

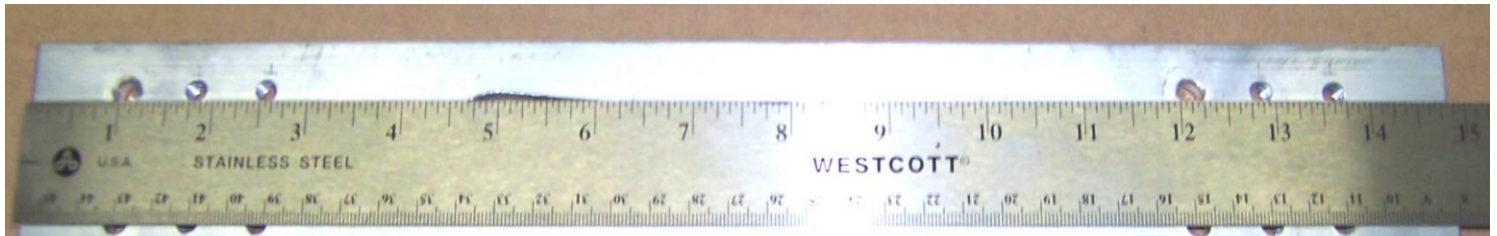
GL1500 Trunk Setback - 1 1/2"

At this time, there is no commercial bracket or kit available for the relocation of the GL1500 trunk to allow more co-rider compartment room. Because of this, I developed the following procedure to accomplish this feat.

The usual disclaimers apply to these instructions, mother Honda does not condone any modifications to their Goldwing. The whole procedure should take from 2 to 4 hours of time, including fabrication, with little modification to any body panels. My method does not raise the trunk any appreciable amount, thus preserving the lines of the original Goldwing. All existing cables and lever linkages will be used without any modifications. I also have included the helmet holder set back to allow their continued use. If you do not use the helmet holders, you may ignore this section, although, you will have to remove the original hangers to allow the trunk lower trim to be used.

This procedure requires drilling of aluminum as well as tapping. Drill bits required are a #5, 1/4" and 3/8" with a 1" hole saw optional. An M6-10 tap is required as well as some longer M6 machine screws. You should not attempt this procedure unless you are qualified to perform these functions.

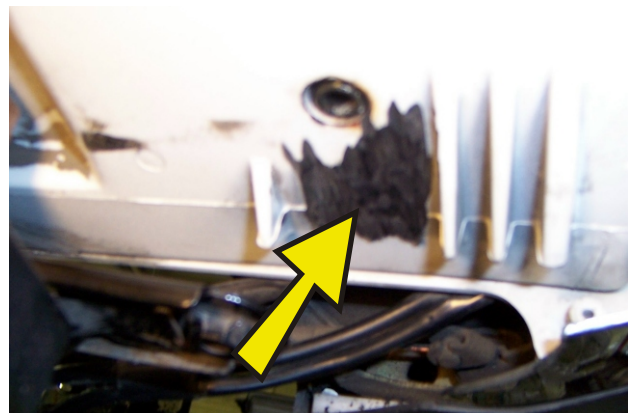
Material list: 2- M6x12 cap screws, 4- M6x20 cap screws, 4- M6x25 cap screws, 36" of 6011 aluminum flat bar 1"x1/4", 6" of aluminum rectangle bar 1"x7/16" and 12" of CRS 1"x3/16"



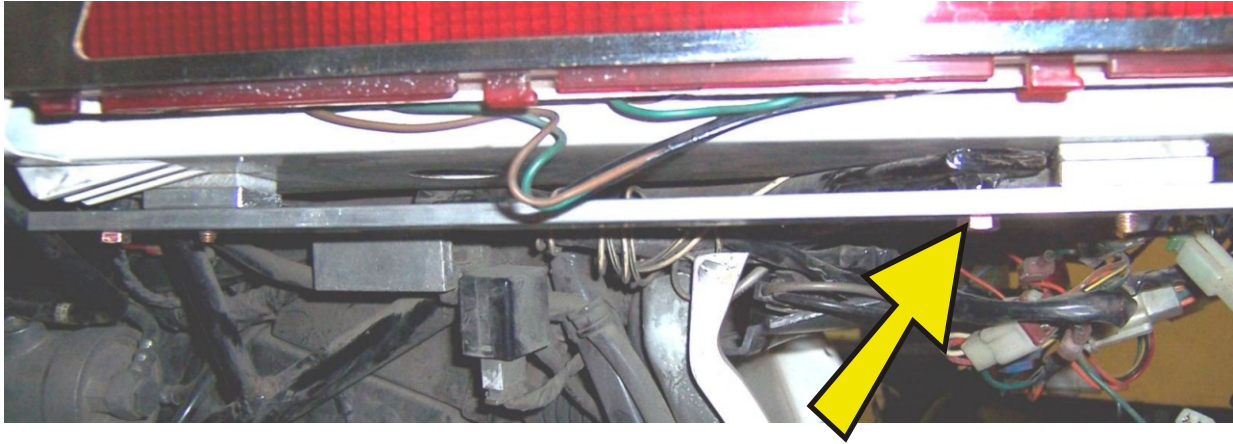
I start by fabricating the trunk side rails, spacer blocks and the trunk latch shim block. (See drawing above) I use 1" x 1/4" 6061 aluminum for the side rails and 1" x 7/16" 6061 aluminum for the spacer blocks. (1" x 1/2" milled or filed down 1/2" could be used, it will only raise the trunk another 1/16"). The shim plate is made from 1" x 3/16" aluminum. The two 1/2" radius cutouts are for the use of the emergency saddlebag release mechanism. Use of the second cutout is only necessary if your re-drilling the trunk floor by 1 1/2" to allow for better access. I place the two bars side-by-side and drill using a 1" hole saw with the center between the bars.

All of the dimensions should be checked before drilling. The drawing is accurate to the best of my knowledge, but differences could exist between models and years of Goldwing. After the fabrication, remove the trunk lower trim plastic and trunk mounting bolts (4) from the inside-floor area. I removed the saddle bags for easier access and photos, but fabrication can be accomplished with them installed. This is your choice. The seat should be removed as well.

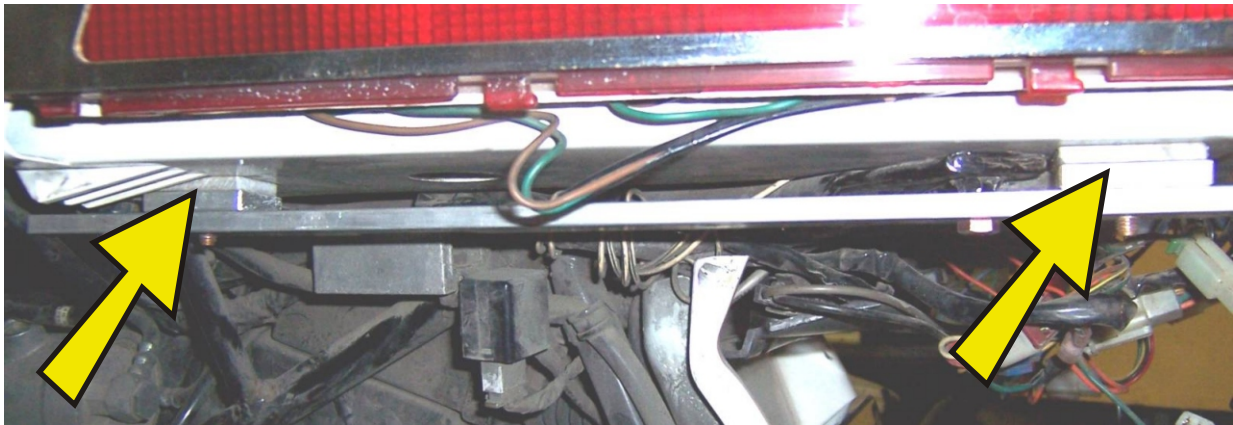
Then if working alone, block the trunk up from the Mounting frame and twist it slightly to allow access to the Triangular 'fins' or ribs [as in picture to the right]. The four smallest ribs need to be removed flush with the trunk floor. These are located at the front of the trunk on the underside. (The photo shows three removed with the fourth, smallest one shown, still attached) I use a 4" grinder to remove the plastic ribs although a Dremmel tool works just fine. Take care to not damage adjoining wiring, frame members or body parts. Do this on both sides of the trunk. The use of a helper in this step greatly improves the ease in which the trunk can be worked.



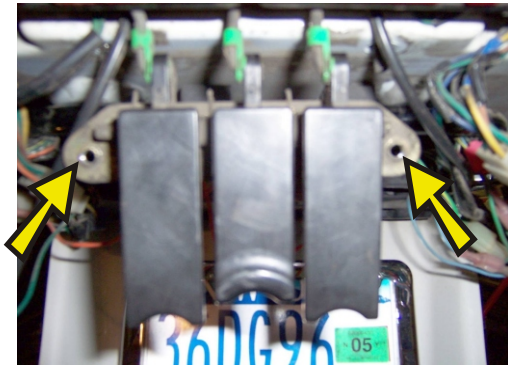
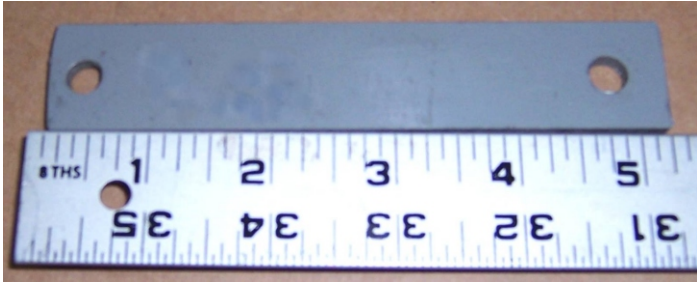
Remove the helmet hanger assemblies before bolting down the trunk box.



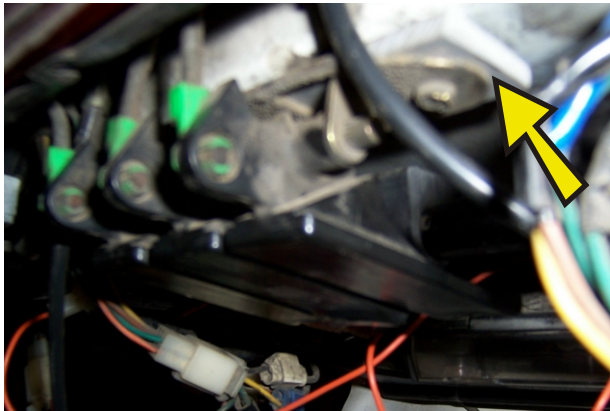
Place a long side rail bar under the original mounting brackets securing it with two M6x20 bolts thru the new bracket and threaded into the original mount from below. [Yellow arrow] Do this on each side. I remove one of the two 2 1/2" rubber 'bumper' blocks found at the rear of the trunk on a frame crossover, just in front of the trunk / saddle bag latches and center the remaining one. The reason for this will become evident latter when remounting the latch levers.



Place two of the shim blocks in-line with the two tapped holes in the new bracket, aligning the trunk with them and from the inside of the trunk, install two M6x25 bolts. (Discard the original bolts as they are too short) Do this on each side before tightening any of the bolts. You may need to adjust the holes in the trunk slightly to allow for proper alignment. This will depend on your accuracy in fabricating the parts originally.

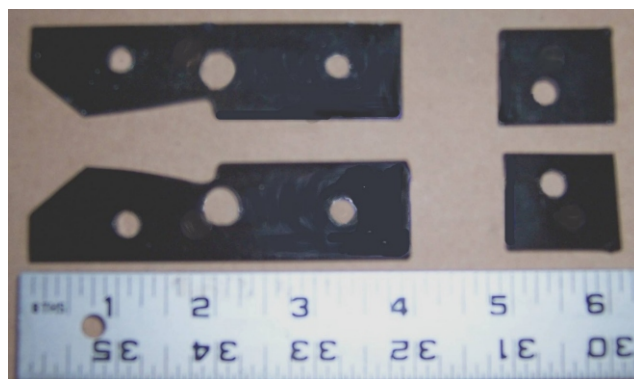


Remove the two saddlebag / trunk latch screws from inside the trunk at the rear of the floor. Place the latch shim, that you have made, in line with the bolt holes [yellow arrows] and replace the original bolts securing the latch mechanism as shown below.

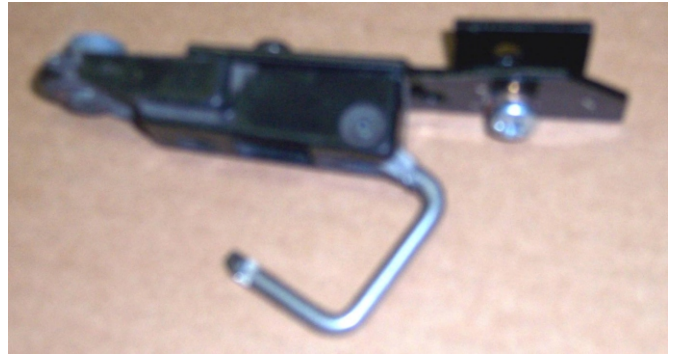


Remove the helmet hangers. If you are not using them, replace the lower trunk trim panel and you are done!

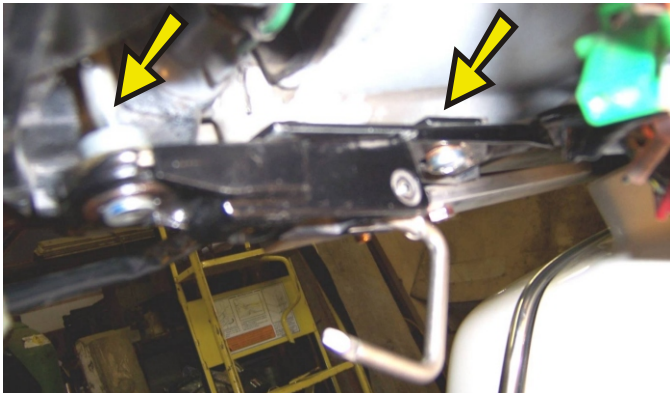
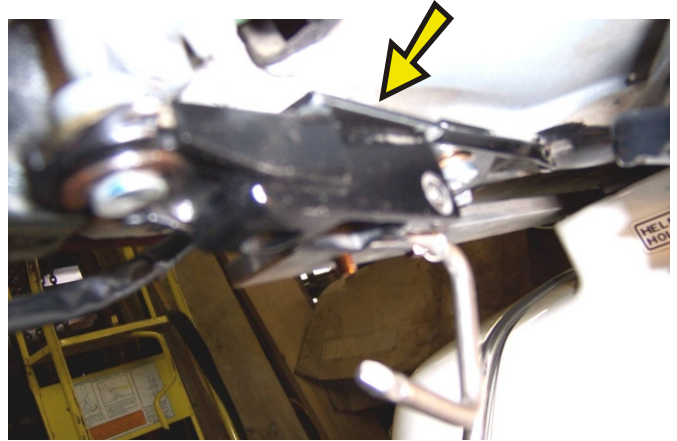
If you want to continue using the helmet hangers, make the adapter plates as shown below and on the detail drawing.



Pay particular attention to the placement of the notch on the adapter as it will only fit securely up under the original mount one way. [yellow arrow]



The alignment tab of the original assembly goes into the larger hole and the original screw threads into the hole that you tapped.



Place the lock assembly and adapter up under the original mount, the bolt plate above the original mount with the threaded hole aligned with the bolt thru hole of the adapter. Place a M6x12 cap screw up thru the adapter, the large opening of the original mount and thread into the bolt plate. Tighten after verifying that the trip handle rod is inserted into the top of the assembly and is aligned vertically [yellow arrow].

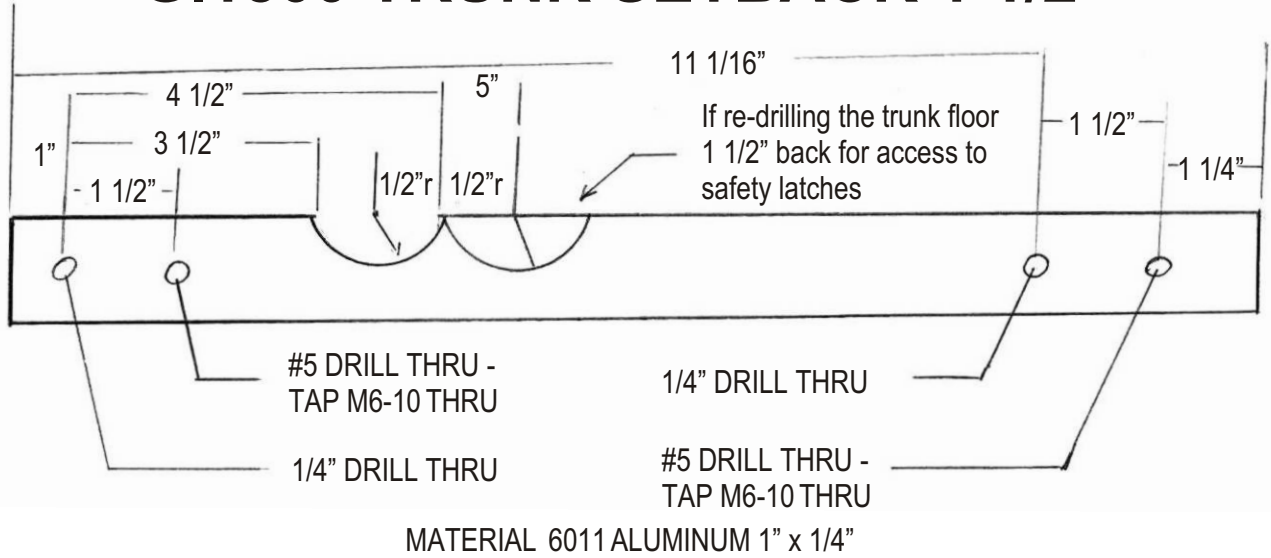
Replace the trunk lower trim plastic. The latch lever hole should just clear the frame cross bar without any trimming. The helmet locks may need some minor adjustment to fit in the original holes provided in the body trim piece without any panel alterations.

NOTE: The seat may need a little alteration to the back edge so that the passenger can slide back the additional 1 1/2" that is now available. (This is especially true with some of the aftermarket seats.) I remove the fabric from the back of the seat, trim the foam with a serrated kitchen knife, apply rubber cement and re-stretch the fabric securing it with staples to the pan.

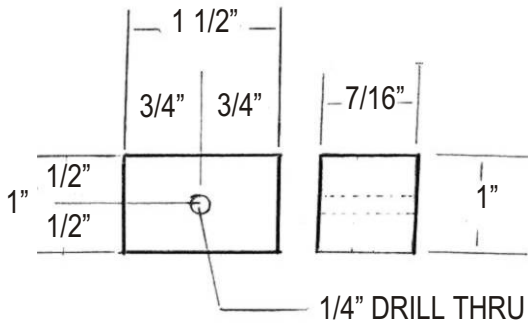
Disclaimer: Although I have successfully done the above procedures, any alterations to the HONDA Goldwing are not suggested. By following these procedures, you agree that I may not be held liable for any consequences that may arise from the use of these procedures. You agree that any activity that uses these procedures has been commenced at your own risk with full knowledge that HONDA USA does not condone these modifications.

Richard Barry
GWRRA member 137150
March 2005

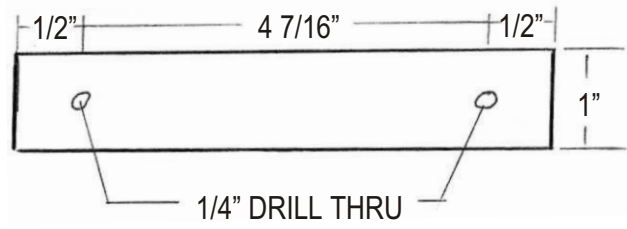
GI1500 TRUNK SETBACK 1 1/2"



SIDE RAILS 2 PIECES Req'd

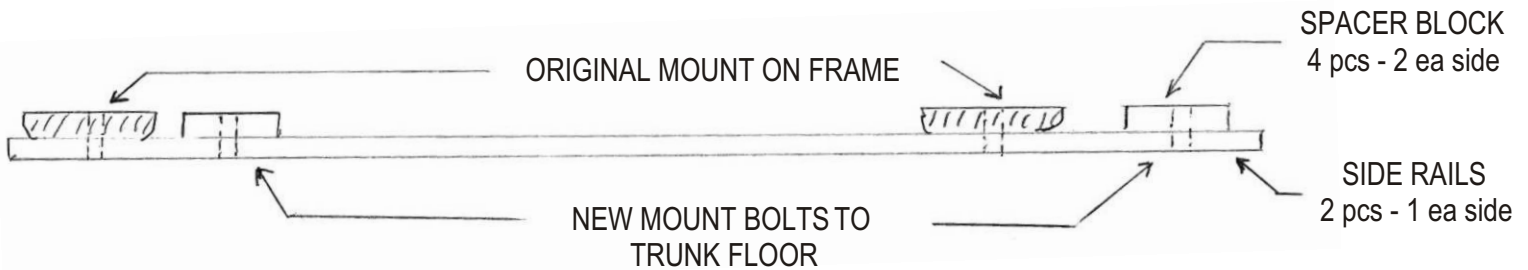


SPACER BLOCK 4 PCS Req'd

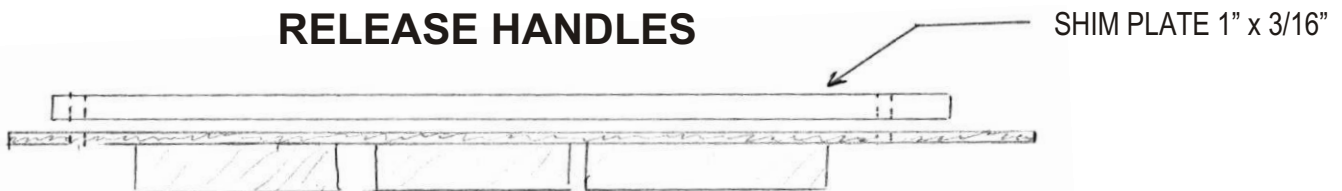


SHIM PLATE 1 PCS Req'd

ASSEMBLY

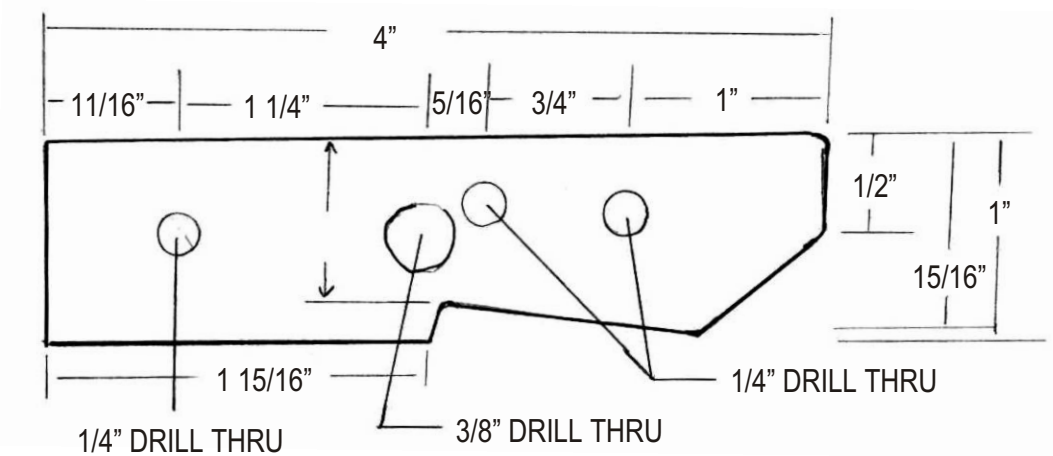


TRUNK / SADDLE BAG RELEASE HANDLES



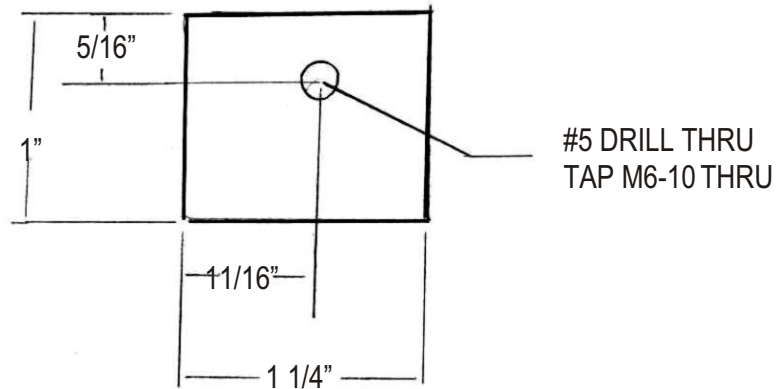
Three fingers of latch at pivot point under center, rear of trunk

GI1500 HELMET LOCK SETBACK 1 1/2"



MATERIAL 6011 ALUMINUM 1" x 1/8" COLD ROLLED STEEL

EXTENSION BRACKET 2 PCS Req'd



MATERIAL 6011 ALUMINUM 1" x 1/8" COLD ROLLED STEEL

BOLT PLATE 2 PCS Req'd

