



**Roadsmith Gold Wing GL1500 6° Steering Kit Installation Instructions**  
*White Bear Lake, MN. 55110- 800-331-0705- f/651-426-3952- www.trikeshop.com*

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Using a suitable lift, raise the front wheel off the ground at least 8" while safely supporting/steadying the trike/bike.

**CAUTION**

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Do not use the oil filter as a jack point

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Remove the ignition switch panel (lift up at rear to remove)

Remove the front fender side covers – small cover above the disc cover.

Remove the three bolts holding each disc cover – remove the covers and set aside.

Disconnect the speedometer cable from the front drive.

Remove each caliper's bracket bolt and anti-dive piston bolt.

Remove each caliper assembly – do not disconnect brake line from caliper.

**CAUTION**

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Support the removed caliper with a piece of wire so that it does not hang from the brake hose. Do not twist the brake hose.

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**NOTE**

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Do not depress the brake lever or pedal when the caliper is removed, or it will be difficult to refit the disc between the brake pads.

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Loosen and remove the upper triple-clamp pinch bolts. (discard the bolts, save any cable/hose guides for re-use)

Loosen lower triple-clamp pinch bolts. (transfer the bolts to the new lower triple clamp)

Slide the front tire and fork tubes out of the upper and lower triple-clamps. Set the tire/fork tube assembly aside

Remove the stem under cover from the steering stem (discard two mounting screws). It isn't necessary to remove the fairing to remove the stem under cover. Flatten the tangs on the brake hose line clips.

Remove the handlebar center cover.

Unfasten the T-stud clips (zip ties) starting at the lower side of the ignition switch, then follow the harness forward to release the remaining zip ties holding the harness. – (two zip ties in the middle, one on the lower left side)

**NOTE**

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Do not remove the T-stud clips from the frame.

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Remove the steering stem grommet and slide it all the way up to the white stripe on the wire harness.

**NOTE**

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Apply a soapy water solution to the wire harness surface to allow the grommet to slide smoothly.

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Measure and record handlebar position/height.

Remove the handlebar clamps.

Lay handlebars down/away from bike's steering stem and upper triple-clamp.

Remove the retaining screws and pull the turn signal cancel switch down and out of the stem far enough to disconnect the plug.

Pull the turn signal cancel switch wiring out of the top of the steering stem.

Remove the steering stem nut. Tool: Socket, 30mm

Remove upper triple clamp.

Straighten the lock tabs on the upper stem nut. Remove the lock nut and tab washer.

Remove the steering stem adjustment nut and the steering stem. Tool: Steering stem socket Honda part # 07916-3710100

Check the top and bottom bearings and races for wear or damage and replace if necessary.

Install the two provided 5mm studs in to the forward facing holes in the lower triple clamp. (apply some loc-tite and screw them in 4-5 turns)

If not already done, pack lower bearing with grease.

Install new lower triple-clamp and stem through the steering head and upper bearing.

Install the steering adjustment nut.

Tighten the steering stem adjustment nut as follows:

1. Tighten the adjustment nut to 29 ft-lb.
2. Turn the steering stem lock-to-lock five times to seat the bearings.
3. Loosen the adjustment nut until it is hand-tight.
4. Then retighten to the torque of: 28 ft-lb.

Repeat steps 2, 3, and 4 above.

Then repeat steps 2 and 4 a third time. Do not loosen the adjustment nut.

#### WARNING

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Improper adjustment of the steering stem adjustment nut (too loose or too tight) may cause handlebar oscillation, cornering instability, or excessive noise during braking.

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Install the lock washer aligning the tabs with the nut grooves.

Hold the adjustment nut and hand tighten the lock nut to align its grooves with the lock washer tabs.

#### NOTE

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If the lock nut grooves cannot be easily aligned with the lock washer tabs, remove the nut, turn it over, and reinstall it.

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Bend the other two lock washer tabs up into the lock nut grooves.

Install the upper triple clamp and steering stem top nut. Do not tighten the nut at this time.

Remove fork tube top cap. Tool: 15/16" socket or metric equivalent.

Transfer the o-rings and air fittings and Install the new fork extenders into fork tubes. Tighten to specified torque. Torque: 23 ft-lb.

Slide tire/fork tube assembly through lower triple-clamp and into the upper triple-clamp.

Tighten the steering stem top nut to the specified torque. Tool: Socket, 30mm Torque: 72 ft-lb.

Level the top of the fork tube extender with the top of the upper triple-clamp.

#### NOTE

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The fork tube extender nut should be above the top of the upper triple-clamp.

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Tighten the provided upper triple-clamp pinch bolts to the specified torque. Torque: 8 ft-lb.

Tighten the lower triple-clamp pinch bolts to the specified torque. Torque: 40 ft-lb.

Put the turn signal cancel switch wire harness down through the steering stem.

Plug in the switch to the harness.

Install the unit into the steering stem and secure it with the stock screws.

Remove the cancel switch lever, flatten and re-bend it to clear the corner of the lower triple clamp.

Use the provided 5mm screw, flat washer, and 7/8" long spacer to secure turn signal cancel lever to steering head.(discard the stock screw)

Slide the steering stem grommet back to it's original position and install it onto the steering stem nut.

#### NOTE

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Apply a soapy water solution to the wire harness surface to allow sliding the grommet smoothly.

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Replace the handlebars.

Replace the handlebar center cover.

Replace all T-stud clips (zip ties) holding the wiring harness.

Replace the stem under cover and brake hose clips over 5mm studs. (Use the provided washers and 5mm nuts)

Replace the brake calipers.

Replace the speedometer cable.

Replace the disc covers.

Replace the front fender side covers.

Replace the ignition switch panel

Check all functions

Test drive