



*Performance Sport Trailers*

**V.2 BUSHTEC VERTICAL RECEIVER HITCH SYSTEM for GL1800  
STANDARD & DELUXE PACKAGES  
Trailer Hitch Installation Instructions**

**READ ALL INSTRUCTIONS BEFORE YOU START**

**ATTENTION INSTALLER: THESE INSTRUCTIONS MUST BE GIVEN TO THE END USER!!!**

AMERICAN HONDA MOTOR CO. INC AND/OR ANY AFFILIATE OR SUBSIDIARY HAS NEITHER APPROVED OR ENDORSED *BUSHTEC PRODUCTS CORPORATION*, ITS PRODUCTS, TRAILERS OR HITCHES. USE OF A TRAILER OR TRAILER HITCH ON ANY MOTORCYCLE COULD VOID YOUR MOTORCYCLE WARRANTY AND MAY INCREASE YOUR CHANCES OF INJURY OR DEATH IN AN ACCIDENT SITUATION.

Important information is distinguished by the following notation:

**NOTE:** Provides key information to make procedures easier and clearer.

**CAUTION:** Indicates special procedures that must be followed to avoid damage to the motorcycle, trailer or accessories.

**WARNING:** Indicates special procedures that must be followed to avoid serious injury and/or death to a motorcycle operator or others.

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**WARNING:** THE *BUSHTEC* VERTICAL RECEIVER HITCH SYSTEM FOR GL1800™ HAS BEEN EXCLUSIVELY DESIGNED FOR USE ONLY ON A STOCK HONDA® GOLDWING GL1800™. IT WILL NOT WORK ON ANY OTHER MOTORCYCLE. ANY MODIFICATION TO ANY PART OF THIS HITCH, INCLUDING BUT NOT LIMITED TO ALTERING THE SUPPLIED HARDWARE OR IMPROPER INSTALLATION COULD CAUSE INJURY OR DEATH AND IMMEDIATELY VOIDS ANY AND ALL WARRANTIES.

**WARNING:** INSTALLATION OF THE *BUSHTEC* VERTICAL RECEIVER HITCH SYSTEM FOR GL1800® SHOULD BE PERFORMED BY A QUALIFIED MECHANIC. THESE INSTALLATION PROCEDURES ARE ONLY A GUIDE AND SHOULD BE USED IN CONJUNCTION WITH THE FACTORY SERVICE MANUAL AND THE NECESSARY MECHANICAL SKILLS.

**WARNING:** THE END USER OF THIS PRODUCT ASSUMES ALL LIABILITY AND RESPONSIBILITIES THAT MAY ARISE DUE TO BUT NOT LIMITED TO, NEGLIGENCE FROM IMPROPER INSTALLATION OR USE, INCLUDING OVERLOADING, EXCEEDING THE RECOMMENDED LOAD LIMITS AND IMPROPER MAINTENANCE.



**WARNING: ALL HITCH HARDWARE SHOULD BE CHECKED PRIOR TO EACH USE. FAILURE TO DO SO COULD RESULT IN INJURY OR DEATH.**

(Revised 12/2009)

**V.2 BUSHTEC VERTICAL RECEIVER HITCH SYSTEM FOR HONDA® GL1800™**  
**STANDARD & DELUXE PACKAGES**  
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Deluxe Package also includes:

- 1 Bushtec Contoured Mudflap
- 1 Bushtec Mudflap Bracket

**TOOLS NEEDED FOR INSTALLATION**

**GL1800 FACTORY SERVICE MANUAL**

7/16" wrench

1/2" Socket

9/16" Socket

1 1/8" Socket (For Ball Application)

1/2" Wrench

9/16" Wrench

12mm Socket

12mm Wrench

13mm Socket

13mm Wrench

5mm Allen Head Socket

6mm Allen Head Socket

Ratchet w/Extensions

Torque Wrench

Pliers

Wire Cutters

Crimping Tool

Wire Ties (optional)

Electrical Tape (optional)

An Assistant

Loctite 242 or Equivalent Removable Thread Lock

**CAUTION: THESE STEPS MUST BE PERFORMED IN THE FOLLOWING ORDER:**

**CAUTION: THE HONDA® GOLDWING GL1800™ USES AN ALUMINUM FRAME AND SUBFRAME (SADDLEBAG STAY). ALL FACTORY BOLT HOLE LOCATIONS CAN BE EASILY CROSS-THREADED AND/OR STRIPPED IF ABSOLUTE CARE IS NOT TAKEN.**



**BUSHTEC PRODUCTS CORPORATION WILL NOT BE HELD RESPONSIBLE FOR ANY INCOMPETENCE IN INSTALLATION**

1. Place the motorcycle on its centerstand on level ground. Remove the four bolts in the seat handles with a 6mm Allen head socket and remove the seat.

**NOTE:** The rubber bushings inside the seat may fall out during removal. Make sure they are in place upon reassembly.

2. Remove left and right side covers. The left side cover sits over top of the battery. Set aside.
3. Remove the rear fender/license plate panel that the license plate is mounted to. On 2001 to 2005 models, this will require removal of (5) five Allen head bolts, one in each corner and one in the center under the license plate. To reach the fifth screw will require removal of the license plate. On 2006 to 2010 models, this will require removal of (4) four Allen head bolts, one in each corner. Use a 5mm Allen head socket to remove the bolts. Once all bolts are removed, pull out on the bottom of the panel at the lower outer corners, working your way up disengaging the tabs, supporting the panel as you go. Remove the rear fender and set aside.

**NOTE:** On 2001 to 2005 models, the fifth bolt is behind the license plate.

4. Locate the plastic cover over the frame behind the passenger floorboard and remove the (3) three bolts securing the cover with a 5mm Allen head socket. Pull out and up on the front to clear the frame then lift the rear to remove the cover and set aside. Repeat for other side.
5. Remove the (2) bolts securing the rear saddlebag guard with a 12mm socket. Remove the saddlebag guard and set aside. Repeat for other side.
6. Remove the hex bolt securing the muffler hanger bracket to the saddlebag subframe using a 12mm socket. This bolt is located under the saddlebag and attaches the muffler to the saddlebag subframe. Repeat for other side.
7. Loosen, but do not remove, the muffler clamp pinch bolts using a 6mm Allen head socket. Rotate the mufflers down slightly to allow the hitch hoop to slide between the mufflers and the saddlebags.

**CAUTION:** DO NOT ROTATE THE MUFFLERS TOO FAR. YOU WILL BEND THE CHROME SHIELDS IF YOU DO SO. TAKE NOTE OF SHIELD POSITION ABOVE THE CLAMPS.

**CAUTION:** PERFORM THIS NEXT STEP ONE SIDE AT A TIME. IF YOU REMOVE BOTH BOLTS AT THE SAME TIME, THE SADDLEBAG SUBFRAME CAN MOVE FORWARD AND CAUSE DIFFICULTY IN COMPLETING THIS STEP, INCLUDING DAMAGE TO THE ALUMINUM THREADS.

8. Locate and remove the lower front bolt of the saddlebag subframe using a 12mm socket. This hex bolt is covered by the saddlebag guard you removed in step 5. Install the



supplied 8mm x 35mm bolt using a 13mm socket through the same hole. Thread the bolt all the way into the frame and tighten this bolt to your service manuals specification. You will attach a nut to the inside of this bolt in a later step. Repeat for other side.

**CAUTION: AN ASSISTANT IS RECOMMENDED FOR STEP 8. THE SUBFRAME CAN STILL MOVE SLIGHTLY, EVEN IF REMOVAL AND INSTALLATION OF THE BOLTS IS PERFORMED ONE SIDE AT A TIME. ALIGNING THE HOLE IN THE SUBFRAME AND THE MAIN FRAME IS OF UTMOST IMPORTANCE TO AVOID DAMAGE TO THE THREADS. IF THE BOLT STARTS TO BIND EVEN THE SLIGHTEST BIT, BACK THE BOLT OUT AND CHECK THE THREADS. IF YOU TRY TO FORCE THE BOLT IN, IT IS POSSIBLE TO BREAK THE BOLT. TO REPAIR THIS WOULD REQUIRE A BOLT EXTRACTOR TO REMOVE THEN INSTALLATION OF AN INSERT FOR THE DAMAGED THREADS. *IF* YOU DO CROSS-THREAD THE BOLT OR THREADS, IT IS BETTER TO “CHASE” THE THREADS WITH THE APPROPRIATE SIZE TAP AND TAPPING FLUID THAN TO FORCE THE BOLT. USE THE SAME CARE AND CAUTION WHEN USING A THREAD TAP OR DIE. DO NOT FORCE ANYTHING!!!**

9. Loosely assemble the hoop sides and the receiver center section using the supplied 3/8-16 x 1' bolts and nylock nuts.

10.

**NOTE:** Looking from the rear of the bike, the receiver center section should have the embossed “Bushtec” on the top left and the curve reflecting the radius of the tire. The left hoop side should have the single bend with strut hole on top and the right hoop side should have three bends with the strut hole on top also. Install the supplied hardware with the bolts running from the center to the outside. Do not tighten.

**NOTE:** You may want to cover the exhaust tips to prevent scratching.

11. Slide the hoop in from the rear of the bike, with the arms above the mufflers and below the saddlebags. Align the single hole tabs at the front of the arms with the bolt on each side installed in step 8. Install the tab with the bolt passing through the hole and loosely secure with the provided 8mm standard nut. It may be easier to have an assistant guide the front of each arm and hang the front tab of the hoop arm onto the bolt. The hoop will now hang freely.
12. Install the (2) two U-bolts around the subframe, aligning them with the tabs on the hoop arms (it may be necessary to spread the U-bolts slightly to fit around the subframe tube). Install a 1/4" flat washer and 1/4"-20 Nylock nut onto each side of the U-bolt loosely. It may be necessary to move or reposition the rubber bumper between the saddlebag and subframe. Do not tighten.

**NOTE:** The threaded ends of the U-bolts should be facing the ground with the washers and Nylock nuts on the bottom of the hoop ears.

**CAUTION: COMPLETE THE FOLLOWING STEP ONE SIDE AT A TIME TO AVOID MOVEMENT OF THE SADDLEBAG SUBFRAME.**



13. Remove the bolt securing the top of the saddlebag subframe to the mainframe under the passenger seat area, just forward of the trunk using a 12mm socket and wrench. Install the supplied 5/16"-18 x 2-1/2" bolt and 1/4" washer from the outside of the frame toward the inside. Slide the strut down and in-between the saddlebag and inner fender with the angled end pointing forward at the top. With the bolt in place, slide the supplied 3/8" spacer and then the strut over the bolt, followed by another 1/4" flat washer and Nylock nut. Looking at the bolt from the outside to the inside, you should see the bolt head, washer, subframe, mainframe, spacer, strut, washer and nut.

**CAUTION: MAKE SURE THAT NO WIRES ARE PINCHED BETWEEN THE STRUT AND OTHER COMPONENTS OF THE MOTORCYCLE. ON 2001 TO 2005 MODELS, THE HARNESS RUNNING UP THE LEFT SIDE FRAME RAIL MAY NEED TO BE REPOSITIONED SO THAT THE HARNESS IS NOT IN A BIND ACROSS THE STRUT. FAILURE TO DO SO CAN RESULT IN DAMAGE TO THE HARNESS AND FAILURE OF ELECTRICAL COMPONENTS TO WORK.**

14. Attach the bottom end of the strut to the tab on the hoop platform using the (2) two supplied 5/16-18 x 3/4" bolts and nylock nuts. The strut should be on the inside of the hoop tabs with the bolt running from the inside out. Do not tighten at this time.

Placement of all hitch components is now complete. You must tighten all components in this sequence:

1. Tighten the (4) four 3/8-16 x 1" bolts at the receiver section flanges using a 9/16" socket and wrench.
2. Align (center) the receiver center section with the center of the tire then tighten the (4) four 1/4"-20 Nylock nuts on the U-bolts on both hoop sides using a 7/16" wrench until there is an equal length of thread showing on each side of U-bolt.

**CAUTION: DO NOT OVER TIGHTEN THESE NUTS; IT IS POSSIBLE TO CRUSH THE SUBFRAME TUBING.**

3. Tighten the (2) two upper strut bolts using a 1/2" socket and wrench.

**CAUTION: MAKE SURE THAT THERE IS NO INTERFERENCE BETWEEN THE STRUT AND OTHER COMPONENTS OF THE MOTORCYCLE. MAKE SURE THAT NO PART OF THE WIRE HARNESS IS IN A BIND ACROSS OR PINCHED BETWEEN THE STRUT AND MOTORCYCLE COMPONENTS.**

4. Tighten the (2) two lower strut bolts using a 1/2" socket and wrench. The struts should be to the inside of the hoop arm tabs.
5. Apply the manufactures recommended amount of blue Loctie 242 or similar removable threaded lock onto the (2) two supplied 8mm nuts and install them onto the bolts you installed earlier at the front of the hoop. Tighten these nuts using a 13mm wrench. When tight, the nut should be flush with the end of the



bolt. There is no need for threads to protrude through the nut and this is done specifically to maintain clearance on the swingarm.

**CAUTION: DO NOT USE RED LOCTITE OR ANY OTHER PERMANENT THREAD LOCKING COMPOUND.**

**WARNING: FAILURE TO APPLY A REMOVABLE THREAD LOCKING COMPOUND TO THESE NUTS MAY RESULT IN DAMAGE TO YOUR MOTORCYCLE, TRAILER, ACCESSORIES AND/ OR INJURY OR DEATH TO A MOTORCYCLE OPERATOR OR OTHERS.**

Installation of the hitch is now complete. You will reassemble the motorcycle after the following wiring and receiver head instructions.

### **RECEIVER HEAD INTALLATION INSTRUCTIONS**

*(BUSHTEC PIN AND STAINLESS STEEL BALL)*

All *BUSHTEC* Standard and Deluxe Vertical Receiver Hitch Systems for GL1800® are shipped with a **Receiver lock**. If you ordered your hitch for use with a *BUSHTEC* trailer, you will have received a receiver head with the *BUSHTEC* pin welded in place. If you ordered your hitch for use with any other trailer, you will have received your receiver head with the standard 3/4" hole along with a **1 7/8" Stainless Steel Ball w/ Stainless Steel Hardware**.

**WARNING: MAKE SURE THAT YOUR TRAILER REQUIRES A 1 7/8" BALL, FAILURE TO USE THE APPROPRIATE SIZE BALL WILL ALLOW THE TRAILER TO DISCONNECT AND CAN CAUSE INJURY OR DEATH TO YOU OR OTHERS.**

**NOTE:** The following steps are to be accomplished with the rear fender removed. These steps will familiarize you with the operation procedures required for this hitch and aid in determining a location for your wiring harness. The receiver head will need to be removed to reassemble the rear fender once you have completed these steps:

1. (ALL APPLICATIONS) At the bottom rear of the receiver center section, there is a 3/8"-16 x 1" bolt with a jam nut. Back the bolt out of the receiver center section so you can insert the receiver head. The hitch head should be installed so that the plate with the hole or pin extends away from the rear tire.
2. Remove the receiver lock from its packaging and familiarize yourself with its operation.
3. Insert the receiver head into the receiver center section and align the hole in the hitch head with the center section. Insert the receiver lock bar through the 1/2" hole just below the hitch platform engaging both the center section and the hitch head. Install the lock assembly onto the end of the receiver lock bar and make sure that it is secure. Tighten the jam bolt with a 9/16" wrench until snug. Then tighten the jam nut against the receiver center section (not the bolt head) with a 9/16" wrench. This will keep the jam bolt from coming loose.



**WARNING: DO NOT OVER TIGHTEN THE JAM BOLT OR NUT. IT IS DESIGNED TO ISOLATE ANY PLAY THAT THERE MIGHT BE BETWEEN THE RECEIVER HEAD AND RECEIVER CENTER SECTION. OVERTIGHTENING CAN CAUSE HITCH FAILURE RESULTING IN DAMAGE TO YOUR MOTORCYCLE, TRAILER AND/OR INJURY OR DEATH.**

**NOTE:** Become familiar with this operation, you will not be able to see the hitch when the bike is assembled.

4. On hitch packages with 1 7/8" ball, you can now install the 1 7/8" stainless steel ball according to the supplied manufactures instructions.
5. You are now ready to wire the motorcycle.

## WIRING INSTRUCTIONS

**NOTE:** If your trailer is equipped with combined turn signal and brake lights and/ or a 4 pin harness, a Trailer Light Converter will be required to complete the installation.

**NOTE:** The isolator package you receive with your new hitch comes with generic wiring instructions. The instructions you are holding are more specific to the Honda GL1800 although wire routing, connections and isolator location is left up to the individual installer. These instructions are a guide through the procedure.

**NOTE:** If you purchased a new *BUSHTEC* trailer, you will have received a 4' bike side wire harness with the trailer. A bike side harness is not included with the hitch package. If you need a new harness, they are available for purchase from Bushtec or an authorized dealer. If this hitch is being used with a non-*BUSHTEC* trailer, the appropriate plug and sufficient length of wiring to reach the isolator package will need to be purchased from the trailer manufacturer, local parts store or RV and trailer supply. If you are buying a new trailer, check with the manufacturer as the bike side harness plug is often provided with the trailer.

**NOTE:** The rear fender should still be off of the motorcycle. However, you may need to put the fender back into position to gauge the distance of wire you will need exposed as described below. If you need or want to install the fender, you will need to remove the receiver head, install the fender (without the screws) then reinstall the receiver head. This will help in familiarizing yourself with hitch head removal.

1. (*BUSHTEC* APPLICATION) Attach the plug body of the bike side harness within 2-3 inches of the hitch pin using wire ties, electrical tape or a fastener of your choice.
2. (ALL OTHER APPLICATIONS) Attach your plug body in a suitable location that, once connected to the trailer, allows sufficient movement in the trailer harness. (I.e. Leaving the harness too long will allow it to drag the ground and making it too short can cause a bind or result in the plug becoming disconnected.)



**NOTE:** Position the bike side electrical plug so it is accessible with the rear fender in place.

**CAUTION:** MAKE SURE THAT THE HARNESS DOES NOT RUB THE BOTTOM OF THE FENDER WHEN IN USE.

3. Run the bike side harness up the left side of the bike to the underside of the trunk. Fasten the harness to the saddlebag subframe so that it does not interfere with the movement of the swingarm, rear wheel or tire, does not make contact with the exhaust pipe and does not interfere with reassembly of the motorcycle.
4. Plug the supplied subharness for GL1800™ into the supplied relay package using the 4 pin connector. The subharness will plug in between the factory Honda 2-pin and 3-pin connectors underneath the trunk for the saddlebag and trunk lighting. Locate the black rubber boot which covers the connectors. Loosen and disconnect the wire tie holding the harness in place, then slide the rubber boot to the side along the harness exposing the plugs.
5. Locate the red Honda® 3-pin connector with the ORANGE wire. Disconnect the two halves of the plug and connect the subharness 3-pin connectors with the BROWN wire in between to each end.

**NOTE:** Make sure that you plug both ends of the connectors into both sides of the subharness.

6. Locate the blue Honda® 3-pin connector with the LIGHT BLUE wire. Disconnect the two halves and connect the subharness 3-pin connectors with both the GREEN and YELLOW wires in between to each end.
7. Locate the red Honda 2-pin connector. Disconnect the two halves and connect the subharness 2-pin connector in between to each end.
8. Position the relay block on the shelf created by the rear inner fender.
9. Route the large red and black wires to the battery under the trunk and along the left upper frame rail. Connect the black wire to the battery ground terminal using the supplied eyelet connector.

**NOTE:** Remove the 30 amp main fuse from the fuse holder prior to establishing battery connections. Do not use the Honda 5 amp accessory circuit for 12V connection of the trailer relay block. It is not capable of handling the load

10. Connect the supplied fuse holder to the battery positive terminal. Now connect the free side of the fuse holder to the red wire from the relay block.
11. (*BUSHTEC APPLICATION*) The *BUSHTEC* harness contains a Sixth wire (the black wire), which operates the interior light. *BUSHTEC* recommends combining the black wire with the green running light wire so that the interior light operates only when the running lights are functioning, otherwise you may drain your battery if the light is left on. If you wish to be able to operate the interior light at any time without turning on the ignition, you will need to connect the black wire of the trailer harness directly to the positive (+) terminal of the battery with the appropriate inline fuse (not supplied).





**NOTE:** DO NOT confuse the black wire of the trailer harness with the black wire of the isolator package.

12. Connect the *BUSHTEC* Trailer harness to the isolator package using the supplied blue butt connectors as follows:

| <u>Function</u> | <u>Isolator Output</u> | <u>Bushtec Harness</u> |
|-----------------|------------------------|------------------------|
| Brake Light     | Solid Blue             | Solid Blue             |
| Left Signal     | Solid Brown            | Solid Brown            |
| Right Signal    | Solid Yellow           | Solid Yellow           |
| Running Light   | Solid Green            | Solid Green            |
| Interior Light  | (refer to step# 12)    | Solid Black            |
| Ground          | Solid Black            | Solid White            |

13. (ALL OTHER APPLICATIONS) Connect your harness to the isolator package using the above solid colored outputs to the appropriate wires of your harness.

**NOTE:** the red and black wire of the Isolator should always be hooked up directly to the Positive (+) and Negative (-) terminals of the battery. Chassis ground is not acceptable in any application. Your trailers harness ground wire will need to be attached to the solid black wire of the relay package.

14. Insert the supplied 15amp fuse into the fuse holder and check the functions with your trailer plugged in.  
 15. Secure all the wiring making sure that nothing will affect the reassembly of the motorcycle.

**CHECK ALL HARDWARE TO MAKE SURE IT'S TIGHT. CHECK ALL ELECTRICAL CONNECTIONS.**

**YOU ARE NOW READY TO REASSEMBLE YOUR MOTORCYCLE. REFER TO YOUR FACTORY SERVICE MANUAL FOR THE PROPER PROCEDURES.**

#### REASSEMBLY

1. Reinstall the rear fender panel. This does require that the hitch head is removed. Position the rear fender panel by inserting top edge under trunk; align top tabs in push in to engage. Align and engage bottom tabs and check that holes are aligned. Install Allen bolts to secure rear fender panel. On 2001 to 2005 models, note that the center bolt has a



- short shoulder between the bolt head and threads, while the four outer bolts have a longer unthreaded shoulder. On 2006 to 2010 models the bolts will all be the same.
2. Rotate the muffler back into position and install the muffler hanger bolt to factory specifications. Then tighten the muffler clamp bolts to factory specifications.
  3. Install the saddlebag guard using the two factory hex bolts. Tighten to factory specifications. Repeat for the other side.
  4. Install plastic cover over the frame behind the passenger floorboards. Secure with 3 Allen head screws until snug. Do not overtighten! Repeat for other side.
  5. Install side cover by aligning tabs on backside of panel with the grommets on frame and push into place. Apply Vaseline or similar product to allow tab to slide into grommet. Take care that you do not push grommet through hole with tab.
  6. Turn seat over and check that all four rubber inserts that correspond to bolt positions for seat handles are in place and fully seated. If not fully seated, the seat will not sit over the frame correctly and the bolts can not be installed properly. Place seat down over frame and install by engaging tongue on bottom of seat pan under bar above fuel tank. The two small tabs at front of seat pan should engage under trailing edge of false gas tank shelter. Push rear of seat down and align holes in seat with handle bolt holes in frame. Install each side loosely so that the seat can be moved as necessary. If seat does not set down over frame with minimal pressure or holes will not align, check that wires are not sitting on top of frame rails corresponding with rubber bumpers on seat pan. Once all four bolts are started, tighten to factory specifications.

**CAUTION: DO NOT OVERTIGHTEN ANY BOLTS, ESPECIALLY THOSE PASSING INTO OR THROUGH ALUMINUM FRAME. FAILURE TO EXERCISE CAUTION CAN RESULT IN STRIPPED OR DAMAGED THREADS, BROKEN BOLTS, AND ADDITIONAL WORK TO REPAIR. IF ANY RESISTANCE OR BIND IS FELT DURING DISASSEMBLY, REASSEMBLY OR TEST FITTING, STOP AND REMOVE THE BOLT. CHECK THE THREADS ON THE BOLT AND IN THE HOLES, ALIGNMENT OF HOLES AND USE THE CORRECT THREAD TAP OR DIE AS NECESSARY.**

### **FINAL TRAILER HOOKUP**

1. Install the hitch head into the receiver and secure with lock and jam bolt as previously described.
2. (*BUSHTEC APPLICATION*) Set the heim joint down over the hitch pin. Place the key into the lock and turn ¼ turn clockwise while holding the lock. Place the lock over the top the hitch pin and down against the captured bearing of the heim joint. Then turn the key counterclockwise ¼ turn and remove key while holding lock. Lift up on the lock to ensure lock is engaged on the hitch pin. Place the black rubber cover over the lock to keep keyway free from debris.

**WARNING: THE KEY IS REMOVABLE REGARDLESS OF WHETHER THE LOCK IS ENGAGED ON THE PIN!**



3. Remove the dead plug from the end of the bike harness and plug the trailer in. Hook the safety chain catch to the ring below the pin. **CHECK ALL TRAILER CONNECTIONS ONCE AGAIN!**
4. (ALL OTHER APPLICATIONS) Attach the trailer to the ball and secure the coupler latch. Check that the trailer coupler is adjusted properly and in excellent working order. Plug your trailer into the bike harness. Attach your safety chain to the rings on the sides of the receiver tube. **CHECK ALL TRAILER CONNECTION.**

**WARNING: BUSHTEC ASSUMES ABSOLUTELY NO RESPONSIBILITY IN THE USE AND MAINTENANCE OF ANY TRAILER. PROPER USE, MAINTAINENCE, AND ANY AND ALL WARNINGS ASSOCIATED WITH TRAILERING ARE THE RESPONSIBILITIES OF YOUR RESPECTIVE TRAILERS MANUFACTURER. BUSHTEC'S TOTAL LIABILITY WILL BE LIMITED TO THE INITIAL PURCHASE PRICE OF THIS PRODUCT OR REPLACEMENT OF THIS PRODUCT AT OUR DISCRETION.**

**WARNING: DUE TO THE NATURE OF TOWING A TRAILER AND THE ENGINEERING INVOLVED WITH THIS HITCH OR ANY MOTORCYCLE HITCH, ALL HARDWARE MUST BE CHECKED BEFORE, DURING AND AFTER YOU TOW TO ENSURE THE PROPER WORKING ORDER OF THIS PRODUCT!**

**500 LBS. MAXIMUM GVWR**  
**75 LBS. MAXIMUM TONGUE WEIGHT**

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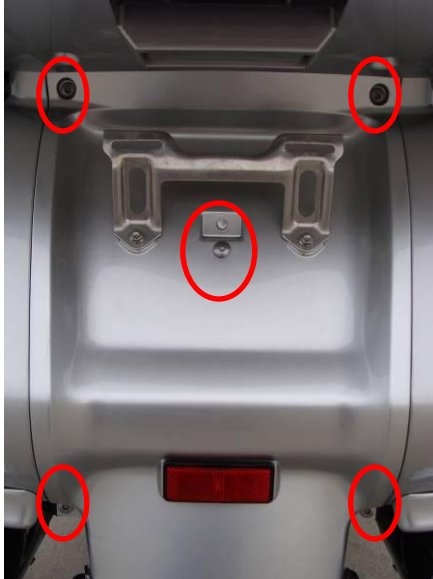
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Screw locations for rear panel removal. Screw under license plate on 2001 to 2005 models only.



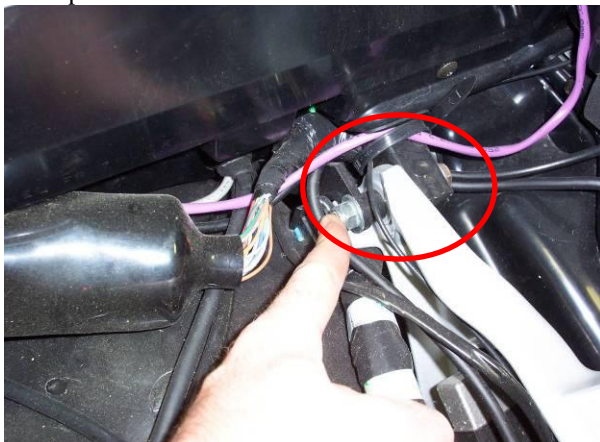
Plastic cover over frame behind passenger board. Remove three screws as highlighted to remove panel.



With plastic cover removed, rear saddlebag bolts are exposed.



Bolt securing subframe to main frame. Remove and replace with provided bolts one side at a time.



Left side- upper strut mount position. From rider position looking rearward. Bolt from outside through flat washer,



Rear of motorcycle, behind rear fender panel above rear tire. Black boot is location of plugs where



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subframe, main frame, spacer, strut, washer, and nut.

Isolator subharness is connected. Shown after install.

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