

# suitcase cycle<sup>®</sup>

## CONVERSION INSTRUCTIONS

**HONDA**  
**CL 100**  
**CL 125**

The enclosed kit is the result of more than six years experience in factory conversions. The following instructions have been carefully prepared to assure factory-conversion quality. PLEASE READ AND FOLLOW THESE INSTRUCTIONS CAREFULLY!

**DO NOT CONVERT A MOTORCYCLE THAT HAS A DAMAGED FRAME.**  
**SUITCASE CYCLE'S WARRANTY IS VOID UNDER SUCH CONDITIONS.**

### FIRST

To avoid a problem during conversion, make sure all components on your bike are operating normally. Check horn, rear brake light, headlight (including hi-beam indicator), tail light, transmission neutral light, turn signals (including orange indicator in speedometer face). Start engine. Check for proper functioning of ignition switch.

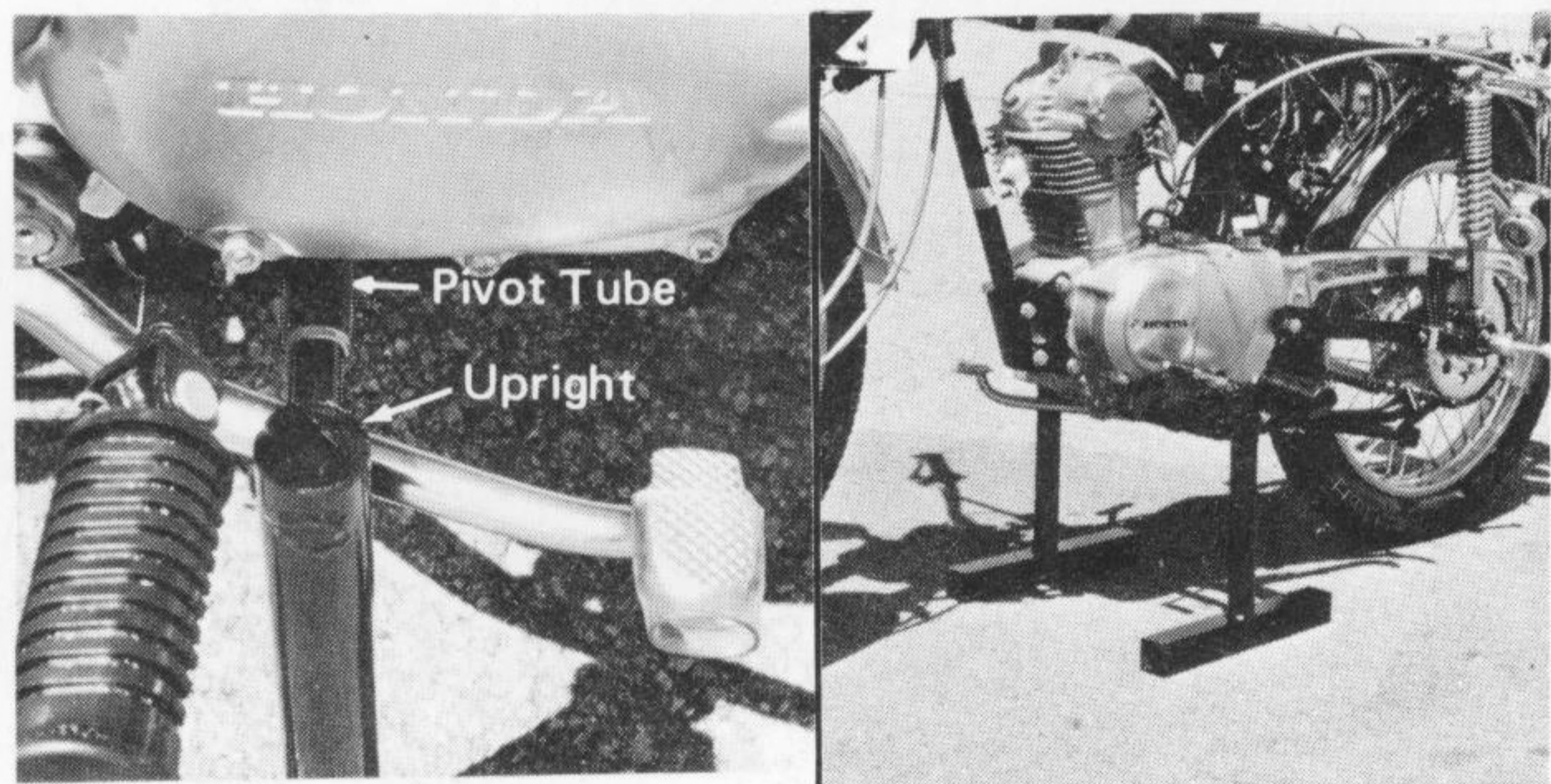
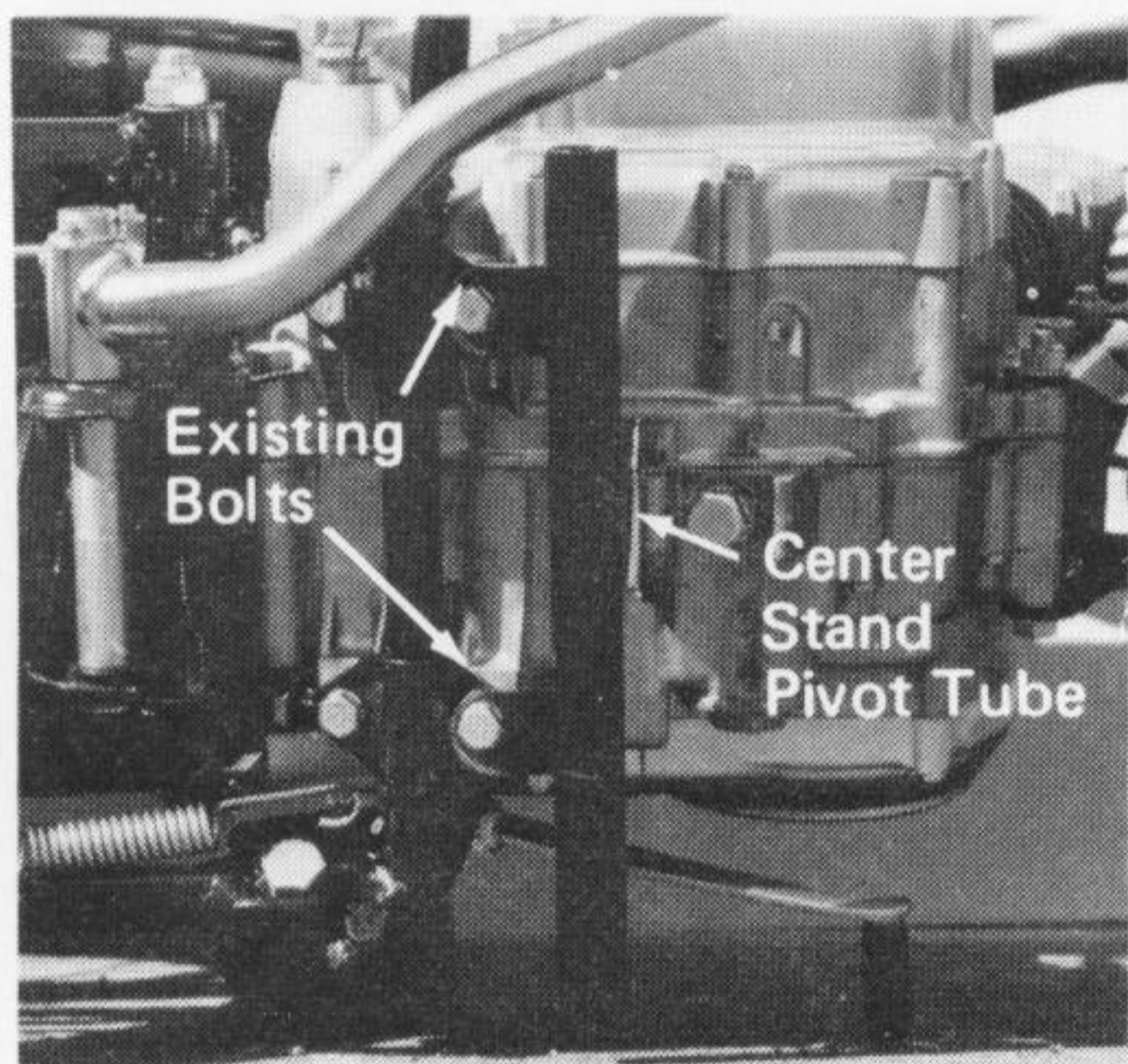
### SECOND

Your bike is now ready to disassemble for conversion.

### NECESSARY TOOLS

Hack Saw	Wire Cutters or Pair of Diagonals	
File	Pair of Pliers	
Drill (Electric)	Soft Face Hammer or Block of Wood	
Steel Hammer	Flat Punch 5/32" diameter or larger	
Center Punch	Plastic Electrical Tape	
Vaseline	Clean Cloth Rags	
1/4" Drill	1" Crescent Wrench	OPTIONS:
Masking Tape	Wire Stripper or Knife	Black Paint
Acetone	Honda Tool Kit	Metric Sockets,
Ruler		10,12 & 14mm

- 1 A.** Install center stand pivot tube to bottom of frame using existing bolts.

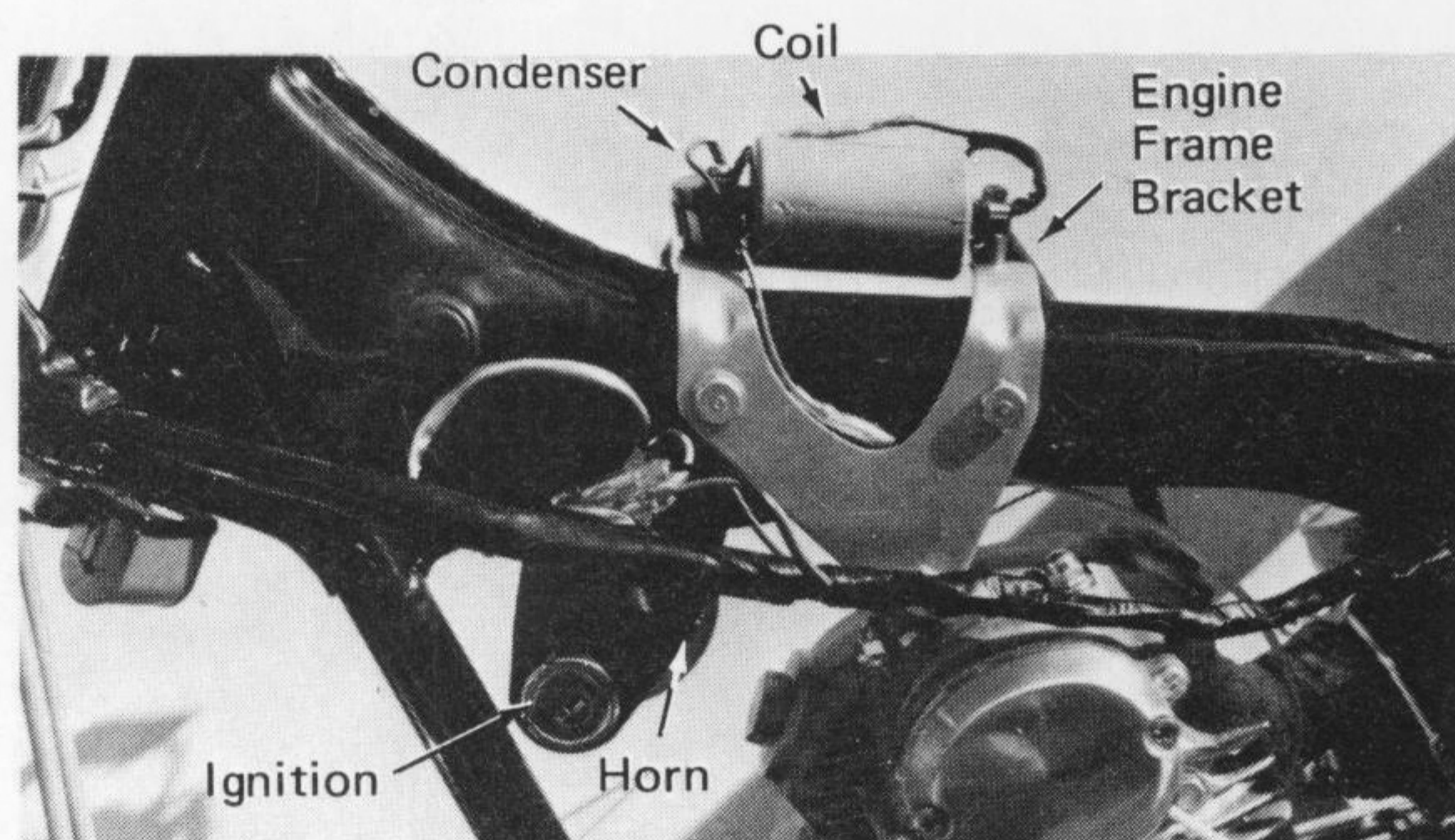


- B.** Rest bike on side stand. Slide S/C centerstand upright into pivot tube on right side of bike.

- C.** Standing on left side, tilt bike away from you and slide second upright into pivot tube.

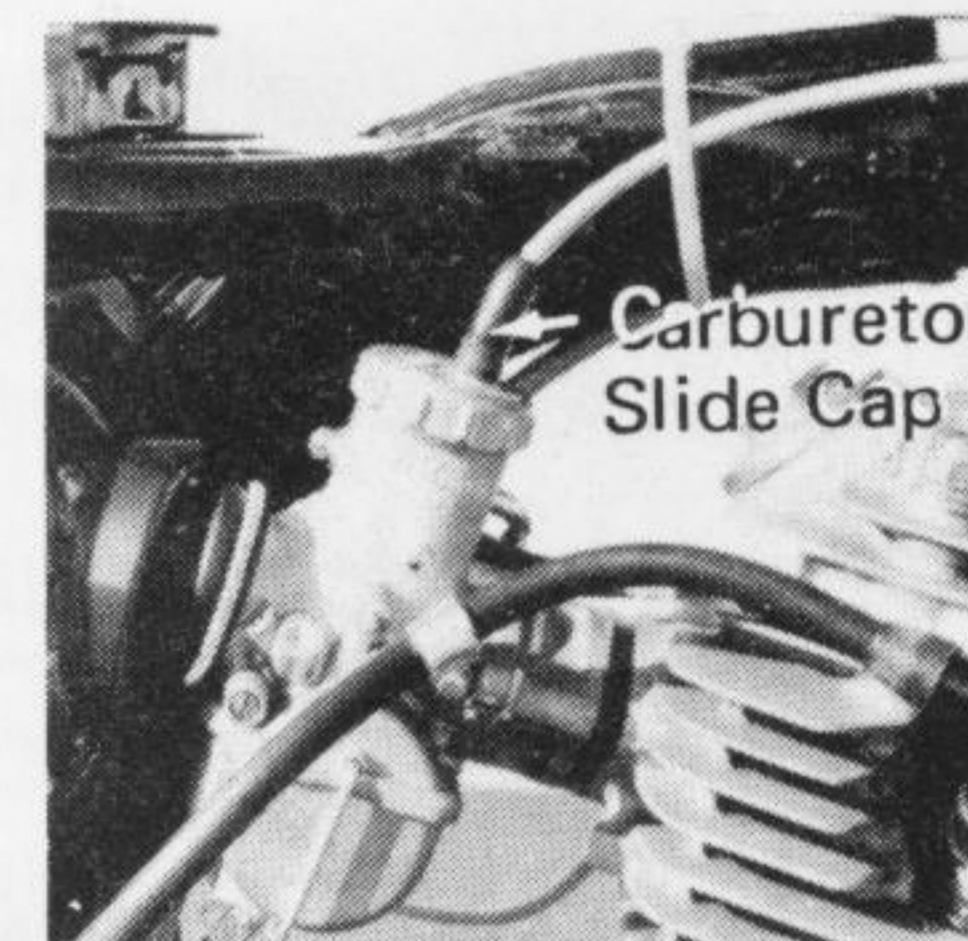
- 2** Remove seat (two bolts on side of frame - rear of seat).
- 3** Turn fuel selector valve to "off" position. Disconnect fuel line at tank valve. Lift tank upward from rubber grommet at rear of tank and remove. Tape end of fuel line to prevent foreign particles from entering carburetion system.
- 4** Remove both plastic side covers (below front of seat) by pulling out of rubber grommets (friction held only - no bolts).
- 5** Remove fuse at battery.

- 6** Remove exhaust pipe (two engine exhaust port nuts, exhaust engine bracket and rear shock exhaust bracket). Tape exhaust engine port to prevent foreign matter from entering during conversion.

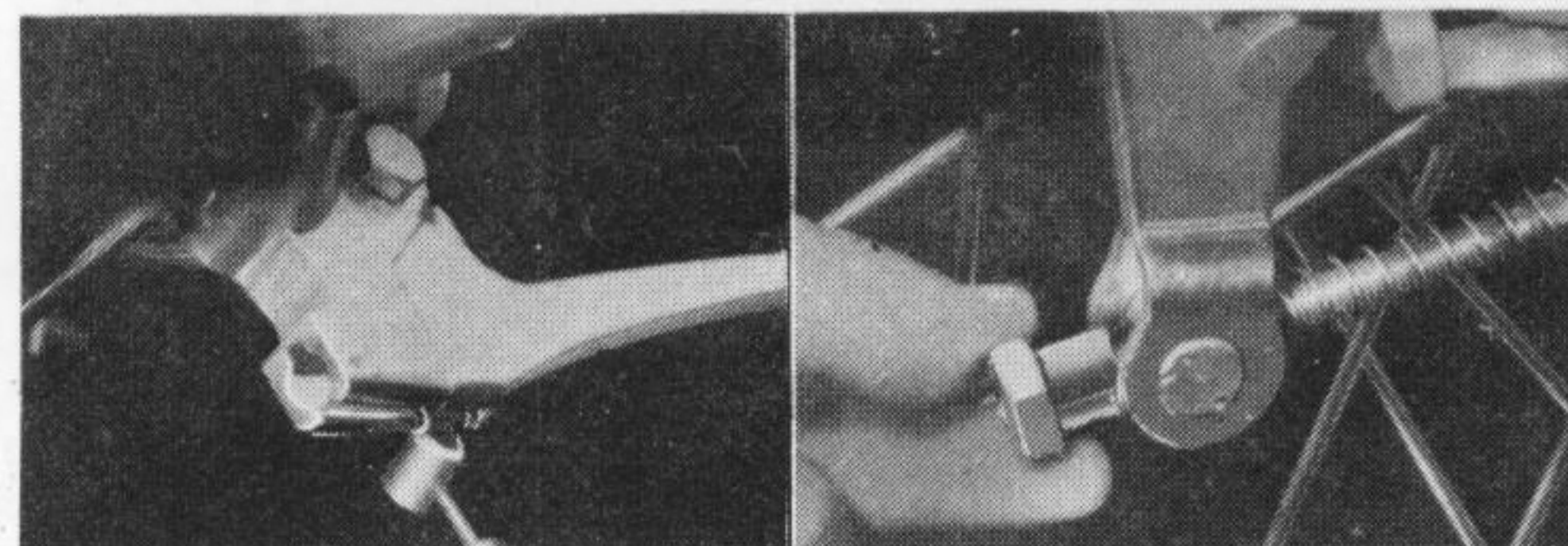


Disconnect and remove coil, condenser, ignition, horn and engine frame brackets.

- 8** Disconnect throttle cable from top of carburetor by unscrewing carburetor slide cap. Tape top of carburetor so no foreign matter can enter. Protect carburetor slide needle to prevent damage during conversion.



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Disconnect clutch and front brake cable from handle bars by lining up the slots in the two adjustment nuts, then pull cable shield out of clutch handle housing. If brake cable is too tight, loosen cable adjuster at end of cable on front brake drum.