Installation instructions for FC8 Forward Controls for Honda Shadow 750 04-09 Aero, 07-09 Spirit C2 Shaft Drive and 2010 Phantom

It is highly recommended that you use a thread lock compound such as Loctite on all threads to keep them from vibrating loose.

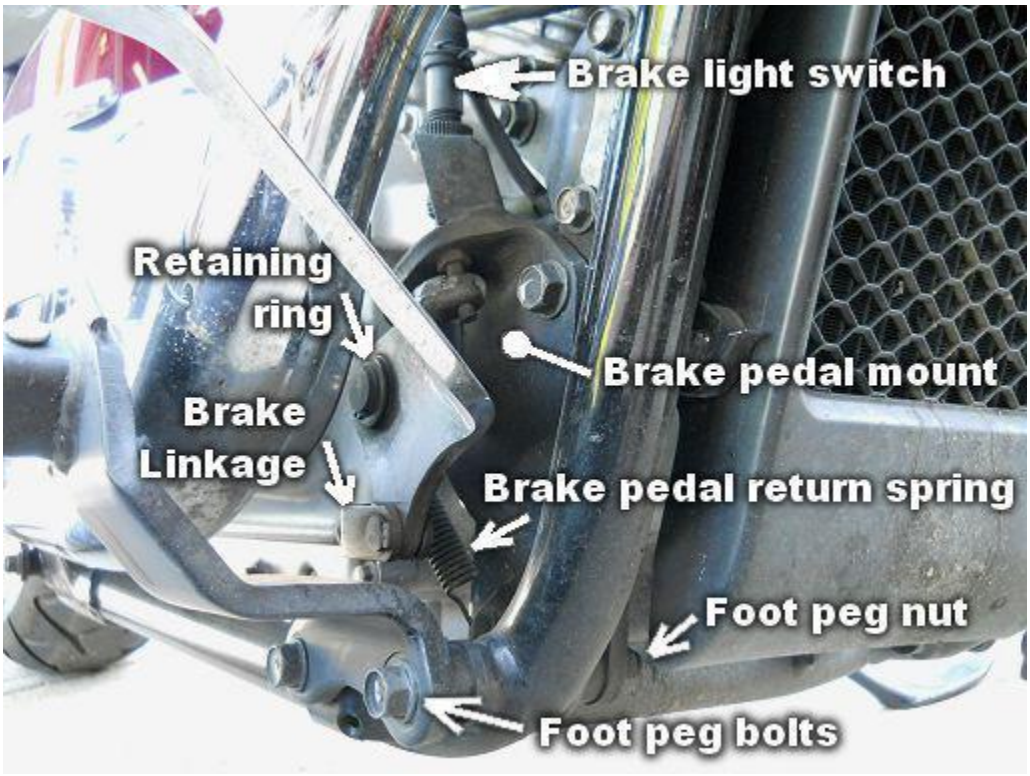
Please read these instructions entirely before starting. This picture shows the components of the FC8 kit. Parts will be referred to by the names & numbers shown here. If you are missing anything please email sales@refinedcycle.com.

Components List
1-M6-1.0 nut (x4)
2-M8-1.25 Lock nut (x2)
3-5/16-24 nut
4-3/8-16 nut
5-M10-1.5 nut
6-ARM5
7-5/64x1 Cotter pin
8-M6-1.0x25 Bolt (x2)
9-M8-1.25x30 Bolt (x2)
10-3/8-16x1.75 Button Head Bolt
11-3/8-16x2 Button Head Bolt
12-1/2-20x2.75 bolt (x2)
13-M10-1.25 x 70mm bolt (x3)
14-Brake Linkage Extension
15-M10-1.5x130 Bolt
16-Toe peg

17-Shifter Pedal
18-5/16 Zinc Washer (x4)
19-SPCBP4
20-STOF3
21-Foot Peg Spacer (x2)
22-1.5” Spacer (x4)
23-5/8x3/8 Bronze Bearing
24-not used
25- .75” Spacer
26-M6-1.0 Spherical Rod End
27-1/2 Retaining Ring
28-5/8 Wave washer
29-1/2 zinc washer
30-Right Side FC8
31-Left side FC8
32-5/16 Spherical rod end (x2)
33-Shifter Linkage (not shown)

Brake side....

To familiarize yourself with some of the parts you will be working with, see picture A.



Picture A

Remove the foot peg mount by loosening the one nut (on the front bolt) and the two bolts.

Remove the retaining ring from the brake pedal.

Remove the bottom hook of the brake pedal return spring from the frame.

Slide the brake pedal off just a little, to make it easier to get to the brake light switch spring, and remove the bottom hook of the brake light switch spring from the brake pedal.

Remove the top bolt that holds the brake pedal mount.

Remove the brake pedal. (Note: You should not need to remove the exhaust unless you have an aftermarket exhaust that fits closer than the stock exhaust.)

Remove the brake pedal from the brake linkage by first removing the cotter pin, then the clevis pin that holds them together.

Remove the brake light switch from its mount by pulling up. It just snaps in and out.

Remove the brake pedal mount from the bike.

Insert an M6-1.0x25 Bolt (Part #8) into the small hole of the ARM5 (Part #6) from the front and secure with two M6-1.0 nuts (Part #1). Start a 3rd M6 Nut on also, and leave it loose at the end for now.

Grease the brake pedal mount spindle and the large hole of the ARM5.

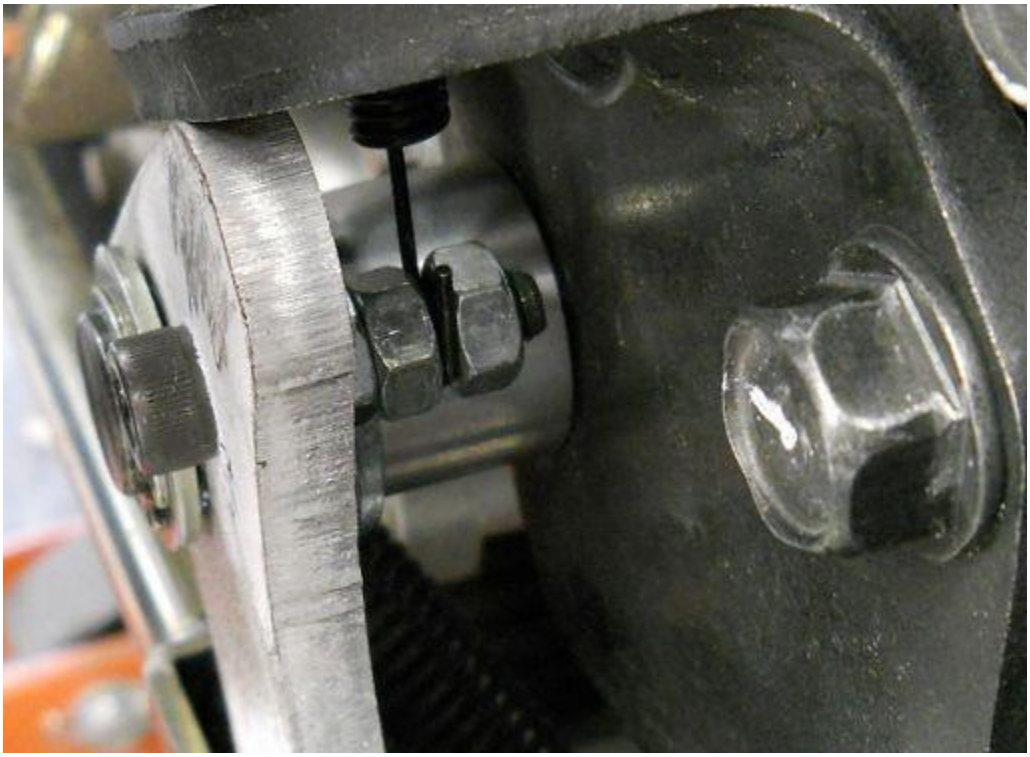
Slide the SPCBP4 (Part #19) onto the brake pedal mount spindle, then slide the ARM5 on and secure with the washer and retaining ring previously removed.

Attach the brake pedal return spring to the ARM5 and brake pedal mount as shown in picture B.

Picture B

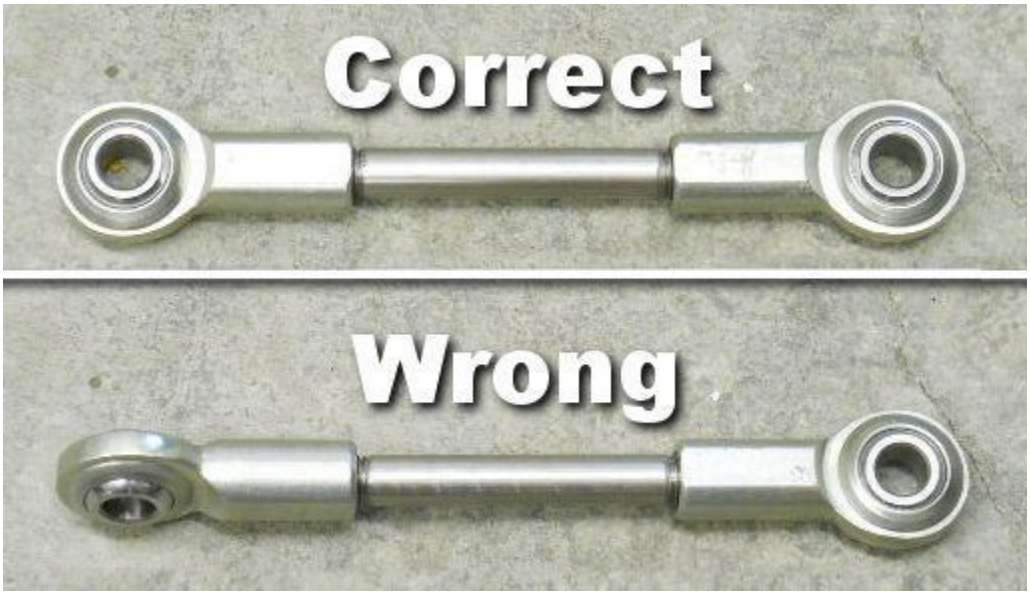
Insert the brake light switch back into its mount and loop the spring onto the M6-1.0x25 Bolt previously installed.

Tighten the 3rd M6 nut previously installed to secure the spring as shown in picture C.



Picture C

Thread the 5/16” Spherical Rod Ends (Part #32) all the way onto the Brake Linkage Extension (Part #14) and make sure both ends are lined up as shown in picture D.



Picture D

Work the brake pedal mount back into position. You should have enough slack in the switch wire to work it into place, but if not, remove the switch and reinstall it after you get the mount into position.

Install the brake linkage into the rear hole of the ARM5 with the clevis pin previously removed and a 5/64x1 Cotter Pin (Part #7).

Attach one end of the Brake Linkage Extension to the ARM5 with an M8-1.25x30 bolt (Part #9) and secure with an M8-1.25 Lock nut (Part #2).

Thread in and finger-tighten the top bolt of the brake pedal mount previously removed. See picture E.

Picture E

Install the Right Side FC8 (Part #30) using a 1.5” Spacer (Part #22) and an M10-1.25x70 bolt (Part #13) in the rear hole. Use a 1.5” Spacer and an M10-1.5x130 bolt (Part #15) and an M10-1.5 nut (Part #5) in the front hole. Make sure the Linkage Extension stays on top of the spacer. See picture F.

Picture F

Now, tighten the two M10 bolts AND the top bolt of the brake pedal mount.

Insert a 3/8-16x2” Button Head bolt (Part #11) into the front side of the small hole and slide a .75” Spacer (Part #25) on to the back side, then thread the STOF3 (Part #20) on and tighten.

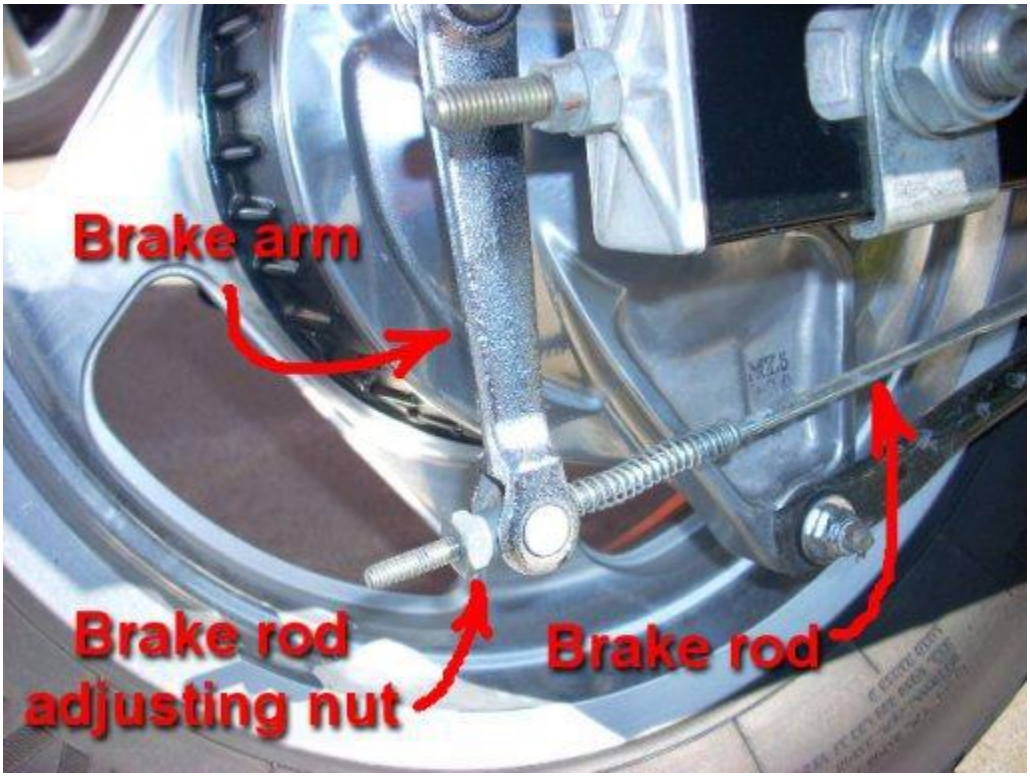
Install a foot peg, using a 1/2-20x2.75” Bolt (Part #12) and a Foot Peg Spacer (Part #21).

Grease the STOF3, slide the brake pedal on and secure with a 1/2” Zinc Washer (Part #29) and a 1/2” Retaining Ring (Part #27).

Connect the other end of the Brake Linkage Extension to the brake pedal with an M8-1.25x30 bolt and M8 Lock Nut. See picture G.

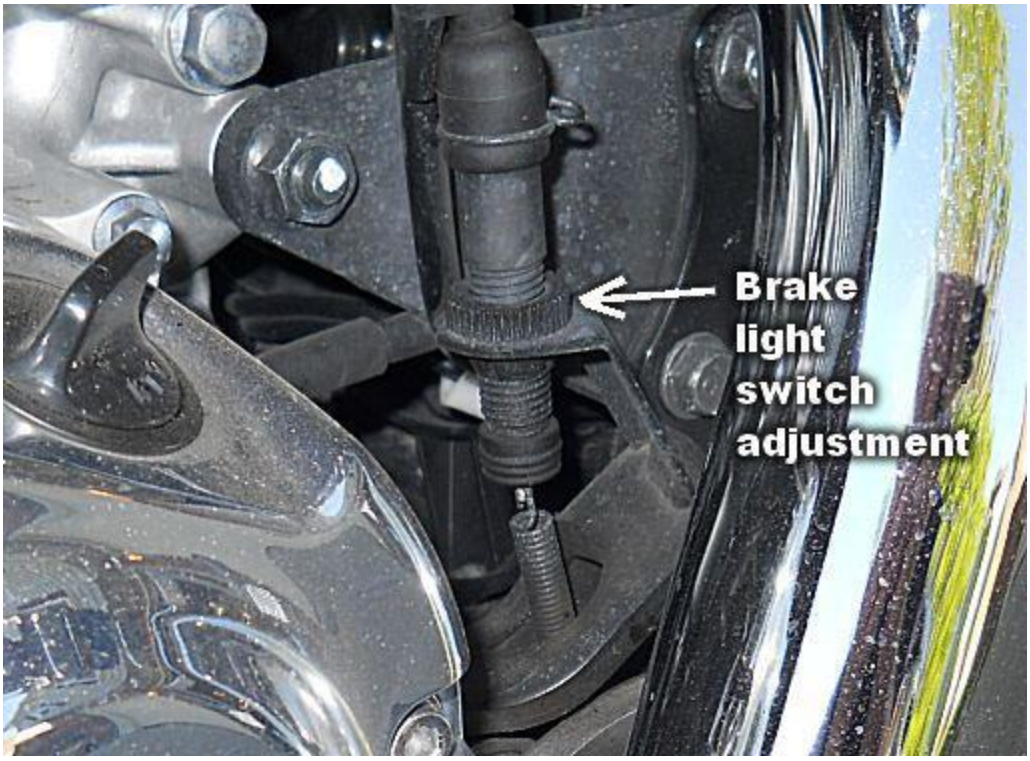
Picture G

Now adjust the brakes if necessary by loosening or tightening the brake rod adjusting nut. You want enough tension to allow a small, comfortable amount of movement to actuate the brake, but do not over tighten, as this will keep the brakes from releasing fully. See picture H.



Picture H

Once the brakes are adjusted correctly, the brake light switch will need to be adjusted. Do this by loosening or tightening the adjustment wheel shown in picture I.



Picture I

Hold the brake light switch in one hand to keep it from turning, while turning the wheel. If the spring tension is too tight, your brake light will be on all of the time. If it is too lose, it will not come on when the brake is applied. To test, turn your key on and observe your brake light while pressing and releasing the brake pedal a few times. If the brake light works as desired, no adjustment is necessary. If it stays on all the time, turn the adjustment wheel to loosen the spring tension on the brake light switch and retry. If it does not come on at all, tighten the tension on the brake light switch. With a little trial and error you will find the right position.

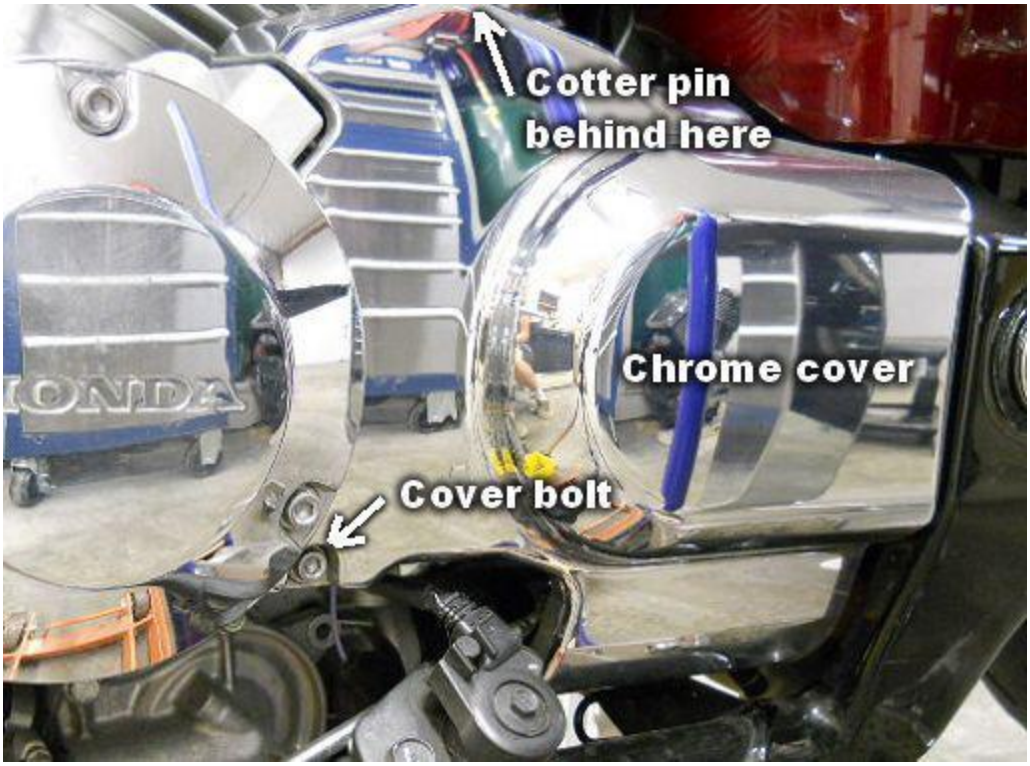
This completes the brake side installation. Now move to the other side.

Shifter side.....

Remove the bolt that holds the shifter pedal.

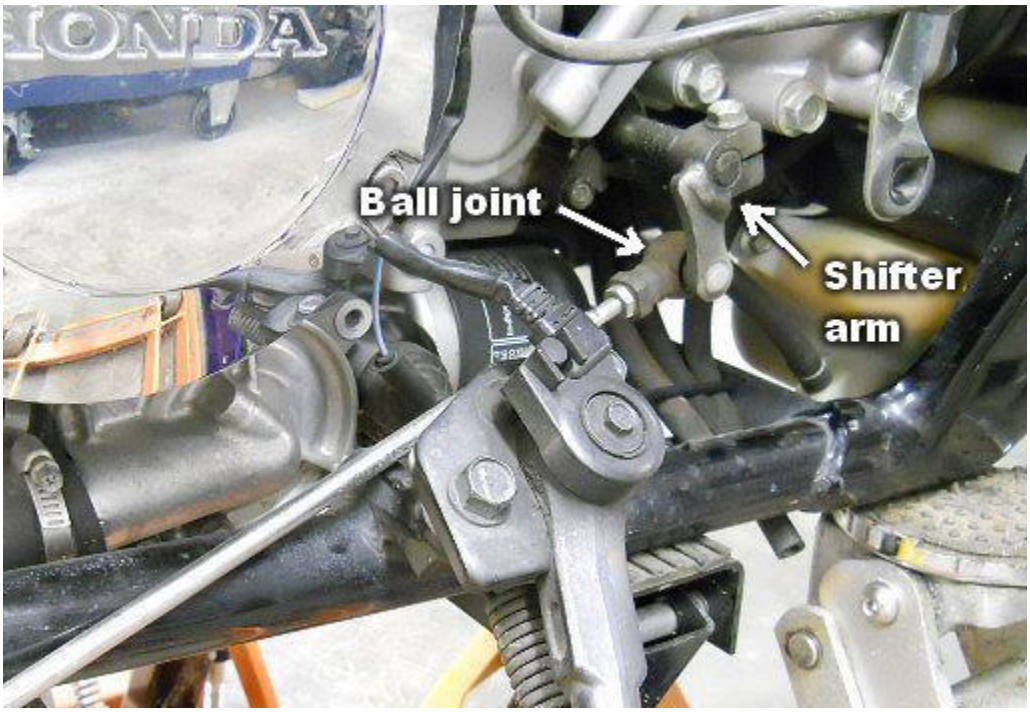
Remove the two bolts that hold the foot peg mount.

Remove the bolt and cotter pin and washer from the chrome cover shown in picture J.



Picture J

Gently work the chrome cover out of the rubber grommet and pull off. This will expose the shifter arm shown in picture K.



Picture K

Loosen the locking nuts at both ends of the shifter linkage and remove the linkage from the ball joints. Note: The thread toward the rear is a left hand thread.

Remove the nuts from the old linkage and thread them all the way on to the new Shifter Linkage (Part #33).
Install the Left side FC8 (Part #31) using two 1.5” Spacers and two M10-1.25x70 bolts.
Install a foot peg, using a 1/2-20x2.75” Bolt (Part #12) and a Foot Peg Spacer in the same manner as the other side.
Run the Shifter Linkage over the top of the spacers and just START the linkage into the rear ball joint. Make sure you have the correct end; remember, it’s a left hand thread.
Thread an M6-1.0 Spherical Rod End (Part #26) onto the other end of the Shifter Linkage as shown in picture L.

Picture L

Place a 5/8” Wave Washer (Part #28) onto a 5/8x3/8 Bronze Bearing (Part #23) shown in picture M.

Picture M

Thread the Toe Peg (Part #16) onto the Shifter Pedal and secure with a 5/16-24 nut (Part #3), then insert the Bronze Bearing with the Wave Washer into the Pedal as shown in picture N.

Picture N

Insert a 3/8-16x1.75” Button Head bolt (Part #10) into the front side of the remaining hole in the FC8 then place three 5/16” Zinc Washers (Part #18) onto the bolt at the back side of the FC8. Then slide the entire Shifter Pedal assembly onto the 3/8-16x1.75” Button Head bolt and secure with another 5/16” Zinc Washer and 3/8-16 nut (Part #4). See picture O.

Picture O

Attach the Linkage to the back side of the Shifter Pedal using an M6-1.0x25 bolt and M6-1.0 nut.

Test the Shifter Pedal for desired position. To make a small adjustment, rotate the shifter linkage a few turns, but make sure there is still most of the thread, threaded into the rod ends. If more adjustment is necessary, remove the bolt from the shifter arm shown in picture K, and remove the arm from the spline. Rotate the arm 1 or 2 notches in the direction you want the shifter pedal to move and reconnect.

After adjustment is finished, make sure to tighten the nuts on both ends of the Shifter Linkage, against the rod ends to secure it.

That’s it!

It is recommended that at this point you double check that ALL connections are tight and take the bike for a test ride and make any other adjustments necessary for the optimal position of your shifter and brake pedals.

Once all adjustments are made, replace the chrome cover on the shifter side.

Enjoy the ride!