

## **Honda Gold Wing GL1800 Floorboards Installation Instructions #GL18020**

1. Place the motorcycle on its centerstand. Remove the left and right stock foot pegs and mounts (four Allen screws, 6mm wrench size).
2. Beginning on the left or shift side - remove the rubber cover from the shift pedal. (Some WD-40 or Armor All will make it much easier). Using a hacksaw, cut the retaining knob off the end of the shift pedal as shown in Photo #1A. Don't worry - should you ever remove the floorboards, you can replace the rubber and glue it in place.
3. Install the left floorboard assembly, making sure the fork in the heel-toe shifter goes over the shift pedal. Install the two original bolts. Next - rock or pivot the floorboard assembly up and down, noting the play between the bolts and bolt holes. Position the floorboard halfway between these two extremes - then tighten the mounting bolts securely.
4. Locate the supplied black plastic shift bushing (see photo #2A). Notice the set screw on the side of the bushing - and slide the bushing onto the shift pedal with the small diameter going on first, and engaging the fork on the toe-heel shifter. The shoulder of the bushing should be touching but not putting a side force on the fork. Rotate the bushing so that the set screw is at 9 o'clock, and tighten the set screw. Locate the rubber cap provided and install it over the end of the stock shift pedal. (See photo #2B). Rotate the rear wheel back and forth while shifting both up and down, then back to neutral to be sure the heel toe shifter operates smoothly.
5. Install the kickstand extension as shown in photo (3). Loosen the set screw (3A) so that it is not coming through the inside hole of the extension. Hook the "J" shaped loop around the back of the kickstand, and then the round cap over the ball at the tip of the stand - making sure the cap is all the way down over the kickstand ball (if the cap does not go down completely due to differences in the kickstand casting sizes, it may be necessary to file the sharp point off from the inside of the cap). Then tighten the set screw on the side of the cap securely. Peel the backing and place the supplied  $\frac{3}{4}$ " square clear bumper under the floorboard where the kickstand extension will contact the bottom of the floorboard when the stand is retracted and press in place firmly.
6. On the right side, referring to photo (4A) remove the 12mm brake pedal mounting bolt, noting that the punch mark on the pedal shaft aligns with the slot in the pedal. The pedal **MUST** be re-installed in the same position. Pull the pedal outward and off the shaft. If the pedal does not slide off the shaft easily, place a blade screwdriver into the slot, tap it in lightly to spread the slot open - then slide off (if the screwdriver is needed to remove, use this same technique when replacing the pedal).
7. Referring to diagram (5) locate the 3<sup>rd</sup> groove from the outside and 3<sup>rd</sup> groove from the rear on the pedal's upper serrated surface. Drill a  $\frac{1}{4}$ " hole thru the pedal at the intersection of these grooves. Place the brake pedal extension on top of the serrated

surface and check that the drilled hole lines up with the threaded hole in the bottom of the extension.

8. Locate the supplied 1/4" x 7/8" bolt and 1/4" lock washer. Place a drop of Loc-Tite or similar thread locking compound on the bolt's threads, and then install the bolt with lock washer from the bottom up through the pedal and into the extension - and then tighten securely. Carefully align the punch mark with the slot on the pedal and re-install the brake pedal (should the shaft slide inward you will need to remove the chrome side cover and hold the shaft outward using your finger). Install the original 12mm bolt and tighten securely.
9. Install the right floorboard using the original foot peg mounting bolts. As with the left side, rock the right side up and down finding the mid or center position - and then tighten the bolts securely. It is IMPORTANT that you check for clearance between the bottom rear of the extension and front edge of the floorboard - there should be a minimum of 1/4" clearance here. Also, the top of the brake pedal extension should be about 1 1/2" above the top of the floorboard. If there is not then you have the pedal on the shaft incorrectly.
10. Before riding - sit on the motorcycle, checking the position of the toe and heel pedals, and move the pedals to any of the alternate holes in the shifter arm if desired. Start the motorcycle, and using the clutch, shift up and down several times and apply the rear brake, checking for smooth operation and getting the feel for using a toe heel shifter as well as the brake pedal extension and heel rest (used to assist rider control when braking). When you are satisfied all is to your liking, double check all the fasteners for tightness.

### **Helpful hints and F.A.Q.s**

1. Do not use Armor All or like products on the rubber pads, as it can make them extremely slippery.
2. The floorboards will fold up and have detents to hold them in the up position for easier maneuvering when stopped.
3. The heel rest on the right side is designed to be folded down when in traffic in order to have better access and faster reaction time to the brake pedal and be able to fold up out of the way for open highway riding.
4. The kickstand extension is designed to be used with the stock kickstand. The use of large foot kickstands or the RIVCO kickstand pad with the floorboards will easily cause them to drag when cornering.
5. The floorboards are at the same height as the stock pegs and will drag during aggressive riding. While dragging the floorboards will not affect their integrity, it will grind off some chrome and aluminum from their outer bottom edge and is not a warrantable condition.
6. Sticky shifting or when the shifter does not return to neutral position: This is caused by a slight chrome plating build-up on the inside of the shifting fork. Notice that the black plastic shifter bushing which the fork rides on makes contact with the fork at 6 & 12 o'clock. (top and bottom) Remove the bushing, and using a file or sandpaper, remove a small amount of material from the bushing at the

contact points. Only a very small amount is all that needs to be removed. Re-install the bushing and check the shifter's operations.



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