

[illegible]

1. Pic #1
  - a. Parts received to replace the master cylinder
2. Pic #2
  - a. Remove the master cylinder chrome cover – save it and the bolt
  - b. Remove the brake line from the master cylinder – save the banjo bolt & sealing washers
  - c. Remove the master cylinder reservoir hose from the master cylinder
2. Pic #3 and 4
  - a. Remove the master cylinder/brake pedal plate assembly from the bike
  - b. Remove the brake light switch & spring from the assembly, leave it on the bike
3. Pic #5 & 6
  - a. Carefully remove the plastic filler tube from the stock Valkyrie master cylinder. Use it to replace the one in the supplied master cylinder
4. Pic #7
  - a. Remove the master cylinder from the plate & the brake lever - save the clevis pin
  - b. Discard the master cylinder, bolts, and the plate that held the chrome cover
5. Pic #8
  - a. Remove the brake light switch heat shield – save it
  - b. Discard the bolts
6. Pic #9
  - a. Install the new master cylinder (with the adapter block) on to the plate using the two supplied 6mm x 30mm SHCS
  - b. The bolts screw into the two holes for the heat shield
7. Pic #10
  - a. Connect the brake pedal using the saved clevis pin and supplied cotter pin
8. Pic #11
  - a. Replace the brake light switch heat shield using the two supplied 6mm Nylock nuts
  - b. Temporarily remove the fluid reservoir and install it on the master cylinder
9. Pic #13 & 14
  - a. Replace the brake light switch
  - b. Replace the assembly back on to the bike
  - c. Install the stock plate mounting bolts through the supplied master cylinder cover bracket
    - i. Then through the master cylinder mounting plate to the bike
  - d. Install the master cylinder cover bracket with the arrow pointing forward (the arrow is etched on the bracket)
10. Pic #15
  - a. Install the 45 degree banjo fitting (the saved banjo bolt and sealing washer) on to the master cylinder – do not completely tighten it yet
11. Pic #16
  - a. Install the 90° end of the braided stainless brake hose on to the 45° fitting and tighten it *while directing the line between the bracket and the frame tube*
    - i. Keep the top of the bend as low as possible
12. Pic #17

- a. Tighten the banjo bolt and route the brake light switch wiring

**VALKYRIE INTERSTATE ONLY**

- Remove and discard the saddlebags and mounting brackets
- Unplug the wiring and remove the tour pack from its mounting rack – save all parts
- Remove the two cross bars from the side brackets on the tour pack rack – save the cross bars and all hardware. **NOTE:** If installing the "R" body, you must cut off the 2 helmet lock tabs from the rear chrome cross bar. (Pic #30) They WILL contact the body if you leave them in place.
- Remove and discard the two Honda tour pack rack side-plates – save the hardware
- Temporarily install the Roadsmith tour pack rack side-plates
- Pic #44
- Install the supplied front plate but don't tighten it yet
- 1/4 x 3/4 chrome buttonhead screws, chrome washers, nylock nuts)
- Install the cross bars on to the side plates
- Use the stock bolt and supplied 6mm nylock nuts
- Tighten the cross bars and the front plate
- Set the completed tour pack rack aside for installation later

13. Pic #19

- a. Remove and save the bolt holding the coolant overflow reservoir

14. Pic #20

- a. Move the coolant reservoir enough to access the brake line bracket bolt
- i. Remove and discard it
  - ii. Replace the coolant reservoir and bolt

15. Pic #21

- a. Remove and discard the rear fender extension
- b. Replace the two square nuts with two provided 8mm Nylock nuts
- c. Remove and discard the upper shock bolts, then pull the shocks off of the upper mounts
- i. You can leave the shocks connected to the swing arm

16. Pic #22

- a. Remove and discard both swing arm pivot pin assemblies

17. Pic #23 & 24

- a. Remove the swing arm from the bike – with the brake line, u-joint, and rubber shield – discard all

18. Pic #25

- a. Remove the passenger footpegs – save them and the bolts
- b. Install the passenger footpegs (in to the chrome pass. foot peg brackets from the kit)  
( Pic #32)

- c. Remove the footpeg/exhaust mounting brackets – save them and the 4 exhaust acorn nuts
    - i. Discard the 4 bracket to frame mounting bolts
    - ii. Some of the foot pegs shown are aftermarket pieces
- 19. Pic #26
  - a. Remove and discard the upper shock mounting studs
- 20. Pic #27
  - a. Install the upper frame mounting brackets (triangular shaped, 3 holes) using the two 14mm x 40mm bolts from bag #3
    - i. Do not tighten the bolts yet
- 21. Pic #28
  - a. Remove the sidestand safety switch and lock it in the up position (zip tie)
- 22. Pic #29
  - a. Remove and discard the side stand
- 23. Pic #31
  - a. Roll the trike chassis to the bike and start the left and right front frame mounting bolts (4 10mm x 40mm x1.25mm)
- 24. Pic #33
  - a. Install the remaining bolts (four 3/8 x 1" bolts and nylock nuts) through the upper frame mounting brackets
  - b. After all bolts are started, tighten all frame mounting bolts
- 25. Pic #34
  - a. Install the stock muffler brackets on the INSIDE of the frame
    - i. Use the supplied 10mm x 1.25 nylock nuts
    - ii. Use the stock acorn nuts to hold the mufflers
- 26. Pic #35
  - a. Install the drive shaft onto the output shaft and into the rear differential
  - b. After tightening the u-joint using the strap kit, insure that the drive shaft is all the way forward against the bike's engine
  - c. Install the locking collar onto the drive shaft so that there is 1/16" – 1/8" gap between the locking collar and the slip yoke
- 27. Pic #36
  - a. Install the brake line onto the fitting on the trike chassis
    - i. **Ensure the brake line cannot come in contact with the drive shaft**
    - ii. Bleed the brakes – use the top bleeder fittings only
    - iii. Replace the chrome reservoir cover
- 28. Pic #37
  - a. Install the tail light converter and associated wiring according to the appropriate supplied diagram
    - i. Standard Valkyrie: Diagram #A-100-759
    - ii. Interstate Valkyrie: Diagram #A-100-760

**THIS SECTION FOR UNPAINTED BODIES ONLY**  
FACTORY PAINTED BODIES HAVE THIS ALREADY INSTALLED

- Pic #38
- Tail lights – put a drop of blue loctite on the provided 5mm studs and screw them in to the tail lights about 4 to 5 turns, then fasten the tail lights to the body with the provided 5mm nuts and flat washers
- Pic #39
- Plug the license plate light wires in to the left tail light harness and push them through the hole in the trunk wall
- Pic #40
- Attach the wiring to the trunk walls (four each- 10-24 x ¾ screws, nuts, and plastic "P" clamps)
- Plug in the left and right tail light wiring to the flat four plug as directed in following diagrams
- Valkyrie: #A-100-759
- Valkyrie Interstate: #A-100-760
- Pic #41
- Fold the wires over and zip tie them to prevent them from coming unplugged

29. Set the body on the chassis, plug in the tail lights and check operation
  - a. Bolt down the body
    - i. Use the (4) 5/16 x 1 bolts for the front body mounts
    - ii. Use the (2) 5/16 x 1 ¼ bolts for the rear body mounts
  - b. Install the front body mount bolts pointing up, with the washers between the fiberglass and the nuts
  - c. Install the rear bolts pointing down, with the washers between the bolt head and the fiberglass
  - d. Zip tie all wiring to remove slack and keep it away from hot/moving parts

**VALKYRIE INTERSTATE ONLY**

- Install the previously altered tour pack rack – use stock hardware (acorn nuts)
- Install the tour pack and wiring

30. Pic #42 & 43
  - a. Install the backrest
31. Install the seat
  - a. Use the stock hardware plus the supplied 6mm nut and flat washer to fasten the rear seat bracket to the fender
32. Pic #45
  - a. Install the passenger foot pegs/brackets
  - b. (install the brackets on the inside of the chassis brackets)
34. Install the side covers

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APPLICATION: Honda Valkyrie Standard and Interstate "V" and "R" body trike conversion  
PRODUCT: HSC1500 Roadsmith trike kit  
VERSION: 4  
GENERAL NOTES:

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- 35. Torque lug nuts to 70 – 75 ft lbs
- 36 Test drive
- 1. A break-in procedure is necessary for optimum brake function. Using the rear brakes only, perform several firm stops. Utilize cooling down periods to ensure that the pads do not overheat. Pads are seated once proper brake function is achieved.



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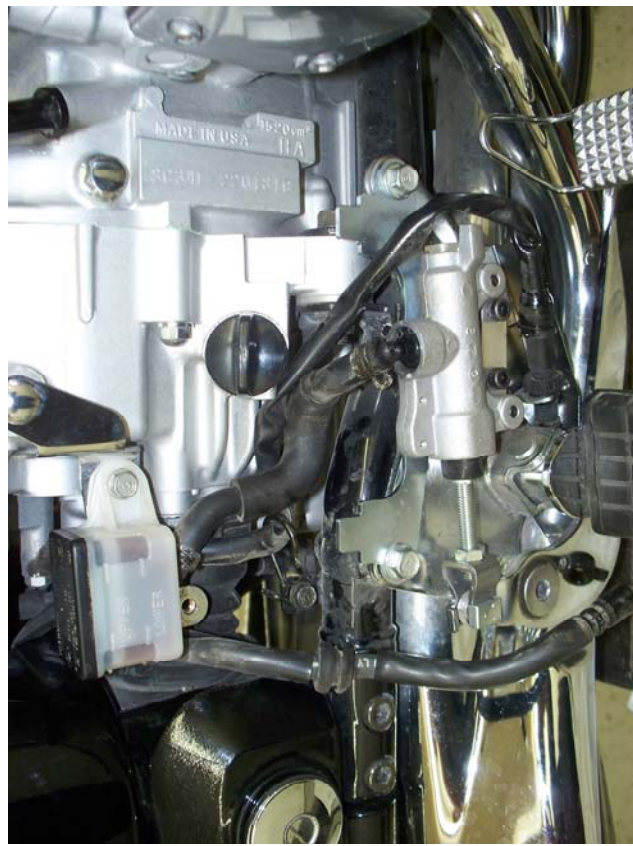


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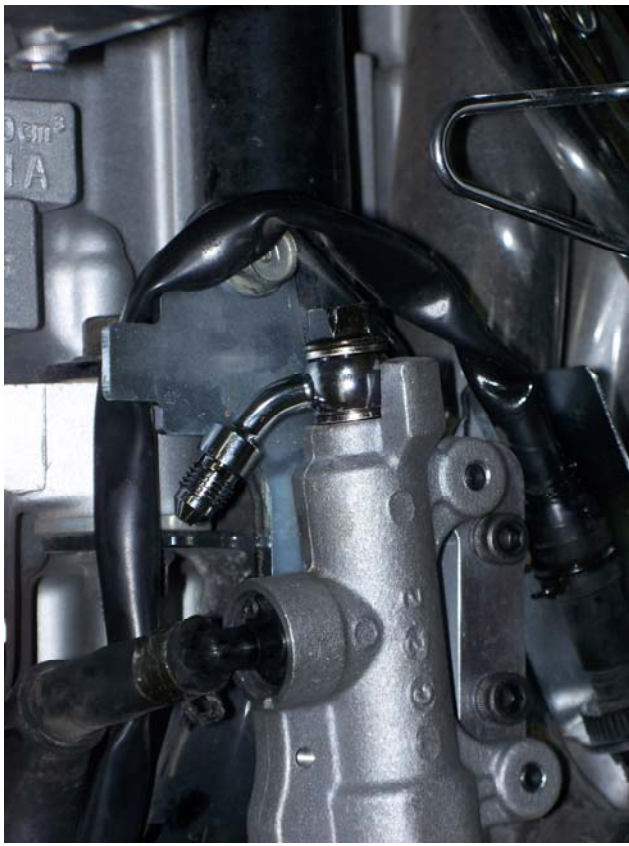




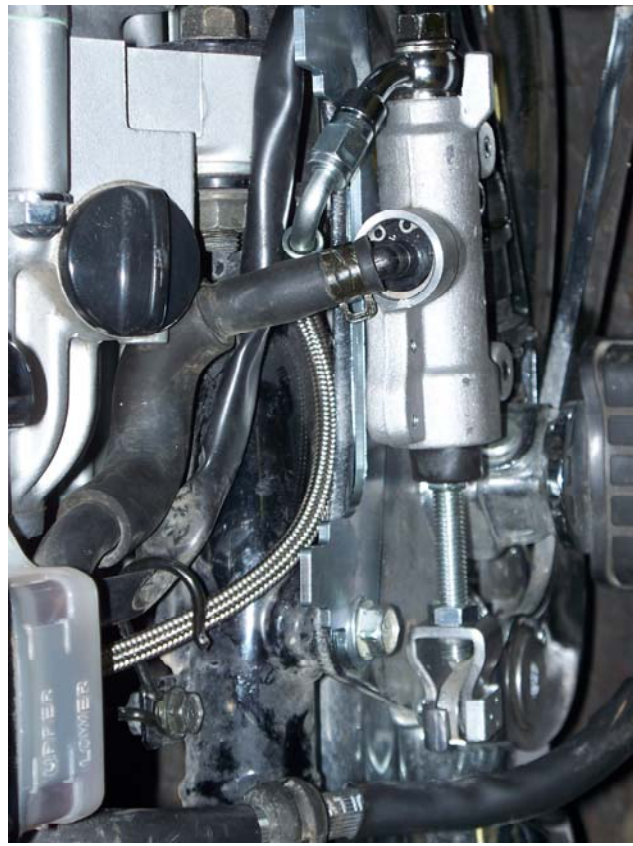
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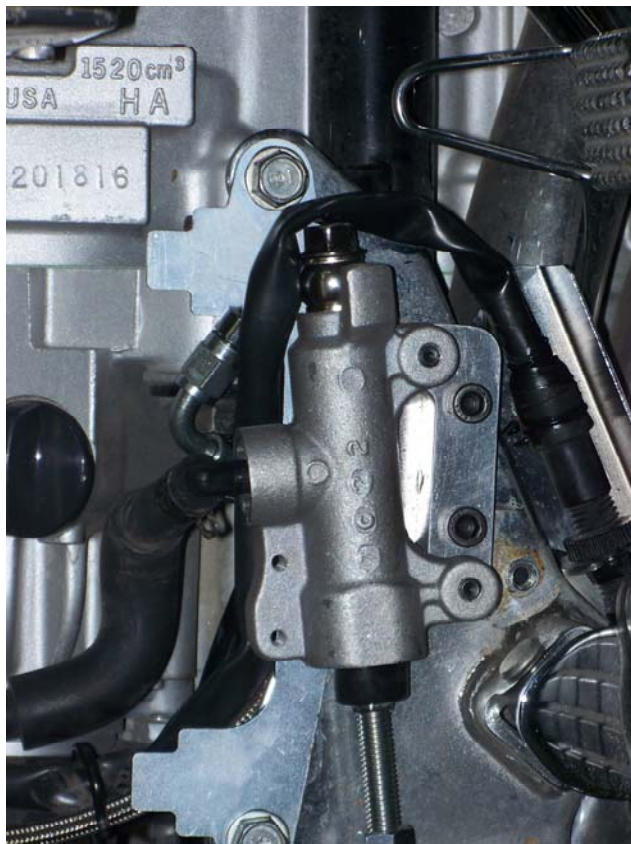


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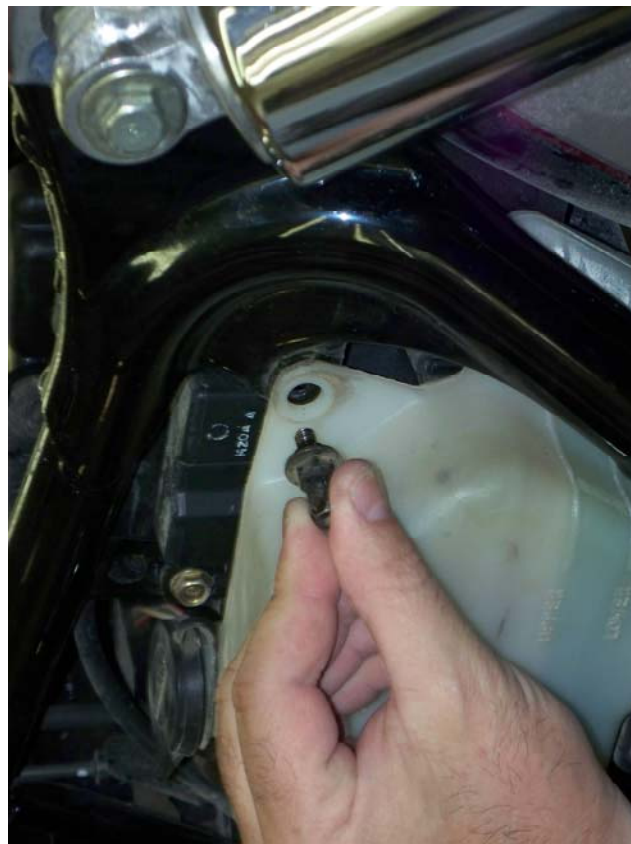


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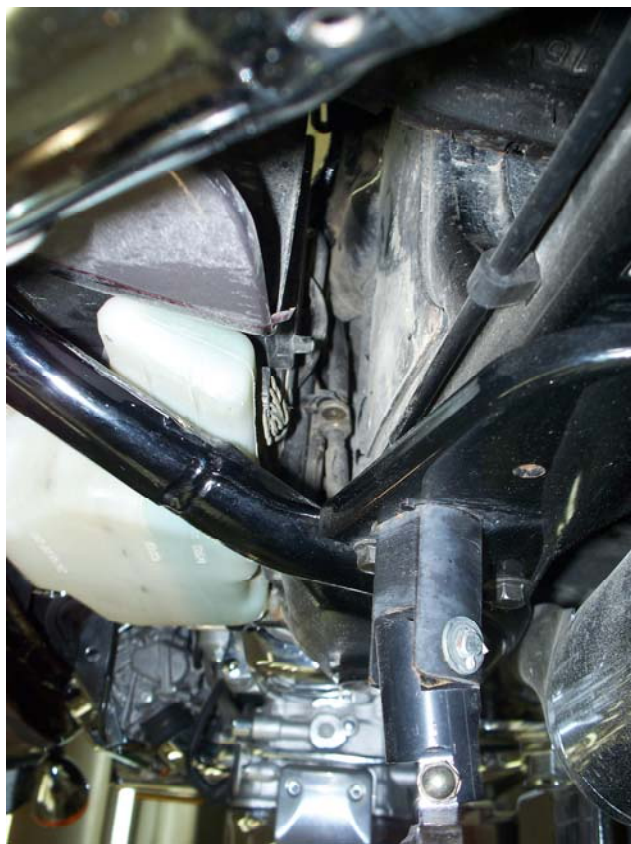




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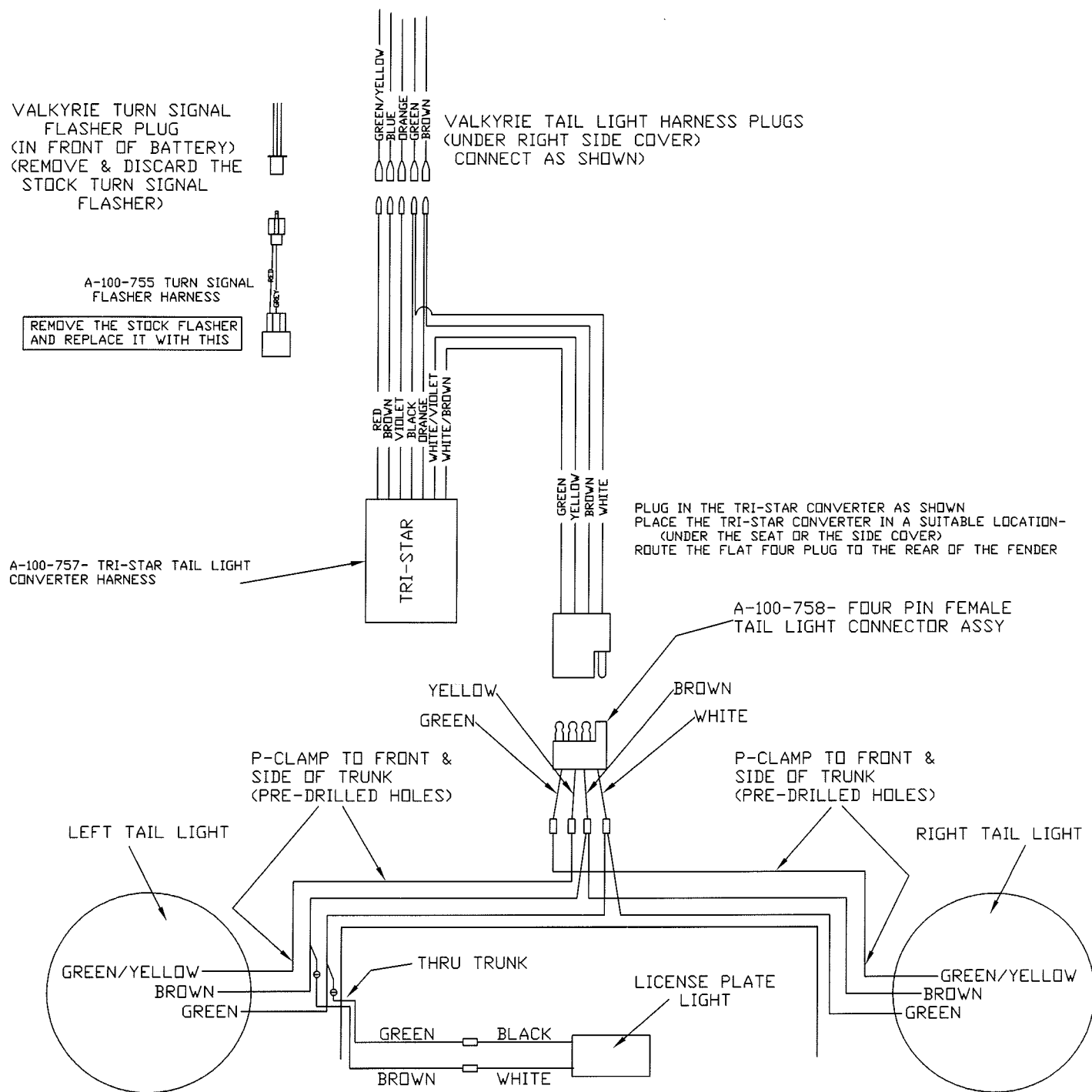
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A-100-759

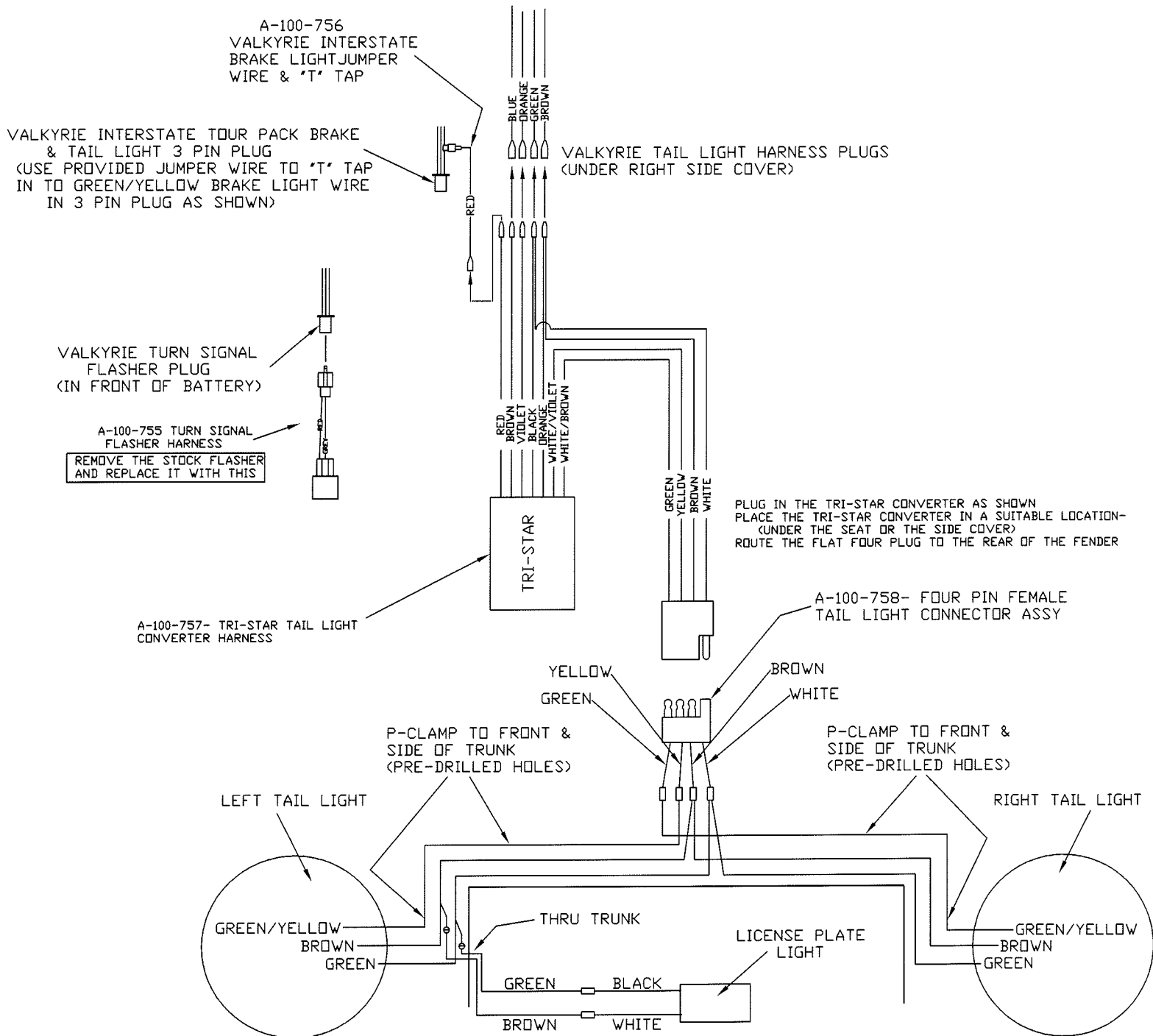
# VALKYRIE V-BODY TAIL LIGHT WIRING DIAGRAM



- INSTALL TAIL LIGHTS & LIC PLATE LIGHT ON BODY
- ATTACH LEFT & RIGHT TAIL LIGHT HARNESS TO SIDES & FRONT OF TRUNK  
(USING PRE-DRILLED HOLES & SUPPLIED "P" CLAMPS & HARDWARE)
- PLUG IN LEFT & RIGHT TAIL LIGHT WIRES TO SUPPLIED FLAT FOUR PLUG AS SHOWN  
(IT MAY BE NECESSARY TO SLIGHTLY CLOSE UP THE FEMALE CONNECTORS FOR A TIGHT CONNECTION- AFTER PLUGGING THEM IN, ZIP TIE THE BUNDLE TO PREVENT UNPLUGGING)
- CONNECT SUPPLIED GREEN & BROWN WIRES TO LEFT SIDE TAIL LIGHT HARNESS PLUGS
- PUSH GREEN & BROWN WIRES THROUGH PRE-DRILLED HOLE IN LEFT SIDE OF TRUNK
- SPlice GREEN & BROWN WIRES TO LIC. PLATE LIGHT

# A-100-760

## VALKYRIE INTERSTATE V-BODY TAIL LIGHT WIRING DIAGRAM



- INSTALL TAIL LIGHTS & LIC PLATE LIGHT ON BODY
- ATTACH LEFT & RIGHT TAIL LIGHT HARNESS TO SIDES & FRONT OF TRUNK  
(USING PRE-DRILLED HOLES & SUPPLIED 'P' CLAMPS & HARDWARE)
- PLUG IN LEFT & RIGHT TAIL LIGHT WIRES TO SUPPLIED FLAT FOUR PLUG AS SHOWN  
(IT MAY BE NECESSARY TO SLIGHTLY CLOSE UP THE FEMALE CONNECTORS FOR A TIGHT  
CONNECTION- AFTER PLUGGING THEM IN, ZIP TIE THE BUNDLE TO PREVENT UNPLUGGING)
- CONNECT SUPPLIED GREEN & BROWN WIRES TO LEFT SIDE TAIL LIGHT HARNESS PLUGS
- PUSH GREEN & BROWN WIRES THROUGH PRE-DRILLED HOLE IN LEFT SIDE OF TRUNK
- SPlice GREEN & BROWN WIRES TO LIC. PLATE LIGHT