

suitcase

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cycle

CT90 CONVERSION KIT INSTRUCTIONS

NOTICE: Please read the conversion kit instructions before proceeding with conversion to insure proper understanding of installation procedures.

To complete the conversion, the following tools are necessary:

- a. Hack Saw
- b. Hand or Electric Drill
- c. Small Butane Torch
- d. Honda Owner's Tool Kit

It is advisable to complete the conversion in the following sequence to insure proper installation.

I. ELECTRICAL DISCONNECT PKG. #108A

1. Remove frame cover.
2. Before cutting any wires on bike, check all electrical circuits for normal operation.
3. Remove fuse at battery.
4. Cut main electrical harness approximately in center.
5. Strip insulation off the end of wires approximately 3/8".
6. Keep both ends of connector attached.
7. Insert bare end of the wire to the small metal butt connector.
8. Crimp the connector with the cutting portion of your pliers.
9. Use care to avoid cross connections.
10. Continue with above steps until all wires are connected.
11. After wiring is complete, connect fuse and test all electrical circuits for normal operation.
12. Use provided roll of tape for taping all electrical wires.

II. ENGINE GUARD PKG. #111

1. Cut engine guard tubes in line with the top of the engine so as to receive S & K brackets.
2. Fasten brackets to guard tubing and top forward engine bolts.

ENGINE GUARD CONTINUED

3. File burrs and insert plugs in engine guard tubes.
4. NOTE: Some earlier CT90s have a variation in dimension which may require a slight modification to the engine guard.

III. KICK STAND LOCK "C" PKG. #114

1. Remove cotter pin on kick stand hinge tube (left side of bike).
2. Install S & K kick stand lock. NOTE: Extension of flat metal plate is to rest on casing above engine number.

IV. FRAME CLAMP INSTALLATION "B" PKG. #102

Before proceeding with the clamp installation, disconnect the throttle cable and electrical disconnect. Place bike on kick stand and lock kick stand.

1. LOCATION: Since there exists some variation between models, make sure that adequate clearance exists between the bottom of the clamp and engine accessories.
2. CUTTING FRAME: Mark the angle of cut approximately 45° with masking tape. Cut with sharp hack saw.
3. Smooth both cut surfaces with grit #220 emery cloth on block of wood.
4. Remove sharp edges on outside of cut tubing with file.
5. Mark where center of cut exists. This is where center of frame clamp should rest.
6. Tighten clamp on lower tube (over center of cut). CLAMP BOLT TO BE IN HORIZONTAL PLANE. Note: Clamp handles are spring loaded and can be placed in any position by pulling out and rotating.
7. Center punch for #1 cap screw in center of slot next to arrow marked "#1 cap screw".
8. Remove clamp and drill hole for #1 cap screw with #19 drill which is provided with frame clamp kit.

FRAME CLAMP CONTINUED

9. Install #1 stainless steel cap screw and lock nut.
10. Place clamp on lower section. Insert front section of bike in clamp. MAKE SURE IT IS FULLY INSERTED AND WHEELS ARE ALIGNED. Sight by eye.
11. Tighten clamp handles. To prevent movement, tighten forward clamp handle first. #1 lock pin should be in the corner of entry slot as indicated by arrow on clamp.
12. Insert clamp drill guide (provided in frame clamp kit) in upper entry slot of clamp. MAKE SURE IT IS FULLY INSERTED AND HELD IN PLACE WITH HOSE CLAMP PROVIDED. Drill hole. Remove front section and install #2 cap screw.
13. Re-insert front section and rotate clamp until snug (this pulls the two mating ends together under pressure).
NOTE: Cap screws should not go to end of slot when clamp is rotated. If they do, make sure you have good wheel alignment. If you do not have good wheel alignment, the clamp has not been properly installed. The cap screws are too close together. To correct this, fill #2 cap screw hole with silver solder or braze. Then repeat steps #10, #11, and #12. If the clamp will not rotate so that the cap screws move at least one half up the locking slot, the holes are too far apart. To correct this, slightly elongate one of the holes toward the center of the clamp. (Use #19 drill or a small round file).
14. When clamp installation is complete, capture frame clamp on lower end of frame tube. Approximately 1/4" to 1/2" up the lower entry slot, center punch on both sides of the entry slot. This will keep the clamp attached to main section of bike.

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V. FRAME COVER PKG. #102A (OPTIONAL)

1. Make cut-outs for frame clamp handles.
2. Replace Honda screws with S & K wing screws.

VI. SEAT "B" PKG. #104

1. Replace Honda seat bracket with S & K bracket.
2. Replace Honda seat hinge pin with S & K hinge pin.
3. Secure hinge pin by inserting 1/2" X 1/8" spring pin through existing hole at front of hinge pin retainer into hole in hinge pin.

SEE REAR FENDER PACKAGEVII. REAR WHEEL CONVERSION

PKG. #119 Brake Rod Bushing
PKG. #120 Chain Adjustment Wing Nut
PKG. #121 Rear Axle Hand Nut 12mm "A" or 10MM (depending on year manufactured).
PKG. #127 Rear Axle Pull Lever
PKG. #128 Brake Torque Pin "A"

1. Remove rear wheel.
2. Replace Honda brake torque pin and nut with S & K torque pin. Press fit. NOTE: Capture casting metal over end of torque pin to assure that it will not come loose.
3. Replace Honda brake rod bushing with S & K captured bushing. Secure by putting in place, then secure loose washer with drive screw.
4. Replace right chain adjustment nut with wing nut.
5. Install S & K axle pull bar through hole in end of axle.

VIII. LUGGAGE RACK "A" PKG. #105

1. Remove rack from bike.
2. Slot bottom of rack bracket.
3. Install S & K "tee handle" bolt on fender with flat lock washer on outside of fender. When tightened, top of lock washer must be closest part to fender. Bottom of washer will be further out than top. Use existing holes for bolts.
4. Replace standard screws on top with S & K slotted knurled thumb screws.

X. KICK STAND CONVERSION

1. Cut off one inch of left kick stand peg with hack saw. File away any rough burrs.

XI. SIDE KICK STAND CONVERSION

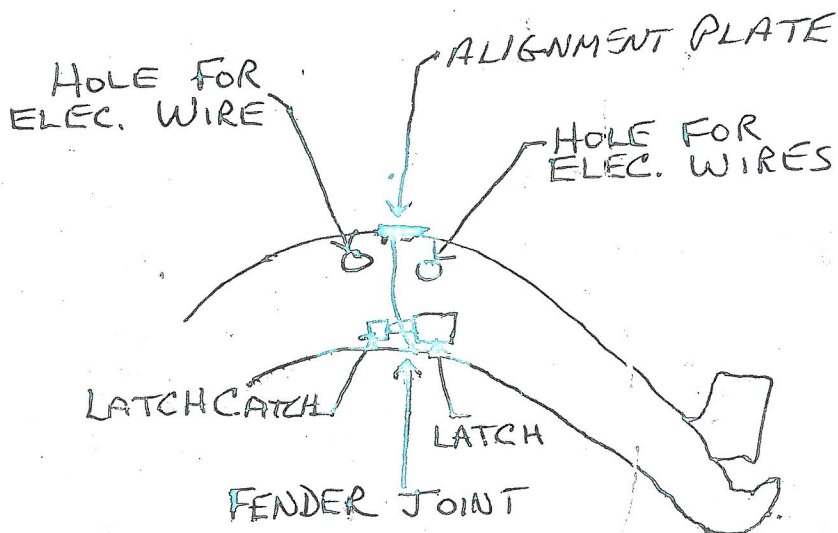
1. On some Honda models with side kick stands, it is necessary to cut off part of the bottom portion of bar to fit into loading tray.

2C NOTE: HONDA MODELS BEFORE 1970 -- THROTTLE CABLE IS TO BE DISCONNECTED AT CARBURATOR.

CT 90
REAR FENDER

Use drill and hex wrench provided in frame clamp kit package.

1. Cut electrical wires under rear fender near joint.
2. Drill two holes on top of fender, one on each side of joint and bring wires through.
3. Drill approximately a $3/8$ " hole on top part of fender. This must be on flat surface approximately $1/2$ " forward of joint, toward seat.
4. Use hack saw or electric saw, cut fender at joint.
5. File away burrs on both halves of fender.
6. Mate two halves together, inserting alignment pin into hole. Drill another hole on bottom half of fender with provided drill. Drill hole through alignment bracket and secure with hex bolt and nut.
7. Now that halves are mated, secure latches. See drawing below.



HANDLE BAR DISCONNECT

1. Remove Fuse at battery.
2. Drill out rivet in handle bar lever.
3. Remove lever and washer.
4. Wrap a rubber band around lever shaft, replace washer and lever.
5. Insert lock pin (button pressed in) through the opening in lever and shaft. Release button.
6. Unscrew throttle cable from top of carburetor and re-route on outside of frame.
7. Re-route rear brake cable on outside of frame.
8. Cut handle bar wires (3 groups) 3" from handle bar base. All groups to be cut at same location. Follow same procedure as in main elec.
9. Replace fuse and test elec. operations.