just a more "definite" feel to the bike.

SuperBrace advertises that it "eliminates fork flex, reduces high and low speed wobbles, improves stability in tight cornering," and it all proved to be true in my case. This brace addresses the inherent weakness of a motorcycle's front suspension. Supported by a triple tree at the top and held together by the axle shaft at the bottom, the forks are susceptible to flexing, especially

on our 800-plus pound bikes. By mounting just above the fender, about halfway down the forks, the strength and added stability is immediately noticeable.

The manufacturer promises a 10-minute installation and provided you have all the tools readily available, this is probably doable. The instructions were clear and concise and, with some basic mechanical ability, anyone can easily install this affordable upgrade. If I hadn't taken the time to photograph the step-by-step process, it wouldn't have taken nearly 45 minutes.

The SuperBrace retails from \$60-\$75, though I've seen it on sale recently for \$53.99. It's advertised to reduce tire wear, and while I haven't had it installed long enough to verify that, it's definitely the simplest, most inexpensive handling upgrade I've experienced. [\[W\]](#)



Fig. 1
The SuperBrace came in basic packaging showing off the attractive design.



Fig. 2
Everything is included: SuperBrace, bolts, mounting studs and easy instructions.



Fig. 3
Start by removing the two bolts that hold the chrome protective cover.



Fig. 4
Lift the cover away to expose the fender bolts.

Fig. 5
Next remove only one front bolt on one side and one rear bolt on the other.



Fig. 6
Insert the all-thread mounting studs where the bolts were removed, then remove the remaining bolts.





Fig. 7
The front of the SuperBrace is clearly marked.



Fig. 12
You'll need to snap the tabs off the protective cover in order for it to fit flush over the SuperBrace. A pair of pliers does nicely.

Fig. 8
Place the SuperBrace over the studs in an even manner.



Fig. 13
Slide the cover back into place and reinstall the bolts.



Fig. 9
If needed, you can tap the SuperBrace into place. It should fit flush with the brackets. The directions say that if it doesn't fit, loosen the axle pinch bolts to allow the forks to ease installation.



Fig. 14
Completed installation.

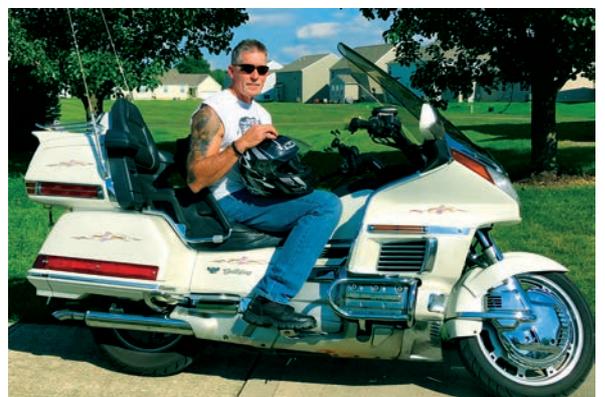


Fig. 10
Install two new bolts into the open holes, then remove the mounting studs and install the remaining new bolts. This requires a 7/16 or 11-mm-thin wall socket.



Fig. 11
Torque the bolts to 12 foot/pounds.

Fig. 15
Time to try out the twisties!



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