

Honda Magna V65 Forward Control Installation Instructions

- 1.) Remove front motor mount bolts, footpegs, shifter, brake pedal, and engine/crash bars.
- 2.) Insert 2" long 1/2" diameter bolts through the welded on spacers on the mounting plates and install mounting plates to frame. The brake side uses two supplied 8mm x 70mm bolts that go through the frame downtube with your stock nuts (see fig. 1). The shifter side uses the supplied U-Bolt which clamps to the frame downtube, and uses a 3/8"x 5 1/2" bolt with 3/8" locknut that goes through the smaller diameter welded on spacer and motor mount hole on your front engine case. The supplied 5/16 washer may be needed between the spacer tube and the engine mount to achieve correct spacing (see fig. 2). Apply threadlocker (blue or red loctite) liberally to the threads of all fasteners.



Fig. 1



Fig. 2

- 3.) Install forward controls to mounting plates using supplied 1/2" bolts that were previously installed in step 2. Be sure to apply threadlocker to all fasteners and tighten securely!
- 4.) The next step is to install the supplied linkage rods. Some modification is required to the stock shifter arm and brake pedal. The shifter arm will need the factory ball joint removed by grinding the spot weld off and then drill the hole out with a 5/16" bit. The supplied heim joint can now be installed into the shifter arm with supplied lock washer and acorn nut (see fig. 3). Both heim joints will need a 5/16"-24 jam nut installed on the stud of each before being screwed into the LH (bent) linkage rod. Once both ends are installed on the linkage rod, the shifter arm can be reinstalled onto the splined engine shaft (see fig.4). The other heim can be inserted into the forward control and secured with a flat washer, lock washer, and acorn nut.



Fig. 3



Fig. 4

- 5.) The brake pedal will need to be shortened and a 5/16" hole drilled in it, exact placement and length can vary based upon desired pedal travel and force required (see fig. 5). Once this is completed the brake lever can be reinstalled at approximately the 5 o'clock position. Install a 5/16"-24 jam nut onto each stud of the heim joints before installing them into the straight linkage

rod. Attach the linkage rod to the forward control and brake lever with the heim joints and ¼” washer, lock washer, and acorn nuts. After both rods are installed the jam nuts can be tightened against the linkage rods at each end on both sides (4 locations total). The brake sensor will need to be relocated using the supplied tab which needs to be mounted at the front bolt hole of the stock foot peg location with the stock bolt. Insert the brake switch into the tab and connect the spring to the stock location on the brake lever (see fig. 6). Once again be sure to use threadlocker on all fasteners.



Fig. 5



Fig. 6