

INSTALLATION INSTRUCTIONS

OMNI DRIVER FLOORBOARD KIT FOR GL1800

6752 CHROME OR 6753 SATIN BLACK

THANK YOU FOR CHOOSING KURYAKYN!

Protect yourself and others from possible injury and property damage or loss. Pay close attention to all instructions, warnings, cautions, and notices regarding the installation, use, and care of this product.

WARNING THIS INDICATION ALERTS YOU TO THE FACT THAT IGNORING THE CONTENTS DESCRIBED HEREIN CAN RESULT IN POTENTIAL DEATH OR SERIOUS INJURY.

CAUTION THIS INDICATION ALERTS YOU TO THE FACT THAT IGNORING THE CONTENTS DESCRIBED HEREIN CAN RESULT IN MINOR OR MODERATE POTENTIAL INJURY.

NOTICE

THIS INDICATION ALERTS YOU TO THE FACT THAT IGNORING THE CONTENTS DESCRIBED HEREIN MAY NEGATIVELY AFFECT PRODUCT PERFORMANCE AND FUNCTIONALITY OR DAMAGE THE PRODUCT ITSELF OR THE PRODUCT TO WHICH IT IS BEING ATTACHED.

ENSURE THAT THE FOLLOWING PARTS HAVE BEEN INCLUDED IN THE KIT:

1	Left Floorboard Mount	1	Shift Lever
1	Right Floorboard Mount	1	Ball Joint Linkage
1	Brake Lever	1	M8 x 1.25 x 45mm Button Head Cap Screw
1	Extended Clevis	1	Top Hat Bushing
1	Cotter Pin	4	M8 x 1.25 x 20mm Button Head Cap Screws

YOU WILL ALSO NEED:

Metric combination wrench set, metric hex wrench and bit set, torque wrench, ft-lbs (Nm) torque wrench, pliers, blue loctite

NOTICE

THESE INSTALLATION INSTRUCTIONS CONTAIN IMPORTANT INFORMATION. ENSURE THE END USER RECEIVES THIS COPY AND IS AWARE OF ITS IMPORTANCE FOR FUTURE USE.

WARNING

A FACTORY SERVICE MANUAL WILL BE HELPFUL IN PERFORMING THIS INSTALLATION. DO NOT ATTEMPT TO PERFORM THIS INSTALLATION IF YOU ARE NOT CONFIDENT IN YOUR ABILITY TO COMPLETE ALL OF THE STEPS IN THE PROCEDURE; CONSULT A TRAINED TECHNICIAN. IMPROPER INSTALLATION COULD RESULT IN SERIOUS INJURY OR DEATH.

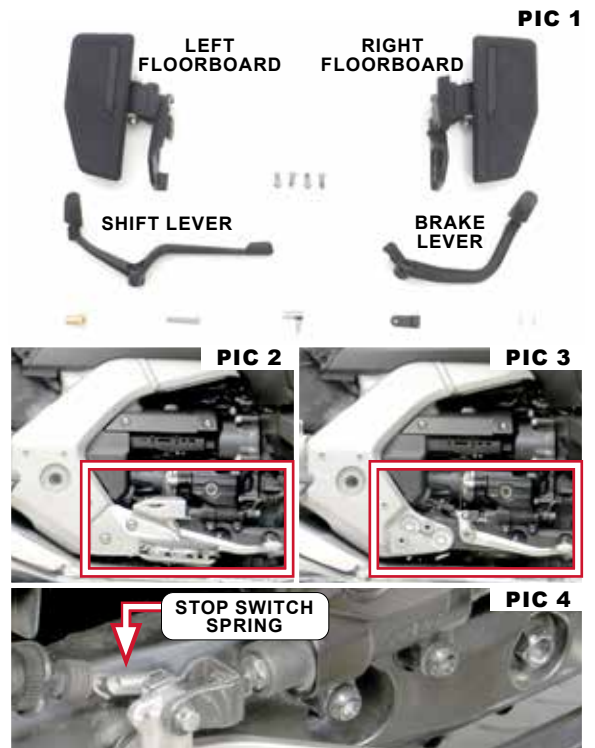
STEP 1 Read and understand all steps in the instructions before starting the installation. Park the motorcycle on a hard, level surface and turn off the ignition. Let motorcycle cool.

BRAKE SIDE INSTALLATION

STEP 2 Refer to PIC 2 and 3. Unfasten the rear brake lever return spring, attaching the brake lever to the right main step bracket. Unfasten the mounting bolts from the right main step bracket. Unfasten and remove the right step bracket. Set spring and mounting hardware aside, they will be reused.

Note: Pay attention to how items are assembled and in what order they are removed. This may come in handy later.

STEP 3 Refer to PIC 4. Remove the stop switch spring. Set it aside, it will be reused.



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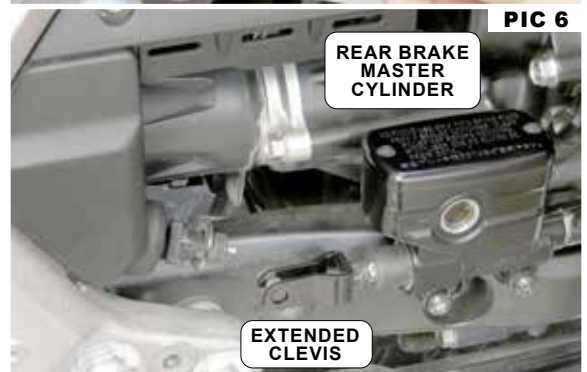
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STEP 4 Refer to PIC 5. Remove existing pin D joint and cotter pin, located on the backside of the brake lever. Set the joint pin aside, it will be reused.



STEP 5 Unfasten the brake pivot shaft and remove the existing brake lever and flat washer. Set the brake pivot shaft and flat washer aside, they will be reused.

STEP 6 Refer to PIC 6. Remove existing clevis from the rear brake master cylinder and install provided Extended Clevis.



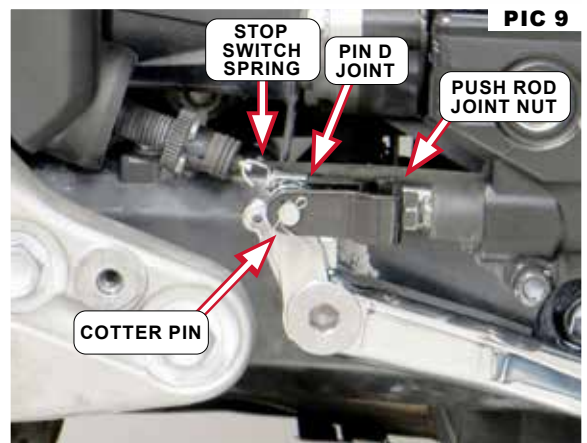
STEP 7 Refer to PIC 7. Locate provided brake lever. Pay attention to the different holes on the rear of the brake lever. The small hole on the back side is for the stop switch spring (smaller spring). Of the two holes on the front side of the lever, the larger one is for the pin D joint, and the smaller one is for the rear brake lever return spring (larger spring).

STEP 8 Refer to PIC 8. Located the OEM brake pivot shaft and flat washer that were removed in Step 5. Apply a small amount of blue loctite to the threads of the pivot shaft. **BE SURE LOCTITE IS ONLY ON THE THREADED AREA.** Insert the pivot shaft through mounting hole on the front side of the brake lever. Place the flat washer onto the threads of the pivot shaft.



STEP 9 Align and loosely fasten the brake lever to the motorcycle.

STEP 10 Refer to PIC 9. Locate OEM pin D joint and one (1) provided cotter pin. Of the two small holes at the rear end of the brake lever, align the larger hole with the clevis. On the backside of the clevis insert the pin D joint through the aligned holes, and secure it in place with cotter pin on the front side.



STEP 11 Locate the stop switch spring that was removed in Step 3. Attach the spring to the back side hole on the brake lever and to the switch assembly.

STEP 12 Fully tighten the brake pivot shaft.

STEP 13 Locate the provided Right Floorboard Assembly, provided two (2) M8 x 1.25 x 20mm Button Head Screws or OEM Mounting hardware, and the rear brake lever return spring.

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- STEP 14** Refer to PIC 10. Align and loosely fasten the Right Floorboard Assembly to the motorcycle. Attach the spring to the brake lever and to the backside of the floorboard assembly. Determine if the position of the brake lever needs to be adjusted. If adjustment is needed, unfasten the spring, remove the floorboard assembly, and make small adjustments to push rod joint nut until the brake lever is set in your desired position.

Note: Be sure the brake lever does not dip below parallel to the floorboard.

- STEP 15** Apply a small amount of loctite to each of the mounting bolts for the floorboard assembly. Align and fasten the floorboard assembly to the motorcycle. Fully tighten mounting hardware.

TORQUE VALUE FOR MAIN STEP BRACKET BOLTS:
20 ft-lbs (27 Nm)

CLUTCH SIDE INSTALLATION

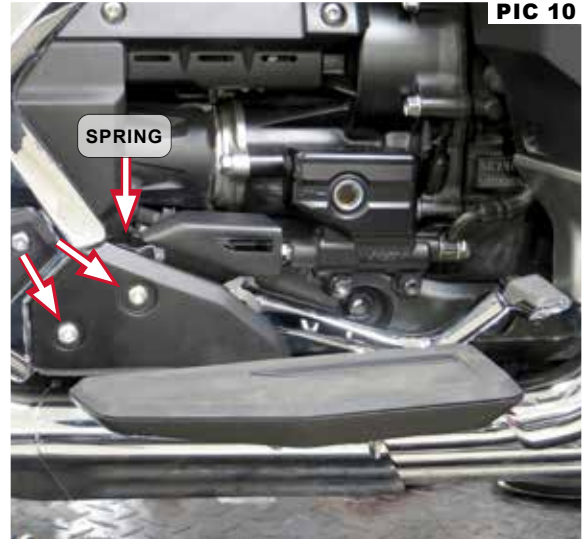
- STEP 16** Loosen the lock nut on the shift linkage located behind the existing shift lever.

- STEP 17** Remove the existing pivot bolt that is fastening the existing shift lever to the motorcycle. Set it aside, it will not be reused.

- STEP 18** Refer to PIC 12. Remove existing shift lever and hardware. Set all aside, they will not be reused.

- STEP 19** Refer to PIC 13. Remove existing ball joint from shift linkage. Set it aside, it will not be reused.

- STEP 20** Refer to PIC 14. Locate provided Ball Joint Linkage. Fasten it to the open end of the shift linkage. Do not fully tighten the hex nut on shift linkage yet, adjustments may need to be made later.



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- STEP 21** Refer to PIC 15. Locate provided heel-toe shift lever. On the backside of the shift lever, fasten the fastened ball joint linkage to the lower mounting hole of the shift lever. Fully tighten ball joint to shift lever.

Note: Be aware adjustments will need to be made for final desired position of shift lever.

- STEP 22** Locate provided M8x1.25x45mm Button Head Cap Screw and Top Hat Bushing. Place the bushing onto the bolt.

- STEP 23** Refer to PIC 16 and 17. Insert the bolt and bushing assembly in through the front-side of the mounting hole on the shift lever. Lightly fasten shift lever to the motorcycle.

- STEP 24** Adjust the position of the shift lever as needed by unfastening the shift lever from the motorcycle and ball joint, and loosening or tightening the shift lever's ball joint on the shift linkage. Make small adjustments to the ball joint and then reattach the lever and test the position.

- STEP 25** Once satisfied with the position of the shift lever, remove the shift lever and fully tighten the hex nut on the shift linkage. Apply a small amount of blue loctite to the threads of the ball joint, and fully fasten it to the backside of the shift lever.

- STEP 26** Fully tighten the mounting bolt to properly secure the shift lever in place.

TORQUE VALUE OF MOUNTING BOLT:
16 FT-LBS (22Nm)

- STEP 27** Unfasten and remove existing left main step bracket. Set mounting hardware aside, it may be reused.

- STEP 28** Locate provided Left Floorboard Assembly and two (2) M8x1.25x20mm Button Head Screws or the OEM Mounting hardware that was removed in Step 27. Apply a small amount of blue loctite to mounting hardware.

- STEP 29** Refer to PIC 17 and 18. Align and fasten the Left Floorboard Assembly to the motorcycle. Fully tighten hardware.

TORQUE VALUE FOR MAIN STEP BRACKET BOLTS:
20 ft-lbs (27 Nm)



PIC 14



PIC 15



PIC 16



PIC 17



PIC 18



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-CONTINUED-

NOTICE

IT IS THE INSTALLER'S RESPONSIBILITY TO ENSURE THAT ALL OF THE FASTENERS (INCLUDING PRE-ASSEMBLED) ARE TIGHTENED BEFORE OPERATION OF THE MOTORCYCLE. KURYAKYN WILL NOT PROVIDE WARRANTY COVERAGE ON PRODUCTS OR COMPONENTS LOST DUE TO IMPROPER INSTALLATION OR LACK OF MAINTENANCE. PERIODIC INSPECTION AND MAINTENANCE ARE REQUIRED ON ALL FASTENERS.