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APPLICATION: Trike conversion kit for Harley-Davidson Touring motorcycles  
PRODUCT: HDT  
VERSION: 7 - 2009 THRU 2013 model year only  
GENERAL NOTES: Please don't attempt any shortcuts.

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**DRIVE BELT CAUTION!**

- DO NOT TWIST, KINK, OR OTHERWISE DAMAGE THE BELT DURING INSTALLATION
- DAMAGING THE BELT DURING INSTALLATION WILL DRASTICALLY SHORTEN ITS SERVICE LIFE!

**TOUR PACK INSTALLATIONS:**

- If your bike is equipped with a tour-pack, the kit MUST be ordered as such. The difference in the kit is the body is cut larger to accommodate the bracket system that holds the tour pack.
- If you purchased an unpainted kit, the body can come marked for both if requested.

This kit is designed to fit stock FLHTC/FLHTCU motorcycles of the years 2009 to current. The conversion will also fit other FLH motorcycles, but those bikes come equipped with different styles of turn signals (i.e. RoadKing). If your motorcycle does not have the FLHTC style turn signals, you must purchase them from a local HD dealer. Below are the part numbers and quantity necessary.

(2)	#68713-94A	LAMP ASSEMBLY
(4)	#73191-96	CONTACT SOCKET
(2)	#73152-96BK	SOCKET HOUSING
(4)	#2692WB	SCREW

These instructions are specific for Tour body installations.

These instructions refer to diagrams and pictures which are located in the latter pages.

These instructions assume you are installing a body painted from the factory. If not, you are required to install the weather-strip and carpeting onto the conversion body. The hardware kits accommodate either a painted or unpainted body. Please call if any questions.

For torque specifications not listed, please follow SAE standards.  
Unless otherwise noted, use medium strength Loctite on all bolts.

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1. CHECK THE ENTIRE MOTORCYCLE FOR PROPER OPERATION AND/OR FLAWS BEFORE STARTING THIS CONVERSION PROCESS
2. DISCONNECT THE BATTERY
3. HOW THE HDT CONVERSION CHASSIS IS SHIPPED TO YOU
  - a. See PIC #1
  - b. Double check the parts list against what you received in the shipping crate.
4. REMOVE THE FOLLOWING ITEMS FROM THE MOTORCYCLE
  - a. Seat: (save - if the seat has a strap, discard it)
  - b. Side covers: (save)
  - c. Tour pack: (save the tour pack and mounting hardware)
  - d. Saddlebags and mounts: (discard)
  - e. Passenger footrests: (save)
  - f. Mufflers (save)
    - i. Discard the four 5/16"x 1/2" muffler mounting bracket bolts
    - ii. Save all other muffler mounting hardware: (2) brackets, (4) lock-washers (2) rubber isolators (2) clamps
    - iii. Note the position of the rubber isolators
  - g. Rear wheel and brake caliper: (discard)
    - i. Discard the banjo bolt & sealing washers
    - ii. Leave the rubber brake hose on the bike (remove it from the clips on the swing arm)
  - h. Swing arm assembly: (discard)
    - i. Supporting the engine/transmission assembly before removing the pivot shaft and Left side mounting bracket will save time during re-assembly
    - ii. 2009 & 2010 bikes - Remove and save the cup washers and nuts from the stock pivot shaft, on 2011 and newer bikes, discard the stock bolt and cup washers.
    - iii. Discard the stock pivot shaft
    - iv. Save the left side swingarm mounting bracket and rubber swingarm mounts-
    - v. NOTE- the right side rubber mount can remain in place
    - vi. Discard the stock bolts and lock washers from the left side swingarm mounting bracket.
  - i. Tail light assembly:
    - i. Save the lens and base (discard the tail light base to fender mounting bolt)
  - j. Turn signals: (save)
    - i. Remove the turn signals from the cross bar
    - ii. Save the turn signals and the Allen screws
    - iii. Discard the cross bar
  - k. Tail light extension harness: (discard)
    - i. Unplug it and remove it from underneath the fender
      1. It's the black plug underneath the seat
  - l. Kick stand (discard)
5. CUTTING THE REAR FENDER
  - a. Mark the rear fender: (PIC #2 & 3)
    - i. Using the top edge of the tail light opening as a guide, extend it to approx. 3 1/2" from the center of the fender
    - ii. Now create a line from there to just under (approx. 1/4") the chrome fender bracket cover
    - iii. Cut the fender along your lines to the tail light opening - leave the tail light mounting tab.
    - iv. De-burr the edge and install the push on rubber trim (Bag #2) from the kit
    - v. The fender cut is not critical. The trike body completely covers it (PIC #4)

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6. CHANGE THE BELT

- a. Using your HD service manual as a guide, replace the stock belt with the Gates belt provided in the kit. Listed below are some common torque specifications.

Primary cover screws	7-9 (ft-lb)
Primary chain-case to engine and trans bolts	18-21 (ft-lb)
Compensating sprocket nut	150-165 (ft-lb)
Clutch hub nut	70-80 (ft-lb)
Primary chain slack (cold)	5/8" - 7/8"
Belt tension	10 lbs force with 1/4" - 3/8" deflection
Swing arm pivot bolt	50 (ft-lb)

7. REMOVE THE CONVERSION BODY FROM THE CHASSIS:

- a. Discard the hardware
- b. If the kit was ordered with the reverse option:
  - i. Raise the reverse lever
  - ii. Un-snap and open the Velcro seam on the reverse boot
  - iii. Lift the body forward and up to clear the reverse lever

8. REMOVE THE PARTS SHOWN (PIC #5) from the Trike chassis

- a. Note the location of the hardware for re-assembly
- b. If the kit was ordered with the reverse option, remove the reverse lever/bracket assembly from the frame and swing arm and set it aside for re-installation later.
  - i. Save the (2) 5/16" X 1" reverse lever mounting bracket bolts and lock nuts
  - ii. Remove the reverse cable assembly from the swing arm by removing the "L" shaped rear cable anchor from the swing arm (allen head screw (save) keep track of (save) the alignment pin located between the rear cable anchor and the swing arm for re-installation later)

9. REMOVE THE SWING ARM ASSEMBLY FROM THE TRIKE CHASSIS (PIC#6)

Leave the swing arm support bars connected to the swingarm

- a. Discard the shipping hardware (PIC #7 & 8)
  - i. Thru-bolt
  - ii. Sleeve
  - iii. Washers
  - iv. Nuts
  - v. Spacers

10. REMOVE THE DIFFERENTIAL ASSEMBLY (PIC #9)

- a. The swing arm rails and bearing clamp blocks are match numbered (to identify mating parts)
- b. If the kit was ordered with the reverse option:
  - i. Remove the reverse motor assembly from the swing-arm (PIC #10)
  - ii. Remove the front return spring anchor and spring from the adjuster block(leave the spring on the reverse motor bracket)
  - iii. Remove the right side reverse motor pivot block to separate the reverse motor assembly from the swing arm
  - iv. Keep track of the wave washers (one on each end of the pivot shaft)

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11. REMOVE THE REMAINING PARTS FROM THE CHASSIS (PIC #11)
  - a. (2) Front frame mounting plates
  - b. Rear cross bar with trailer hitch/body mount supports attached
12. SEPARATE THE FRONT AND REAR SWING ARM SECTION AS SHOWN (PIC #12)
13. ASSEMBLE SWING ARM PIVOT SHAFT ASSEMBLY
  - a. See Diagram A-100-647-09 & (PIC #13)
  - b. NOTE: On 2009 & 2010 bikes, use the stock nuts and cup washers on both ends of The Trike Shop provided pivot shaft. For 2011 & newer bikes, use the provided cup washers & nuts
  - c. Install the (2) bronze shouldered bushings (from BAG #1) in to the transmission pivot shaft bore as shown in diagram A-100-647-09
  - d. Install and tighten (1) stock cup washer and nut on The Trike Shop pivot shaft before installation
14. INSTALL THE SWING-ARM FRONT SECTION
  - a. Install the front section as shown in diagram A-100-647-09
15. INSTALL THE STOCK SWING-ARM MOUNTING BRACKET AND THE TRIKE SHOP FRONT FRAME MOUNTING PLATES
  - a. LEFT SIDE See (PIC #14) & (PIC #15)
  - b. Remove the 3/8" bolt connecting the left rear frame tubes- discard the bolt- save the washer
  - c. Use (2) 7/16" x 1 1/4" stainless steel socket head cap screws and (1) 3/8 x 1 3/4" bolt (from bag #2) (re-use the stock washer on this bolt) to attach the left side frame mounting plate and the stock swing arm mounting bracket - use Loctite only, no lock-washers
  - d. When installing the swing-arm mounting bracket and Trike Shop front frame mounting plate, ensure that index tabs on the swing-arm mounting bracket(left side) & frame (right side) fully engage the slots in the rubber transmission mounts
  - e. Tighten the (2) socket head cap screws, the 3/8" bolt and the pivot shaft nut now
  - f. Now back off just the socket head cap screws and the 3/8" bolt about one turn
  - g. (PIC #15) shows the left front chassis mounting plate and the front of the swing-arm installed before installing the cup washer and nut
  - h. RIGHT SIDE
    - i. Remove the lower exhaust shield- (save) (PIC #16)
    - ii. Remove & discard the two plastic hole plugs by the right side swingarm pivot
    - iii. Remove the 3/8" bolt connecting the right rear frame tubes- discard the bolt- save the washer.
    - iv. Use (2) 7/16" x 1" stainless steel socket head cap screws and (1) 3/8" x 1 3/4" bolt (from bag #2) (re-use the stock washer on this bolt) to attach the right side frame mounting plate (PIC #17)
    - v. Install these three bolts on the right side but do not tighten yet (PIC #18)
16. SEE PIC # 20 – TRIKE CHASSIS STRIPPED AND READY FOR INSTALL
17. SLIP THE CHASSIS THROUGH THE BELT

<p><b>DRIVE BELT CAUTION!</b> <b>DO NOT TWIST, KINK, OR OTHERWISE DAMAGE THE BELT DURING INSTALLATION</b> <b>DAMAGING THE BELT DURING INSTALLATION WILL DRASTICALLY SHORTEN ITS SERVICE LIFE</b></p>
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18. ATTACHING THE TRIKE CHASSIS TO THE FRONT FRAME MOUNTING PLATES

- a. Attach the trike's chassis to the front frame mounting plates and the bike's upper shock mounting holes as shown in (PIC #21)
- b. NOTE: The two ¼" thick chassis mounting plates go to the outside of the front frame mounting plates. (PIC #21)
- c. 9/16" long spacers from (Bag #2) go between the plates and the bike frame upper shock mounting holes- use ½" x 1 ½" bolts and flat washers (Bag #2) (see diagram #A-100-692)
- d. Tighten all related bolts:
  - i. (2) 1/2" bolts
  - ii. (6) 3/8" bolts
  - iii. All left and right frame mount plate bolts
  - iv. Replace the exhaust shield

19. CONNECT THE STOCK BRAKE LINE TO THE HEX FITTING ON THE TRIKE CHASSIS (PIC #22)

- i. Use the provided banjo bolt (3/8"-24 thread)

20. BLEED THE REAR BRAKES

- a. Use the TOP bleeders only

21. INSTALL THE 3/8" x 1 ¼" BOLT & LOCKNUT THROUGH THE TAB ON THE TRIKE CHASSIS AND THE STABILIZER LINK

- a. See (PIC #23)
- b. Tighten the bolt for now, we will adjust the stabilizer link later

22. INSTALL THE REAR SECTION OF THE SWING ARM

- a. See (PIC #24)
- b. Push the rear swing arm all the way forward.
- c. For now, only snug the nuts and cam bolt nuts enough so that there is no slop, yet the swing arm can still be adjusted. We will tighten everything later.

23. INSTALL THE CROSSBAR

- a. See. (PIC #25)  
Start the (4) 3/8" x 1" bolts and locknuts

24. INSTALL LEFT AND RIGHT SWING-ARM SUPPORT RODS

- a. See (PIC #26)
- b. Raise the swing-arm to install the support rods
- c. Tighten the crossbar bolts and the swing arm support rod bolts  
(The top of the support rods go to the outside of the crossbar brackets)

25. FOR TRIKES WITH REVERSE

- a. See (PIC #27)
- b. Replace the motor assembly, but NOT the cable
- c. Make sure that the two wave washers are on the reverse pivot shaft (one on each end)
- d. Replace the return spring anchor, with the spring attached to it and the reverse motor bracket, in to the adjuster block.

26. INSTALL THE DIFFERENTIAL ASSEMBLY AND INSTALL THE BELT ON TO THE SPROCKET

- a. See (PIC #28)

27. INSTALL THE SWAY BAR ASSEMBLY

- a. See (PIC #29)
- b. Tighten the end links first

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- c. Then the pivot bushings last

#### 28. TIGHTEN THE BELT

- a. See (PIC #30)
- b. Using a 1" wrench on the hex crossbar, rotate the crossbar to the desired belt tension
  - i. *10 lbs force with 1/4" - 3/8" deflection*
- c. While holding tension on the hex crossbar
  - i. Tighten the (4) nuts on the rear swing-arm
  - ii. Tighten the bolts on the cams and
  - iii. Tighten the left side swing-arm rail-to-hex crossbar center bolt
- d. Rotate the sprocket a few times to check the belt tracking
  - i. Make sure the belt is not rubbing anything

#### 29. CENTERING THE SWING-ARM

- a. See (PIC #31)
- b. Using the stabilizer link, center the swing-arm assembly between the outer axle flanges and the swing arm rails.
- c. The measurement needs to be the same on each side.
- d. Tighten the stabilizer adjustment jam nuts

#### 30. INSTALL ABS SENSOR (IF EQUIPPED & ORDERED) (SEE PICS 31-A, 31-B, 31-C, 31-D and 31-E)

To install the ABS sensor onto the mounting block on the right side swing arm rail bearing cap:

- a. Remove the block from the bearing cap
- b. Install the sensor on the block so that the wire is pointing STRAIGHT UP and angling away from the ring
- c. Replace the block with the sensor attached
- d. Route the wire along the lower edge of the fender strut, zip tie carefully to avoid conflict with the tour pack rack (if equipped) plug in the provided extension wire to reach the plug under the right side cover

NOTE: If the use of the ABS delete kit was chosen when ordering, refer to instructions supplied with it

#### 31. INSTALL THE DRIVE AXLE ASSEMBLIES See (PIC #32)

- a. Both axles and ends are the same, no inside, outside, etc.
- b. Using a cross pattern, tighten to 28+ ft-lb

#### 32. FOR TRIKES WITH REVERSE

- a. Temporarily install the reverse lever/cable assembly onto the Trike frame. See (PIC #33)
- b. Replace the rear cable anchor (with the cable still attached) on to the swing arm bearing cap. See (PIC #34)
  - i. Note: Be sure to replace the locating pin between the rear cable anchor and the swing-arm bearing cap
- c. Install the clevis onto the reverse motor assembly. See (PIC #35)
- d. Gently raise the reverse lever to engage the gear into the sprocket
  - i. Ensure the gears mesh
  - ii. Adjust the knob on the end of the lever so that just before the lever is fully extended, slight resistance is felt
- e. When the adjustment procedure is complete
  - i. Install the cotter pin
- f. Install the reverse wiring
  - i. Refer to Diagrams #A-100-577-A and Diagram #A-100-577-B
  - ii. (PIC #36) shows the reverse wiring "T" tap installed on the tan neutral light wire in the bike's harness
  - iii. You can find the tan neutral light wire in this general area on all FLH (Harley touring) bikes

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### 33. INSTALL THE BODY MOUNT/TRAILER HITCH ASSEMBLY

- a. See (PIC #37)
- b. Install the front of the body-mount / trailer-hitch assembly first.
- c. Install the rear mounting bolts through the support arms, to the body-mount / trailer-hitch as shown and tighten all related bolts.

### 34. INSTALL THE EXHAUST SYSTEM

- a. See (PIC #38)
- b. Use the stock exhaust system plus the supplied exhaust extension pipes and clamps. The extensions slip between the stock exhaust and the mufflers.
- c. Install the stock muffler's hangers and rubber mounts into the openings on the body-mount / trailer-hitch assembly
- d. Replace the (4 discarded) stock 5/16" x 1/2" muffler hanger bolts with (4) 5/16" x 3/4" bolts from (bag #3)
- e. Install the 1/4" chrome spacers (bag #3) between the mufflers and the hanger brackets
- f. Tighten the four muffler hanger bolts now- not the muffler clamps yet.

### 35. PREPARATION FOR BODY INSTALLATION

- a. Temporarily remove the two rear 3/8" bolts connecting the support arms to the body mount/trailer hitch assembly. This will allow the rear of the body mount/trailer hitch assembly to drop about 2".
- b. If equipped with the reverse option
  - i. To install the body the reverse lever must be temporarily separated from the frame
  - ii. Unplug the wiring and remove the two reverse lever mounting bolts from the frame - set the lever/cable assembly down on the frame.

### 36. BODY PREPARATION

- a. Install the two provided tail light bases on to the trike body using the hardware from (BAG #4)
  - i. In test fitting the bases, notice that they may not sit flush with the body. To make them fit flush with the body, grind off the lower outside corners of the tail light bases (PIC #39)
  - ii. After you are content with the fit, install the bases on to the body
- b. After lightly bolting down the bases, drill a 3/16" hole through the bases and the body at the location shown in (PIC #40)
  - i. Install the #8-32 (bag #4) stainless screws to draw down and hold the tail light bases
- c. Install the turn signals using the stock fasteners
  - i. Make sure that the turn signals are square with the tail light lenses - adjust them as needed before tightening (adjusting the turn signals may require slight grinding of the mounting screw holes in the body)

### 37. TAIL-LIGHT WIRING HARNESS AND ASSOCIATED WIRING

- a. See Diagram #A-100-645 (REV B)
- b. Connect the wiring as shown
- c. Attach the harness to the tail light mounting bolt using the 1/4" p-clamps and 1/4" locknuts from (bag #5) (PIC #41)
- d. Attach the harness to the trunk walls (PIC #41) using the 10-24 screws and 5/16" plastic cable clamps and nuts from (Bag #5)
- e. Install the license plate frame and the license plate light (bag #7)

### 38. RUBBER EDGE TRIM - ( this section applies to un-painted bodies only.)

- a. See (PIC #42)
- b. Install push-on rubber edge trim on the inside opening of the body
- c. Thoroughly clean the edge before installing the trim
- d. The rubber trim has pre-applied glue in it



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- i. During installation, lightly tapping on the trim helps to break the membrane on the glue for better adhesion

#### 39. INSTALL THE BODY

- a. Keeping track of the tail light wiring harness (tape it to the top of the body), and with the help of an assistant
  - i. Carefully set the body onto the chassis
    1. install the body by rotating it enough to slide the rear tour pack opening under the tour pack rack while placing it on top of the front body mounts
      - a. Then rest the rear of the body on to the chassis.
      - b. Lift the body mount/trailer hitch assembly to replace and tighten the rear mounting bolts
      - c. Now tighten the muffler clamps carefully- making sure that the mufflers stay aligned and are not touching anything

#### 40. ROUTING THE TAIL-LIGHT HARNESS AND SECURING THE BODY

- a. Route the tail-light harness between the fender and the chrome rear frame rail extension
- b. Plug in the harness to the mating plug on the fender
  - i. Check the function of all lights
  - ii. After checking the lights, check the wiring harness routing, and zip tie it as needed
- c. Install the front and rear body mount bolts (Bag #8) through the pre-drilled holes in the body
  - i. The pre-drilled body mount holes should be very close - there should not be much adjustment needed
  - ii. Install the front bolts pointing up - install the rear bolts pointing down
  - iii. Put the washers between the fastener and the fiberglass
  - iv. Before tightening the bolts
    1. check the body position
      - a. adjust if needed then
        - i. tighten all six body mount bolts
  - v. After bolting down the body, open and close the door
    1. Making sure that the door latches on the second detent of the latch
    2. Adjust the latch if needed
    3. A somewhat firm push on the door to make it latch is normal as over time the weather stripping tends to conform to its mating surface
    4. If equipped with the reverse option, guide the end of the reverse lever through the hole in the body, replace the mounting bolts, and plug in the wiring
    5. (NOTE): remove the left rear wheel to access the reverse lever/plugs

#### 41. TRIM THE SIDE COVERS

- a. See (PIC #43)
- b. Using the provided side cover marking templates cut the side covers along the line
- c. Remove the rear upper side cover mounting peg from both side covers (grind off all raised area- flush to the cover)
- d. Carefully test fit the covers to the frame and body and trim and de-burr as needed
- e. Install push on rubber edge trim (if desired) (bag #2)
- f. Install the two ½" x ½" bolts (bag #6) into the rear upper side cover grommets (1 on each side) (PIC #44)
- g. Stick one set of adhesive backed self lock fasteners (bag #6) to each bolt
- h. Make sure the ground area on the covers is clean, peel the film off of the fasteners, (already on the bolt heads), install the cover making sure to start the two remaining pegs first, then firmly push on the area over the fastener to seat the adhesive. (PIC #45)
- i. See (PIC #46) - you need about ½" of clearance between the side cover and the body

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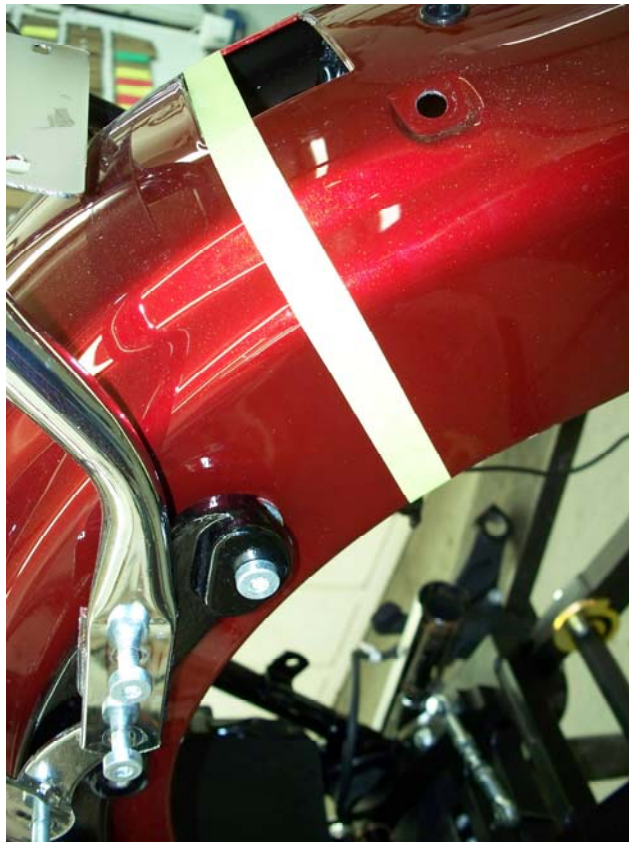
GENERAL NOTES: Please don't attempt any shortcuts.

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42. CONNECT THE BATTERY
43. REPLACE THE FUEL TANK- (IF IT WAS REMOVED)
44. REPLACE THE TOUR PACK (STOCK HARDWARE)
45. REPLACE THE SEAT USING STOCK HARDWARE
46. REPLACE THE PASSENGER FOOTRESTS USING STOCK HARDWARE
47. REPLACE THE ROUND CHROME SWING ARM BRACKET COVERS (PUSH ON)
48. CHECK THE TORQUE ON THE LUG NUTS (70-75 FT LBS)
49. TEST DRIVE



(#1)



(#2)



(#3)



(#4)





(#5)



(#6)



(#7)



(#8)



(#9)



(#10)



(#11)



(#12)





(#13)



(#14)



(#15)

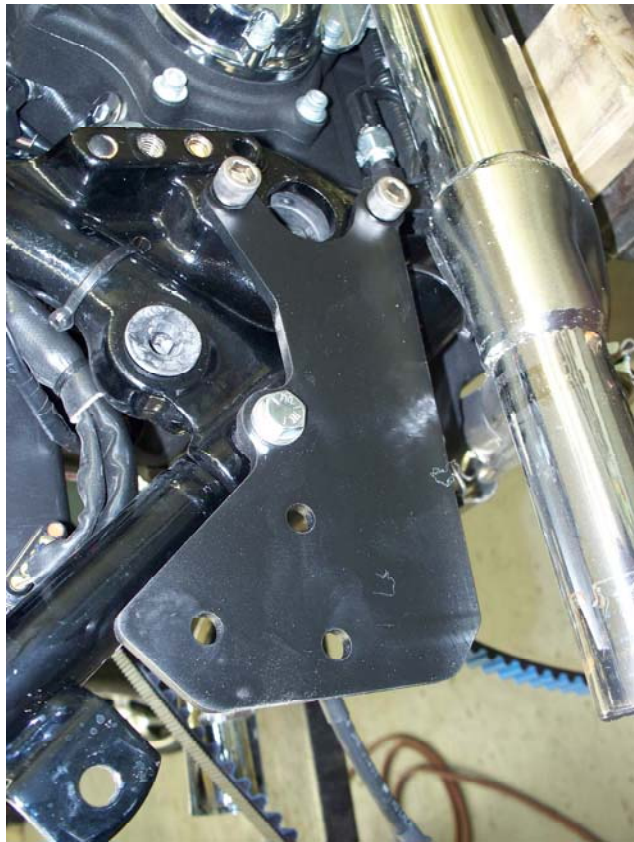


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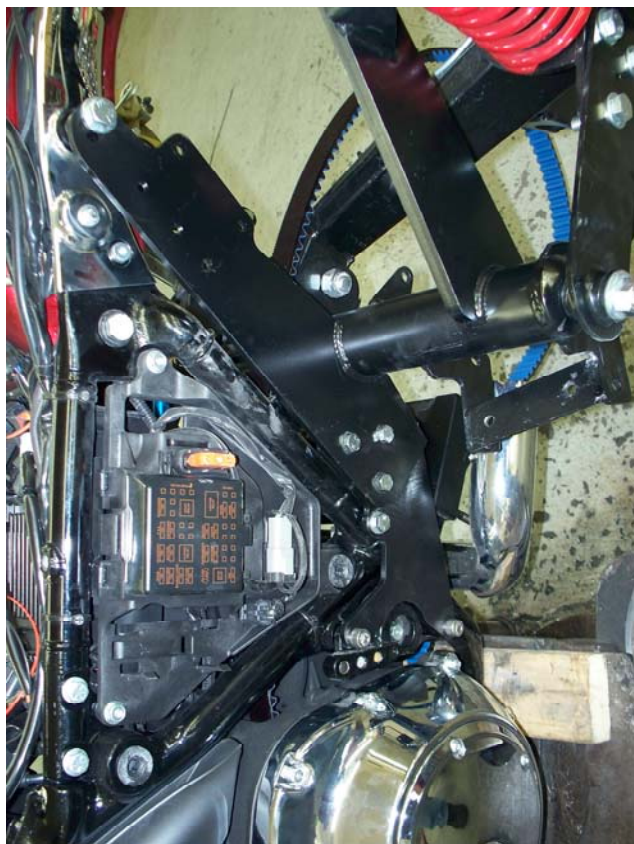
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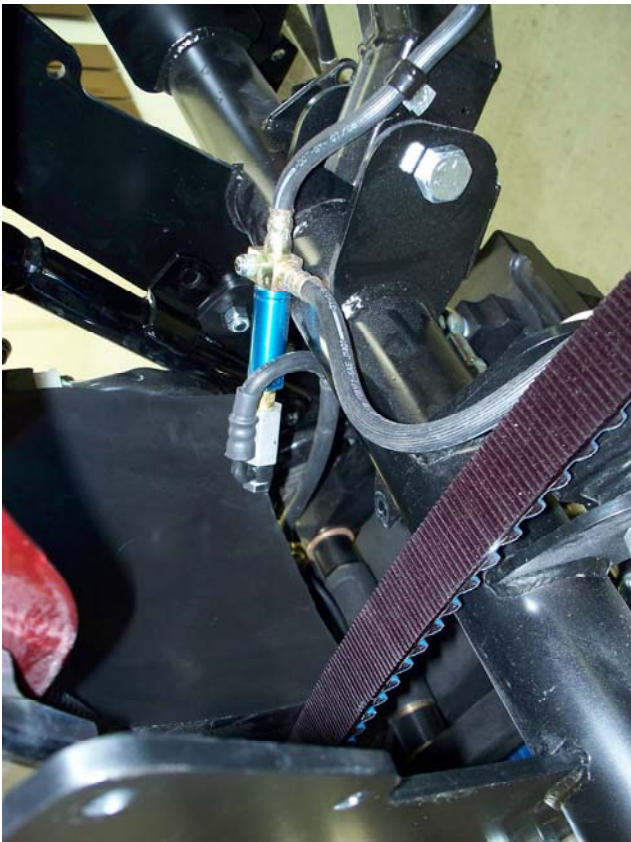


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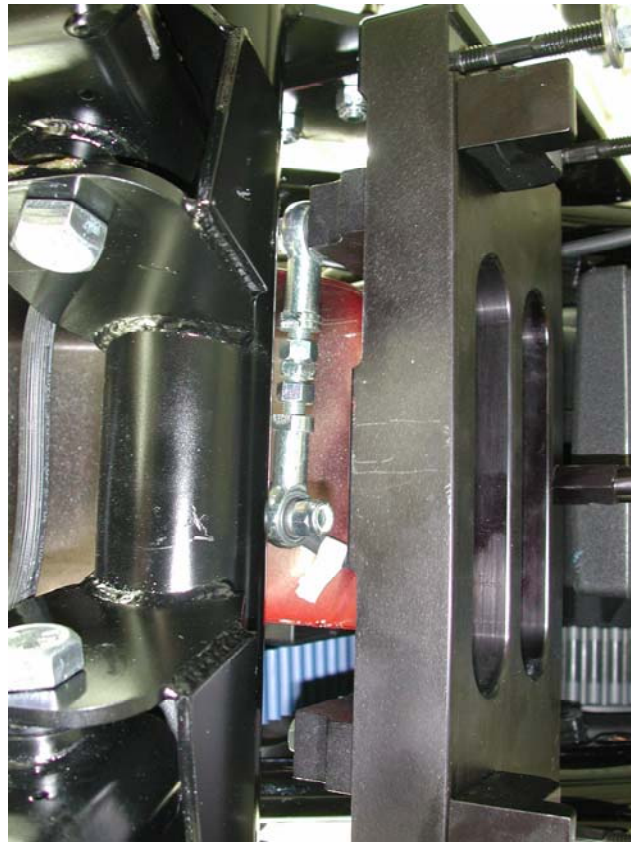


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(#22)



(#23)



(#24)

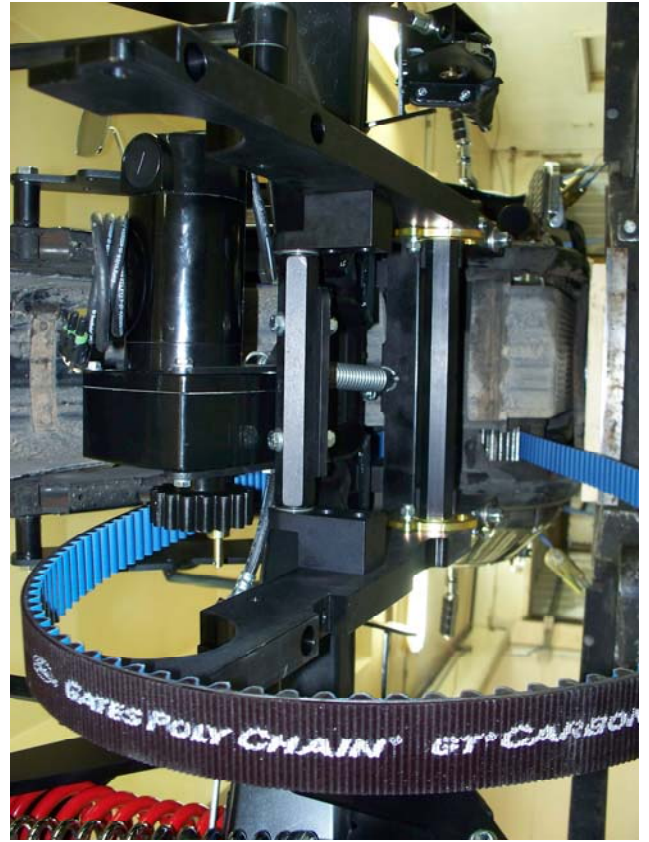


(#25)





(#26)



(#27)



(#28)

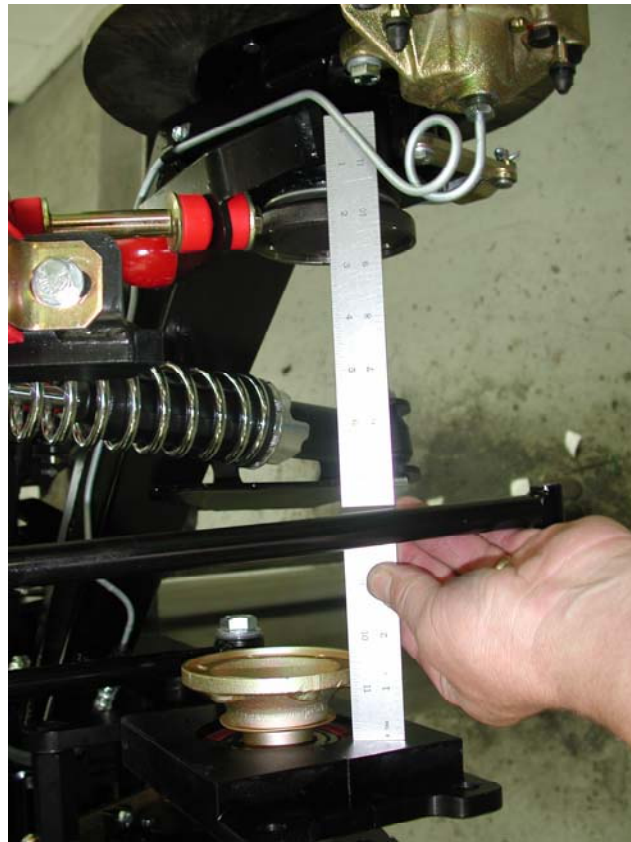


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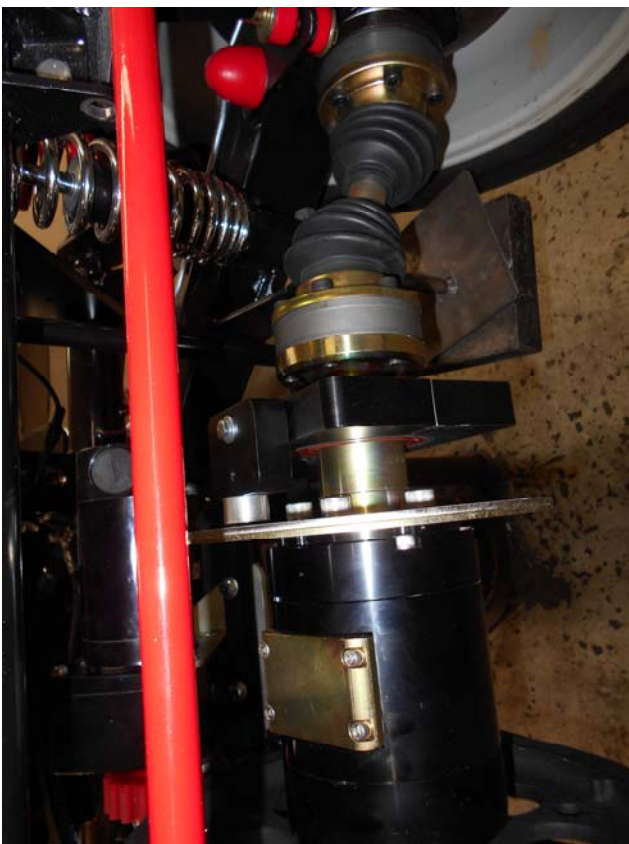




(#30)



(#31)



(#31-A)



(#31-B)



(#31-C)



(#31-D)

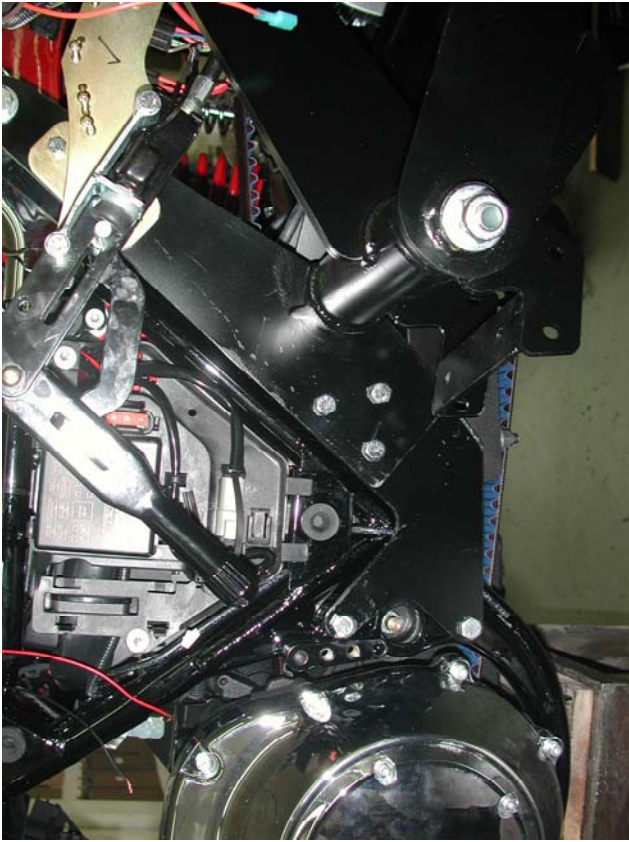


(#31-E)



(#32)





(#33)



(#34)



(#35)



(#36)





(#37)



(#38)



(#39)

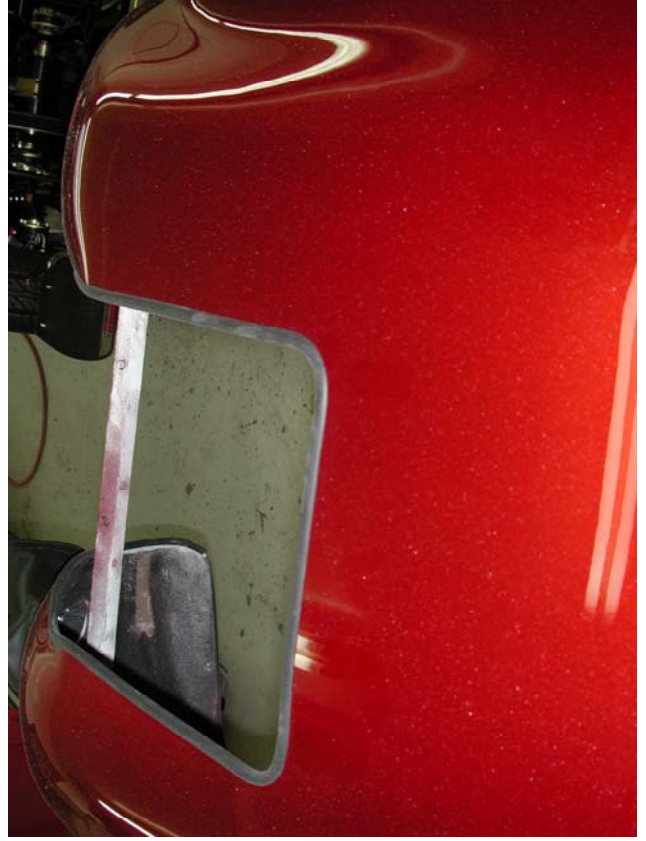


(#40)





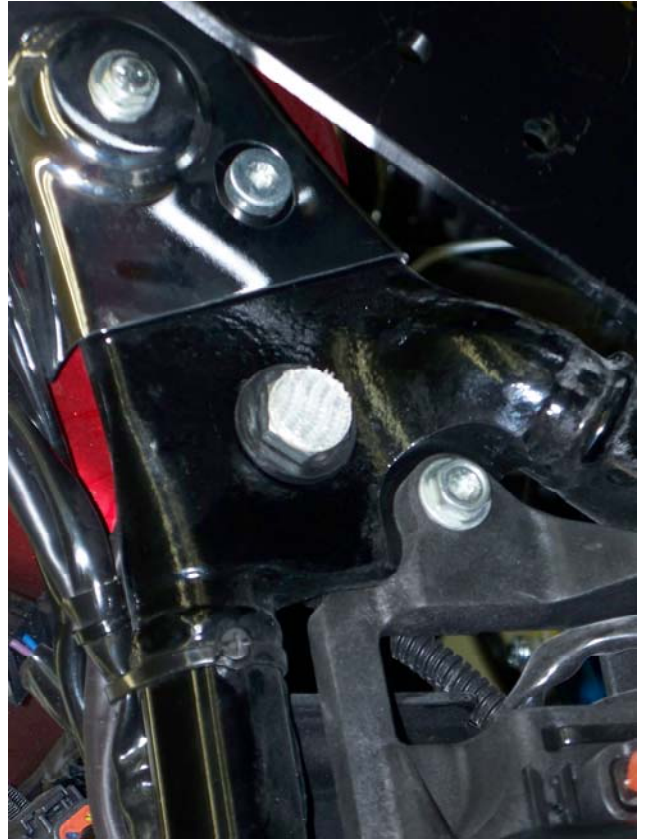
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(#42)



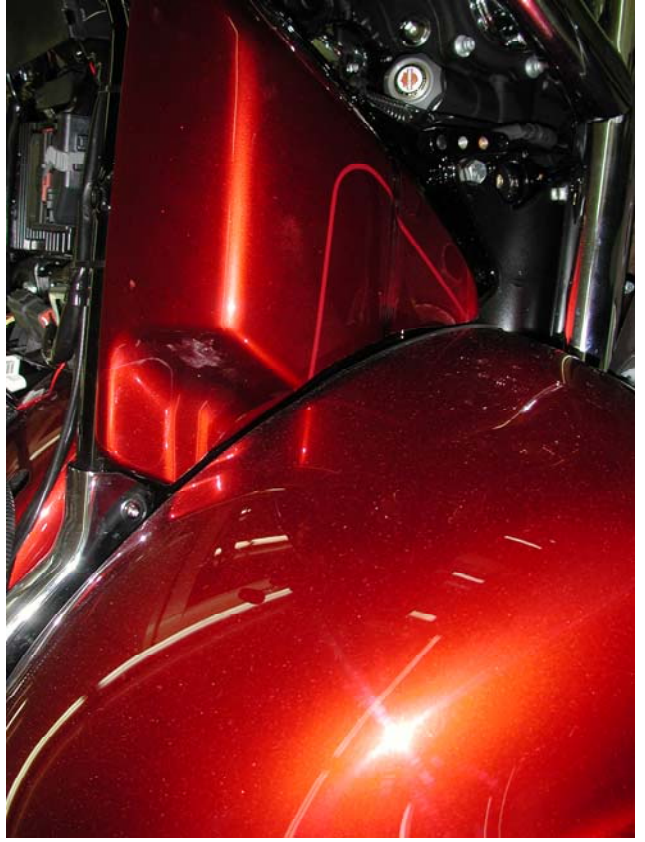
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(#44)



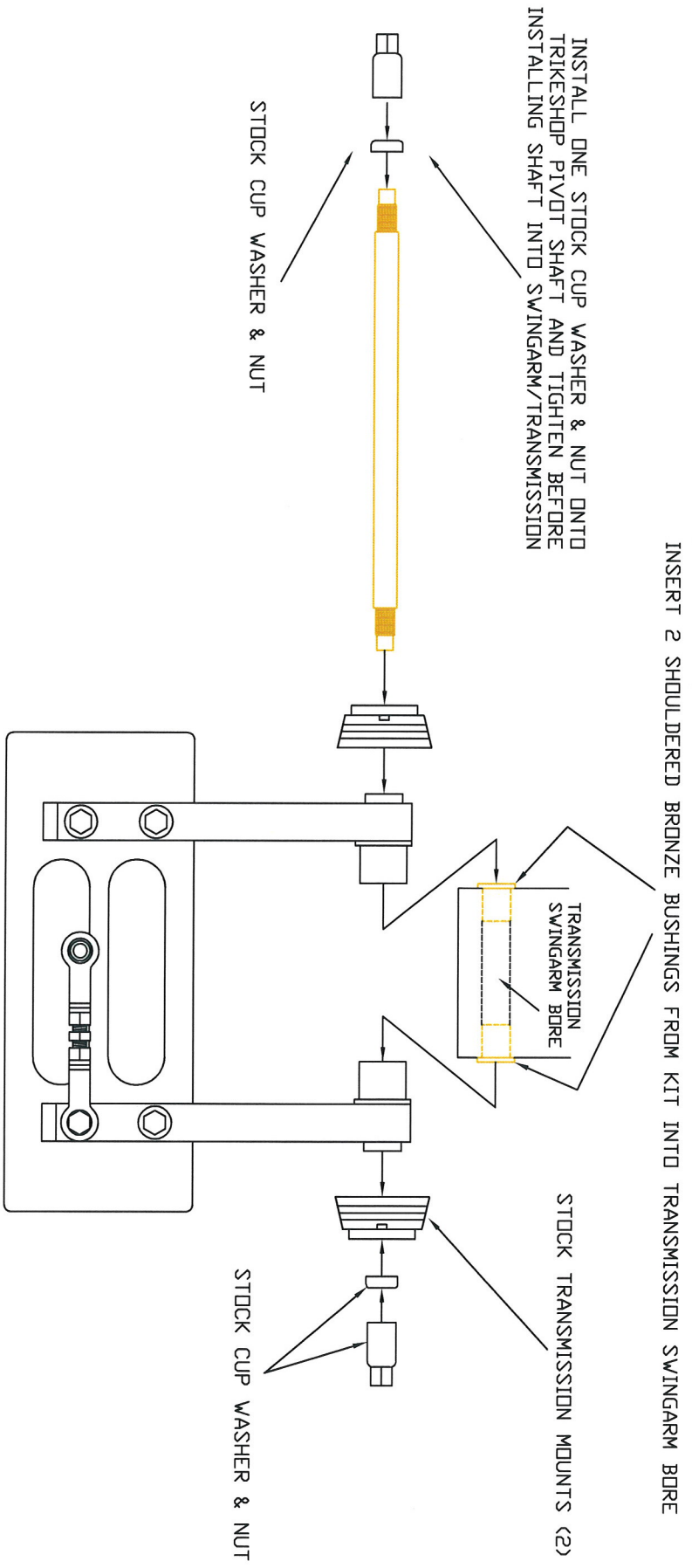
(#45)



(#46)

# 2009 & NEWER SWINGARM TO TRANSMISSION INSTALLATION DIAGRAM

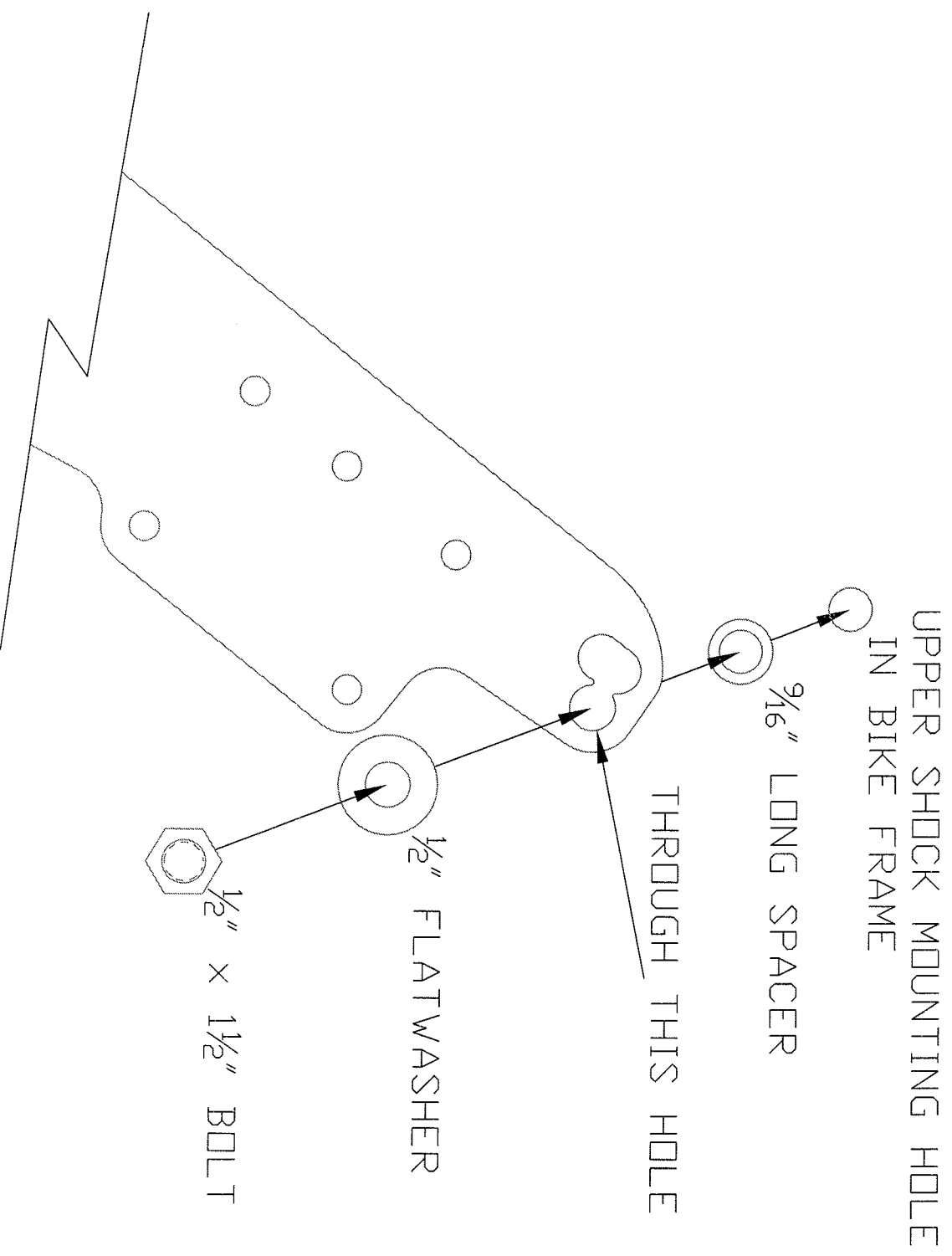
DIAGRAM #A-100-647-09 (REV A)



INSTALL FRONT HALF OF SWINGARM OVER BUSHINGS IN TRANSMISSION SWINGARM BORE, THEN INSERT TRIKESHOP SWINGARM PIVOT SHAFT THROUGH ALL AS SHOWN- INSURE THAT SHOULDERED AREA OF SHAFT PROTRUDES THROUGH HOLE IN RUBBER TRANSMISSION MOUNT BEFORE INSTALLING FINAL CUP WASHER & NUT- DO NOT TIGHTEN YET.



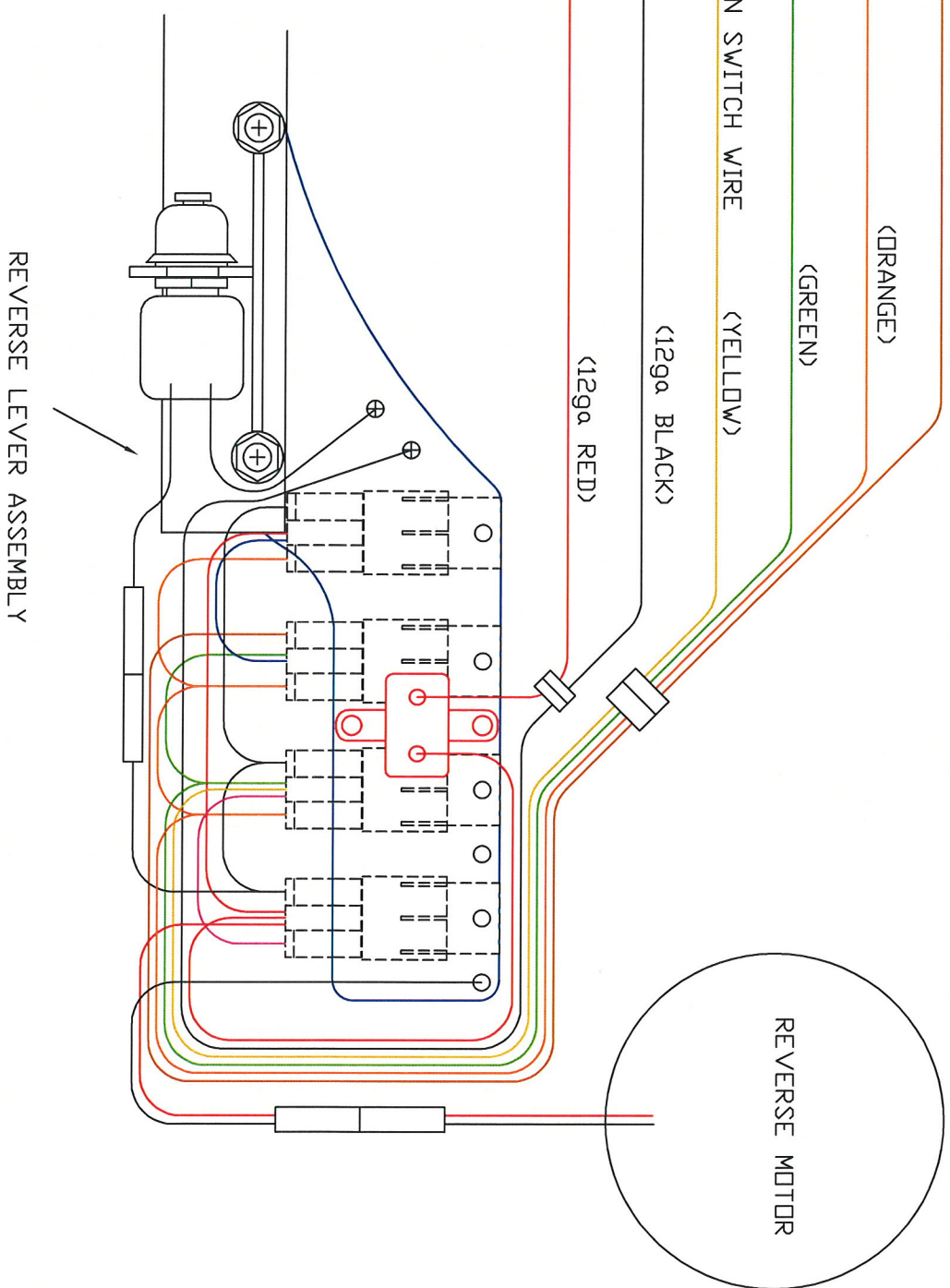
# A-100-692 - 2009 UPPER FRAME MOUNTING HARDWARE & LOCATION



# A-100-577-A

## DISCONNECT BATTERY

- 1/4" MALE SPADE TO TAN NEUTRAL LIGHT WIRE (T-TAP) (BROWN)
- 1/4" MALE SPADE SWITCHED 12V (ORANGE)
- A-975 FEMALE SPADE TO HORN+ (GREEN)
- MCT-2A MALE SPADE EXTENDS HORN SWITCH WIRE (YELLOW)
- 1/4" RING TER. GROUND (12ga. BLACK)
- 5/16" RING CONNECTOR (TO STARTER BATT+ POST) BATT+ (12ga. RED)



REVERSE LEVER ASSEMBLY

REVERSE MOTOR

# A-100-577-B

## HDT REVERSE WIRING GUIDE

### DISCONNECT BATTERY

BROWN

LOCATE TAN (NEUTRAL LIGHT) WIRE, IN H.D. HARNESS, CONNECT 'T' TAP TO TAN WIRE, PLUG IN BROWN WIRE FROM REVERSE LEVER TO 'T' TAP

ORANGE

PLUG IN ORANGE WIRE FROM REVERSE LEVER TO ORANGE PIGTAIL ON TRIKE SHOP TAIL LIGHT HARNESS. NOTE: WHEN WIRING REVERSE ASSY. (WITH NO BODY/TRIKE SHOP TAIL LIGHT HARNESS IN PLACE) YOU MAY TEMPORARILY CONNECT ORANGE WIRE FROM REVERSE LEVER TO BATT+ TO VERIFY OPERATION. MAKE FINAL CONNECTION AFTER INSTALLING BODY W/TAIL LIGHT HARNESS.

GREEN

ROUTE GREEN & YELLOW WIRES (FOLLOWING LEFT SIDE WIRING BUNDLE UNDER FUEL TANK) TO HORN, UNPLUG STOCK HORN + WIRE (YELLOW) FROM HORN, PLUG IN GREEN WIRE TO EXPOSED +TERMINAL ON HORN.

YELLOW

PLUG IN YELLOW WIRE TO PREVIOUSLY UNPLUGGED STOCK HORN + WIRE (YELLOW)

12ga BLACK

CONNECT 12ga. BLACK WIRE TO GROUND STUD IN FRONT OF BATTERY- (USE GROUND STUD WITH PLAIN BLACK WIRES ONLY- NOT BLACK/GREEN-)

10ga RED

CONNECT TO BATT+ TERMINAL ON STARTER- ROUTE WIRE VERY CAREFULLY-(UNPROTECTED BATT+)  
(NOTE: 10ga. RED WIRE IS ENCLOSED IN BLACK PLASTIC WIRE LOOM)

REVERSE  
MOTOR

ZIP TIE WIRES TO TAB ON END OF REAR FENDER, CONTINUE TO ROUTE ALONG FRAME, OUTSIDE OF FENDER (ZIP TIE), PLUG IN TO MATING PLUG ON REVERSE LEVER.  
NOTE: BE SURE TO LEAVE ENOUGH SLACK IN WIRE TO ALLOW REVERSE MOTOR TRAVEL.

# DIAGRAM #A-100-645 (REV B)

