






TRAILER HITCH FOR GL1800

7642


THANK YOU FOR CHOOSING KÜRYAKYN!

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.

MAKE SURE THE FOLLOWING PARTS HAVE BEEN INCLUDED IN THE KIT:

- 1 Rear Sub-frame Weldment Plate
- 1 Chrome Hitch
- 2 Stabilizer Bar Weldment
- 1 Left Crash Bar Mounting Bracket
- 1 Right Crash Bar Mounting Bracket
- 1 Hardware Kit containing:
 - 6 M8-1.25 X 25MM flange head screws
 - 6 M8 external tooth lock washers
 - 8 M6-1.0 X 20MM flange head screws
 - 8 M6 external tooth lock washers
 - 2 Small clamps
 - 2 Large clamps
 - 6 M10-1.25 X 25MM flange head screws
 - 6 M10-1.25 flange head nuts
 - 6 M10 external tooth lock washers
 - 1 1-7/8" chrome hitch ball
 - 1 3/4" split lock washer
 - 1 3/4"-16 hex nut
 - 1 Hitch pin
 - 1 Hairpin clip
 - 2 1/4" lock washers
 - 2 Flat washers
 - 1 Cable tie — **NOT USED**
 - 1 M6-1.0 X 10MM hex bolt — **NOT USED**
- 1 Installation instructions

 **NOTICE** These installation instructions contain important information. Ensure that the end user receives this copy and is aware of its importance for future reference.

TOOLS SUGGESTED:

Set of metric hex wrenches, metric combination wrenches, metric socket set and ratchet, large adjustable wrench, FT/LBS torque wrench

WARNING

YOU WILL BE WORKING AROUND THE ENGINE AND EXHAUST SYSTEM DURING INSTALLATION. ENSURE THAT THE ENGINE AND EXHAUST SYSTEM HAVE FULLY COOLED TO PREVENT INJURY.

NO MOTORCYCLE MANUFACTURER HAS APPROVED OR ENDORSED KÜRYAKYN TRAILER HITCHES. USE OF A TRAILER OR TRAILER HITCH ON ANY MOTORCYCLE MAY VOID YOUR WARRANTY AND MAY INCREASE THE LIKELIHOOD OF AN ACCIDENT RESULTING IN DEATH OR SERIOUS INJURY.

IF THE TRAILER FAILS TO HANDLE IN A SAFE AND PREDICTABLE MANNER, STOP THE MOTORCYCLE AND DO NOT OPERATE WITH THE TRAILER UNTIL YOU HAVE DETERMINED AND CORRECTED THE PROBLEM.

INSPECT ALL FASTENERS AND COMPONENTS BEFORE EVERY USE.

NOTICE

Küryakyn is not aware of any current state or federal guidelines for pulling a trailer with a motorcycle. We suggest that you do not exceed the motorcycle manufacturers Gross Vehicle Weight limits when pulling a loaded trailer.

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. Put the bike on its center stand (if equipped) or secure it in a motorcycle wheel chock. Allow the engine and exhaust system to cool.

WARNING

THE END USER'S SAFETY DEPENDS UPON PROPER INSTALLATION OF THIS PRODUCT. IF A STEP IN THIS SET OF INSTRUCTIONS IS NOT WITHIN YOUR CAPABILITIES OR YOU DO NOT HAVE THE CORRECT TOOLS, HAVE A PROFESSIONAL PERFORM THE PROCEDURE. IMPROPER INSTALLATION OF THIS PRODUCT COULD RESULT IN DEATH OR SERIOUS INJURY.

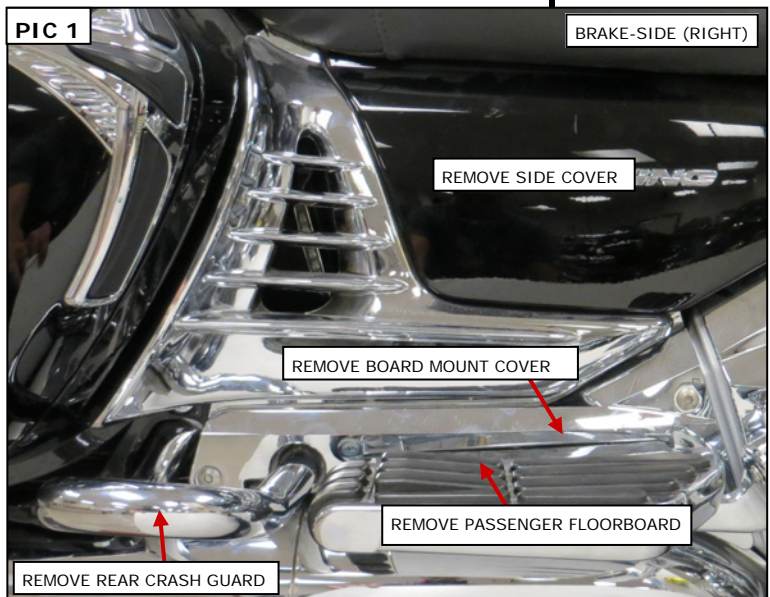
BIKE PREP:

STEP 2

Remove the four (or 5 including the center screw behind the license plate on early models) screws that hold the rear fender panel in place; remove the panel.

STEP 3

Refer to **PIC 1**. Remove the side cover, passenger floorboard, board mount cover, and the rear crash guard from each side of the bike.



INSTALL THE TRAILER HITCH:

NOTE: Parts are depicted off the bike for clarity. Install the parts on the bike following the STEPS below.

STEP 4 Place the included M8 external tooth lock washers over the included M8-1.25 X 25MM flange head screws; set them within arms reach of the work area.

STEP 5 Refer to **PIC 2**. Locate the Crash Bar Brackets in the kit. Determine the clutch-side (left) Bracket from the brake-side (right).

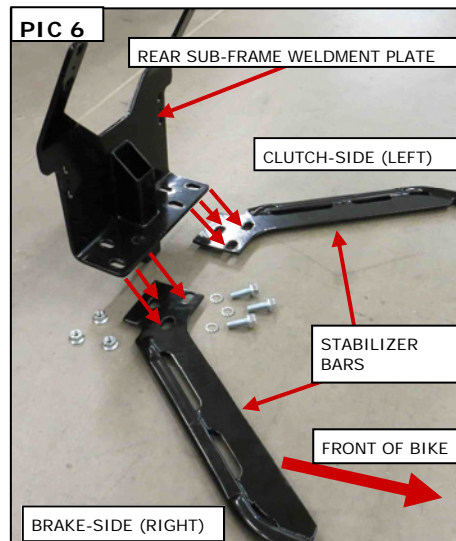
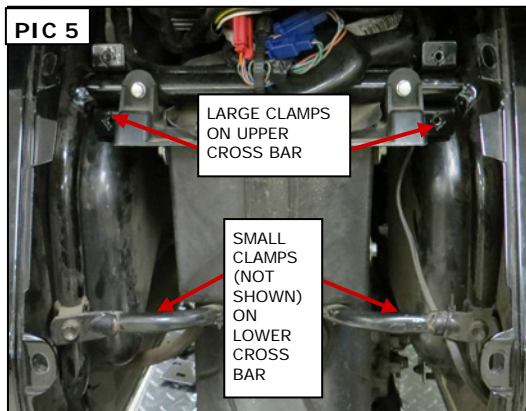
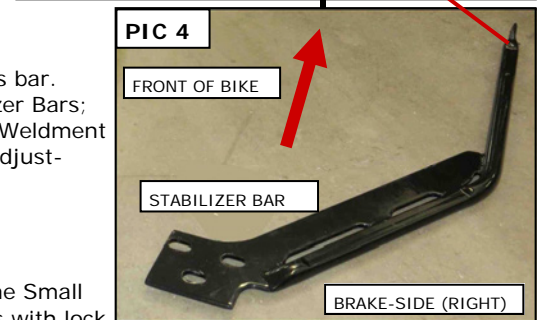
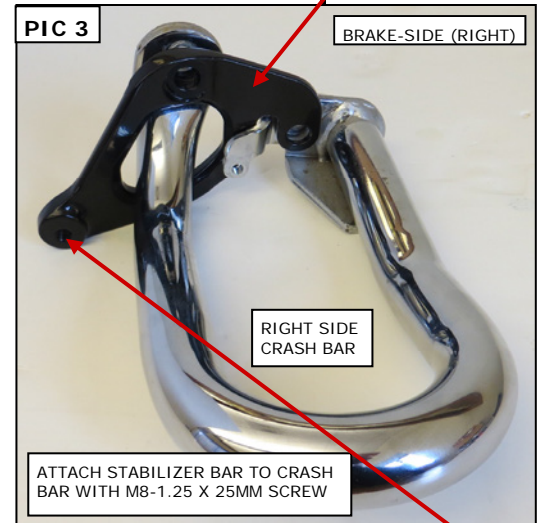
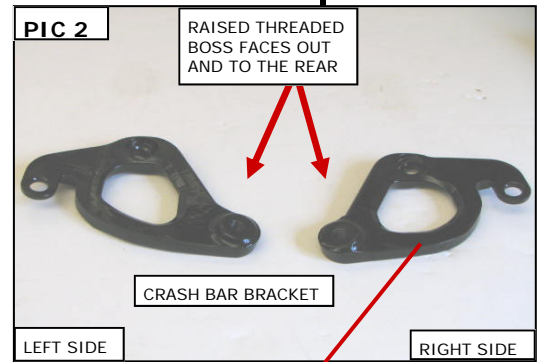
STEP 6 Refer to **PIC 3**. Insert the rear leg of the right crash bar through the opening in the right Crash Bar Bracket. The crash bar will go between the Bracket and the motorcycle frame. Loosely fasten the Bracket and crash bar to the motorcycle using two of the M8 screws and lock washers. Repeat for the left Crash Bar Bracket.

STEP 7 Refer to **PIC 4**. From the rear of the bike, slide the Stabilizer Bar Weldments up to the Crash Bar Brackets. They will locate just above the mufflers. Use the remaining two M8 screws with lock washers to attach the Stabilizer Bars to the left and right Brackets. Leave the screws loose for now.

STEP 8 Place the included M6 external tooth lock washers over the included M6-1.0 X 20MM flange head screws; set them within arms reach of the work area.

STEP 9 Refer to **PIC 5**. Position the two included Large Clamps on the upper cross bar. Rest the Rear Sub-frame Weldment Plate (shown in **PIC 6**) on the Stabilizer Bars; begin threading the M6 screws with lock washers through the slots in the Weldment Plate into the Large Clamps. Leave the screws loose for now to allow for adjustment.

STEP 10 On the backside of the Rear Sub-frame Weldment Plate, position one of the Small Clamps over the lower cross bar; secure it to the Plate with the M6 screws with lock washers. Repeat for the other side. Leave the screws loose for now to allow for adjustment.



STEP 11

Refer to **PIC 7**. Use the M10-1.25 X 25mm flange head cap screws, M10 nuts and M10 external tooth lock washers to attach the Stabilizer Bars to the bottom side of the Rear Sub-frame Weldment Plate. The M10 screws with lock washers drop in through the Rear Sub-frame Weldment Plate and Stabilizer Bars, then are secured with the nut. Leave the fasteners loose for now.



STEP 12

Refer to **PIC 8**. Check for clearance between the front saddlebag screw and the Stabilizer Bars. The Crash Bar Bracket can be rotated to gain clearance. If enough clearance on the saddlebag fastener cannot be obtained by this then remove the saddlebag screw and install the included Flat Washer and Lock Washer on the screw and re-install it as shown in **PIC 9**. **Torque the screw to 6.5 FT/LBS**. Repeat for the other side.



STEP 13

Refer to **PIC 10**. Ensure that the Crash Bar Bracket does not contact the exhaust, then torque the two M8 Crash Bar Bracket/frame screws to **17 FT/LBS**. Repeat for the other side.

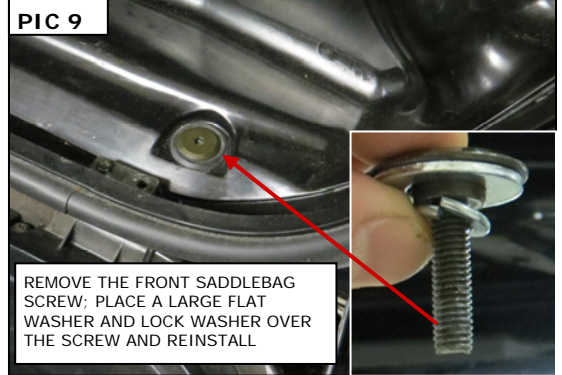
STEP 14

Refer to **PIC 11**. Check for clearance between the exhaust mount screw and the Stabilizer Bars. The bars can be moved in or out for side to side clearance. The Weldment Plate can be moved up or down for clearance. Once sufficient clearance has been achieved;

Torque the six M10 fasteners on the Stabilizer Bar/Weldment Plate to **33 FT/LBS**;

Torque the eight M6 fasteners on the Weldment Plate/cross bar Clamps to **7 FT/LBS**

Torque the left and right M8 Stabilizer Bar/Crash Bar Bracket screws to **17 FT/LBS**.



STEP 15

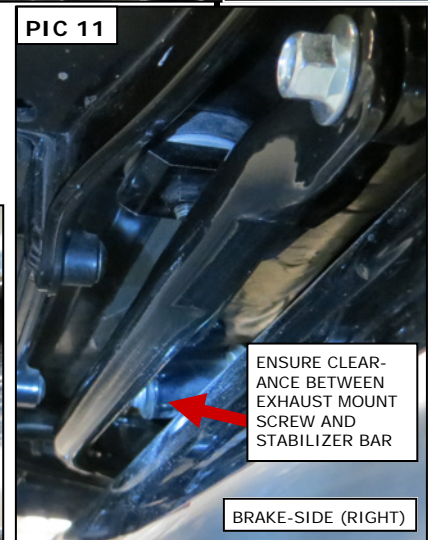
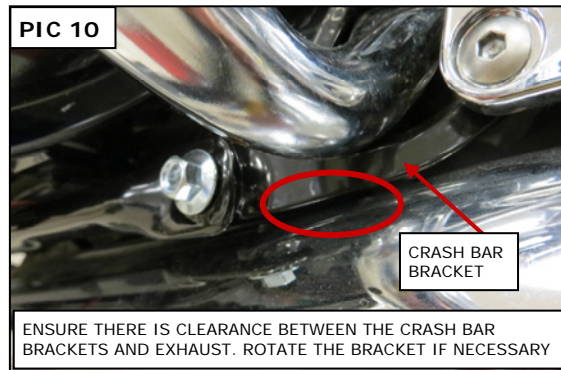
Install the Chrome Hitch into the Weldment Plate; secure it with the Hitch Pin and Hairpin clip. Install the ball on the receiver; secure it with the 3/4" lock washer and nut. Use a wrench on the flats of the Hitch Ball to prevent it from turning while tightening the Nut. **Torque the nut to 125 FT/LBS**.

STEP 16

Reinstall the rear fender panel, floorboards (**torque the screws to 20 FT/LBS**), floorboard mount covers (**torque the screws to 2.9 FT/LBS**), and side covers.

STEP 17

Check for clearance between any component on the motorcycle and the Stabilizer Bars from the front mounting point to the rear mounting point. Readjust by following STEPS 12 through 14 until clearance is achieved.



IMPORTANT:

1. Kuryakyn only recommends trailers from reputable suppliers, **designed for motorcycle towing**, and with a proven history of good handling. **TOWING A TRAILER WITH POOR HANDLING CAN RESULT IN SEVERE INJURY OR DEATH FROM AN ACCIDENT.**
2. Tow only those trailers equipped with a 1-7/8" coupler to match the 1-7/8" ball supplied with the hitch.
3. When connecting to trailer, always make sure ball is tight on hitch, and that coupler is tight on ball. When connecting to trailers equipped with hand wheel couplers, hand-tighten only. Do not tighten with a wrench. **Periodically, check these areas for tightness.**
4. Always use approved safety chains, and have them securely attached. Cross the safety chains under the tongue of the trailer so that the tongue will not drop to the road if it becomes separated from the hitch. Always leave just enough slack so that you can turn without binding. And, **NEVER** allow safety chains to drag on the ground.
5. Gross Vehicle Weight, tongue weight, tire pressure and suspension settings **MUST COMPLY** with the motorcycle and motorcycle trailer manufacturers recommendations. **OVERLOADING YOUR MOTORCYCLE AND/OR TRAILER CAN RESULT IN SERIOUS INJURY OR DEATH!**
6. Towing a trailer requires a certain amount of experience. Before setting out on an extended ride, get to know your rig. Check the trailer hitch, coupler, safety chains, electrical connector, lights and tires. When pulling a trailer with a motorcycle, **extra distance must be allowed for stopping, and a slower speed MUST BE USED when cornering and in inclement weather.** The motorcycle and trailer combination is now longer, **so allow more passing distance.** Reduce speed when traveling downhill (may have to downshift). **USE EXTRA CAUTION AND DON'T EXCEED YOUR RIDING CAPABILITIES.** During the trip, check occasionally to be sure that the load is secure, and that the lights are still working.
7. The coupler is susceptible to physical damage when trailer is parked. Prop tongue off ground when trailer is not in use. **Carefully inspect coupler for damage or missing parts before each hook-up.**
8. If trailer sways or bounces while towing, **SLOW DOWN BY REDUCING SPEED GRADUALLY and STOP TOWING IMMEDIATELY.** Unless cause can be determined, i.e., shifted load, low tire pressure etc., which can be corrected, **DO NOT RESUME TOWING.**
9. If motorcycle is involved in an accident or spill, with or without trailer attached, **the hitch and all attachment points and components on the motorcycle must be inspected for physical damage before towing.**
10. **Periodically, inspect hitch to insure it is not bent or cracked and check tightness of all hardware relating to trailer hitch assembly and trailer.**
11. Never exceed posted speed limits for vehicles pulling trailers which can be different than non-towing vehicles.
12. Many states exclude, by law, vehicles towing trailers from the left hand, or so called fast lanes.

Ride On!