Installation instructions for FC20 Forward Controls for Honda Fury ONLY.

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

Please read these instructions entirely before starting.

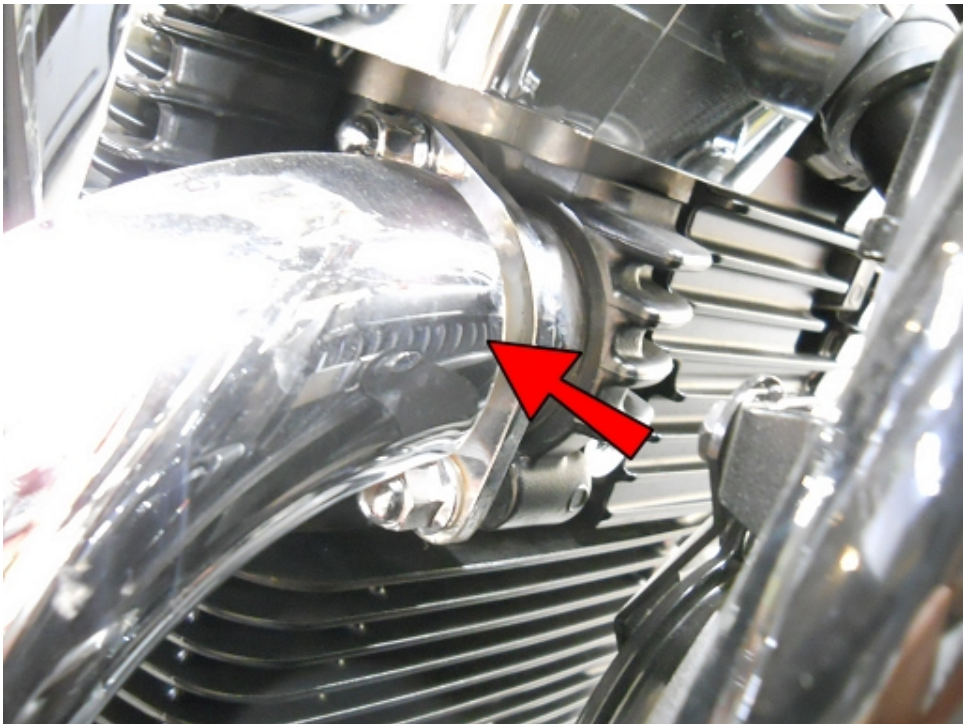
This picture shows the components of the FC20. Parts will be referred to by the names & numbers shown here. If you are missing anything please email RefinedCycle@gmail.com.

FC20 Components

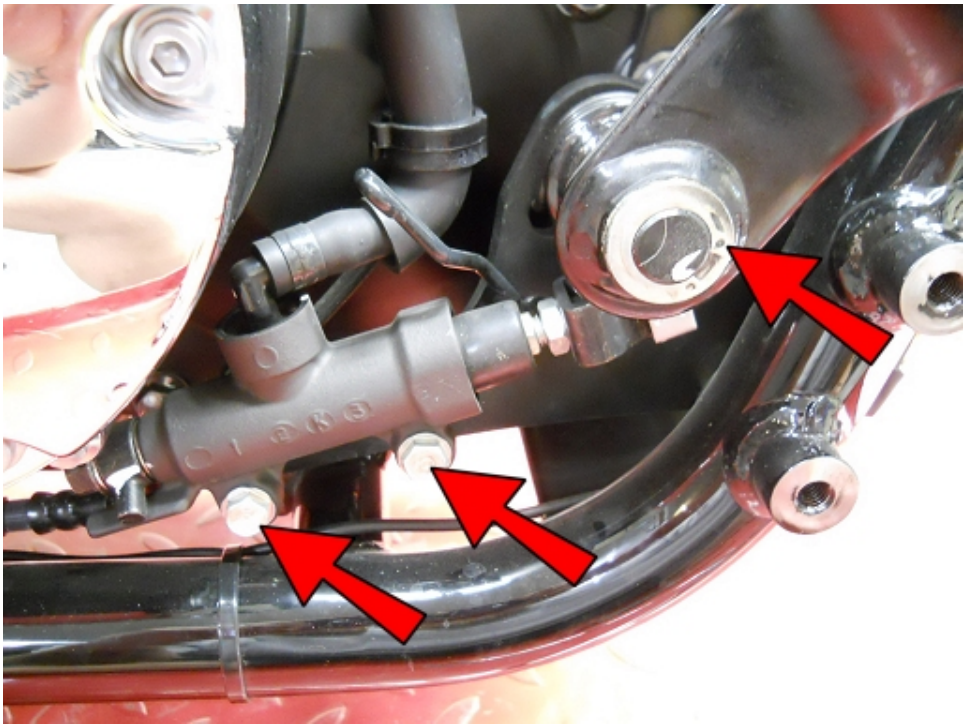
1 - ARM20	20 - M6 Spherical Rod End
2- ARM18	21 - 5/8 x 1/2 Bronze OR Steel Sleeve (qty. 3)
3 - STOF8 (slightly different from picture)	22 - SLV1 (qty. 3)
4 - Shifter Pedal	23 - M6 Clevis Pin
5 - Left side Control Plate	24 - #8-32x5/16 screw
6 - Right side Control Plate	25 - 3/64x1" Cotter Pin
7 - 1” Spacer	26 - #8-32x5/16 Nut
8 - .75” Spacer (qty. 3)	27 - M6 Nut (qty. 4)
9 - Brake Pedal	28 - 5/16-24 nut (qty. 6)
10 - 1/4" Washer (qty. 3)	29 - M8-1.25 Nylock nut (qty. 4)
11 - Brake Linkage	30 – 3/8-16 Nut (qty. 3)
12 - Shifter Linkage	31 - Shift Toe peg
13 - M8-1.25x60 SHCS (qty. 5)	32 - Brake Toe peg
14 – 3/8-16x2 BHCS (qty. 3)	
15 - M8-1.25x45 SHCS	The following have been added to the kit, but are not
16 - M8-1.25x35 SHCS	shown in the picture above….
17 - M6-1.0x40 Hex Head	33 - M6 Washer
18 - M6-1.0x25 SHCS	34 - M8-1.25x25 SHCS
19 - 5/16" Spherical Rod End (qty. 4)	35 – 1.5” Spacer (qty. 2)

Brake Side…

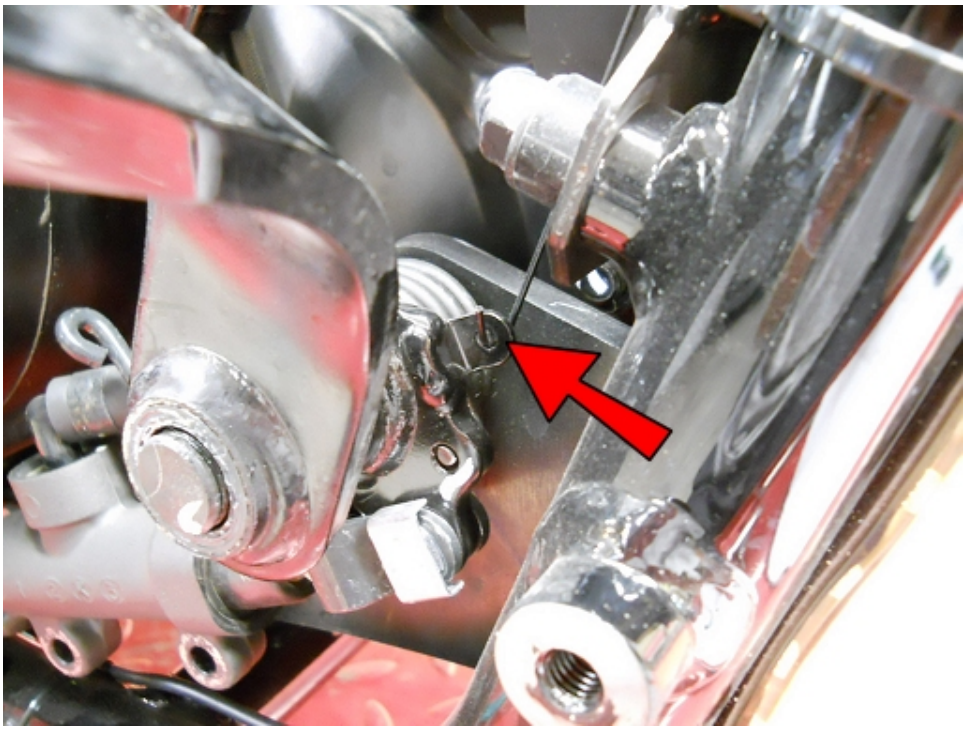
Remove these bolts to remove foot rest.



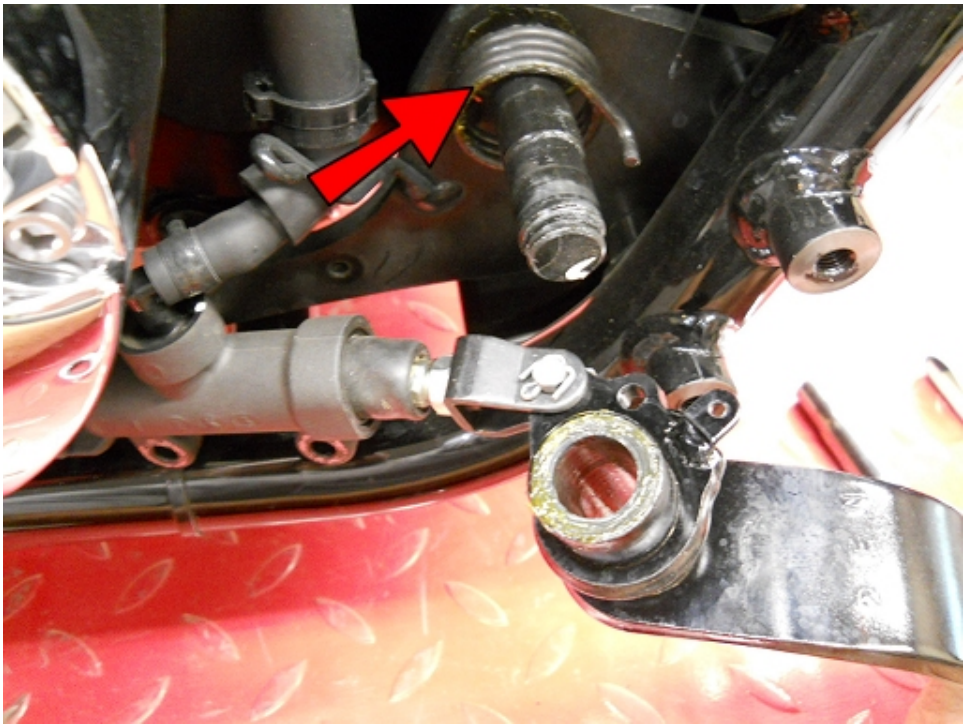
If you have a 2 piece exhaust, remove only the front pipe. If you have a one piece, remove the entire exhaust.



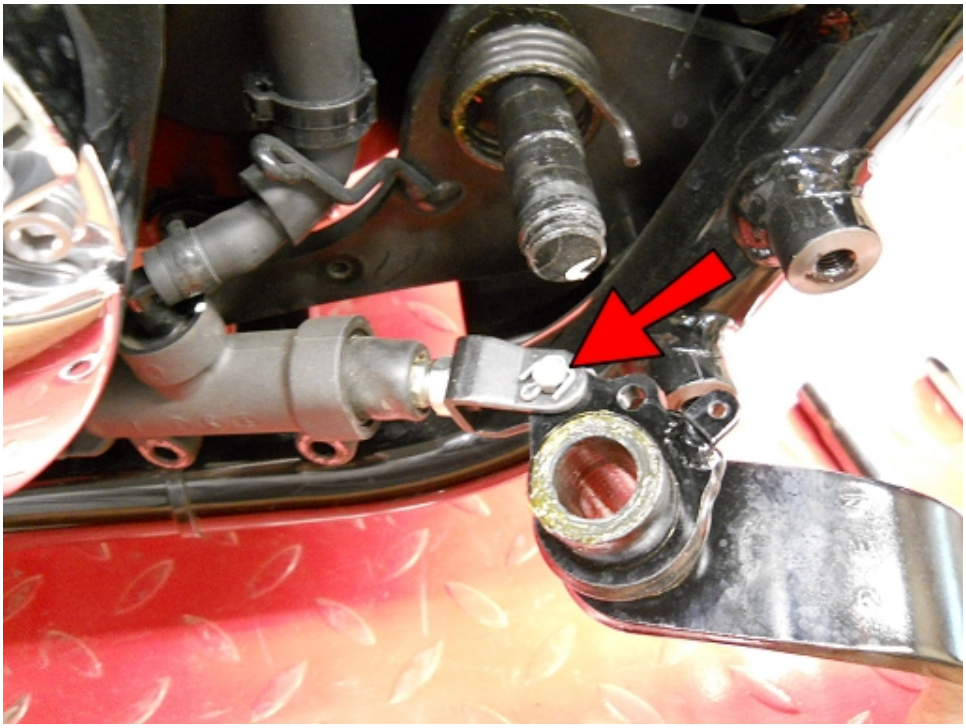
Remove the 2 bolts and spacers on the master cylinder and remove the retaining ring and washer from the pedal.



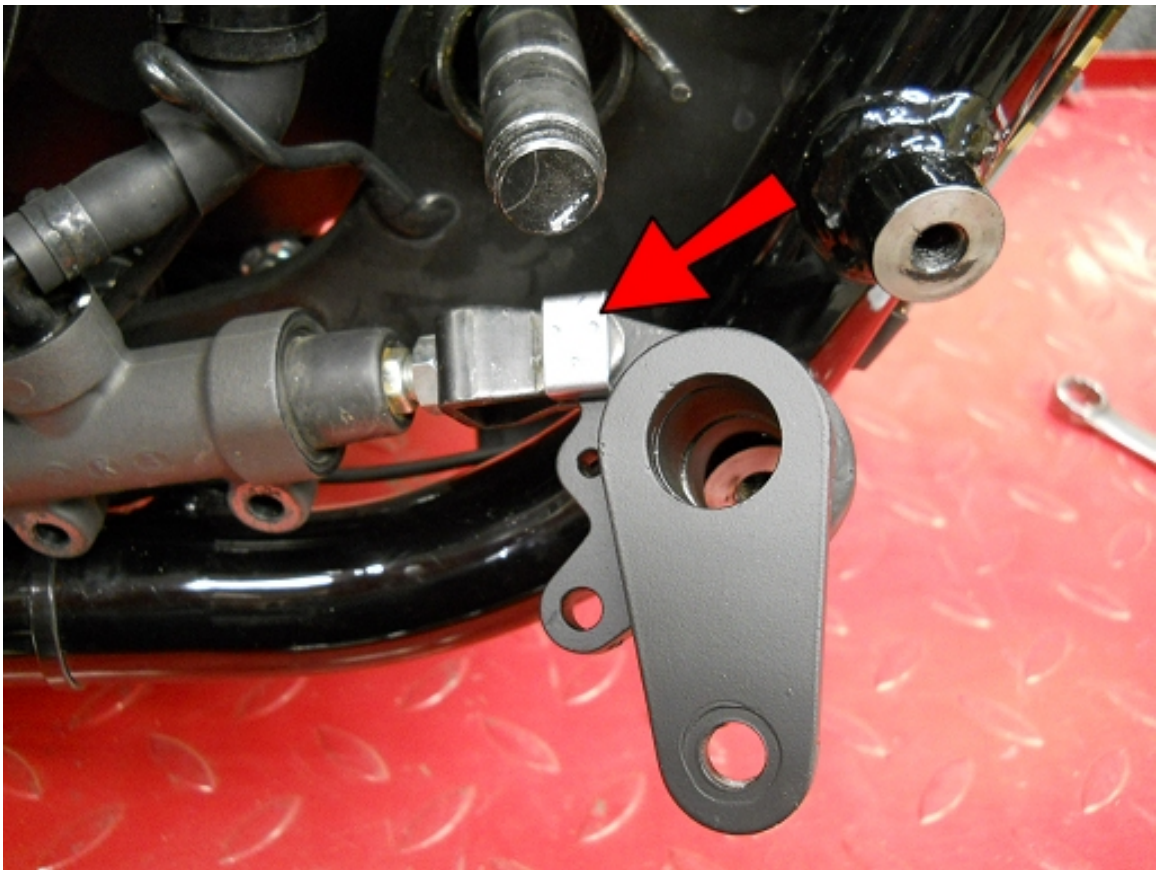
Remove this end of the brake switch spring.



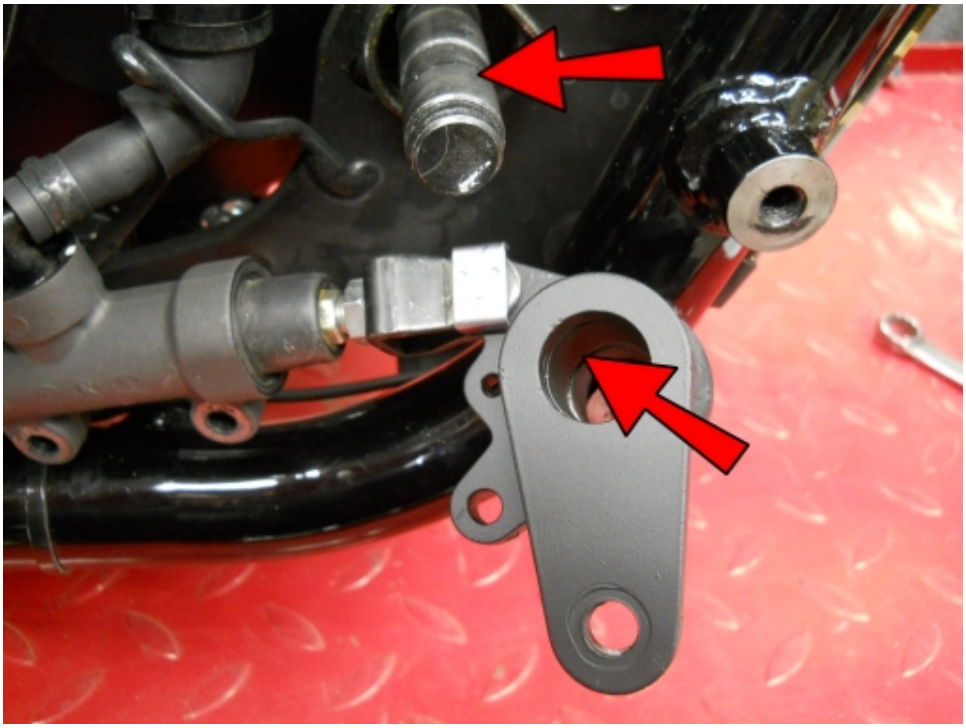
Slide the pedal off the spindle, but leave the torsion spring in place.



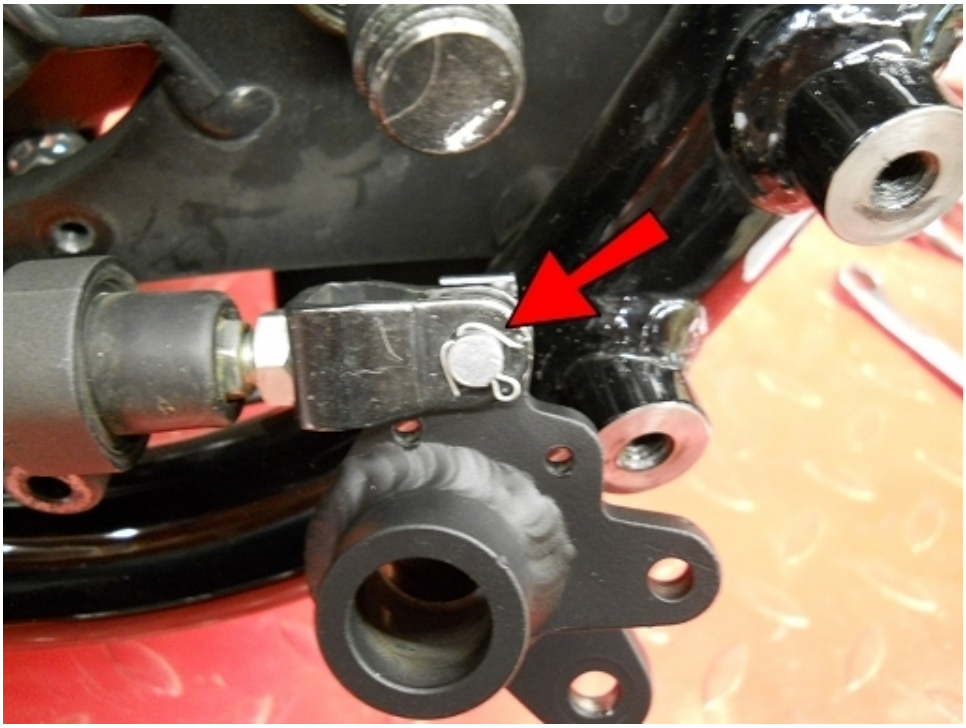
Cut off the cotter pin and pull out the clevis pin to remove the brake pedal.



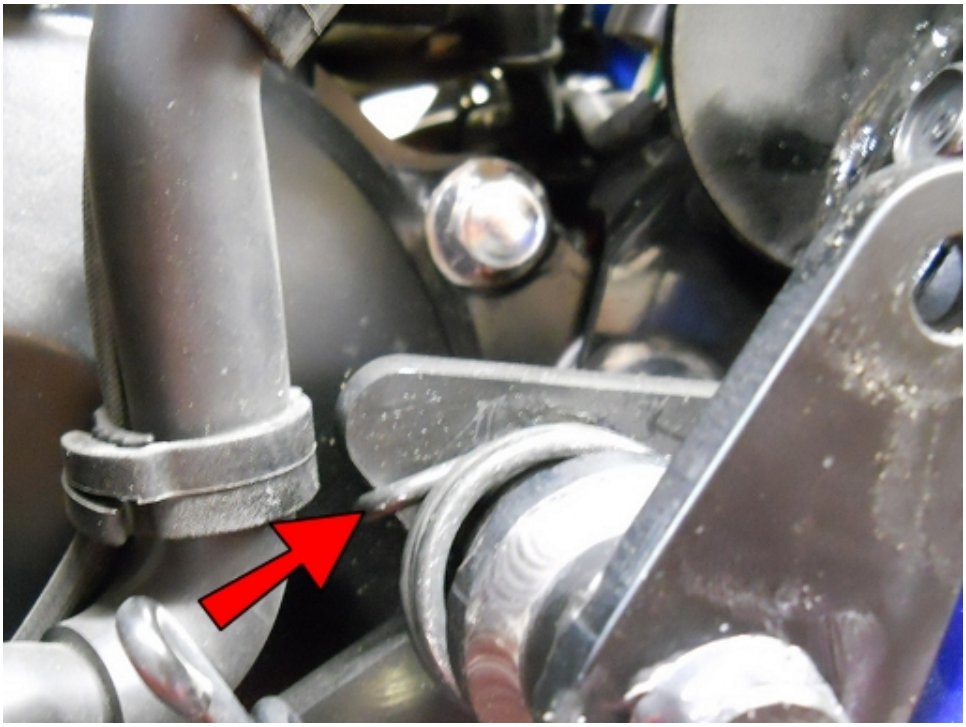
Place the ARM18 into the master cylinder as shown and replace the original clevis pin.



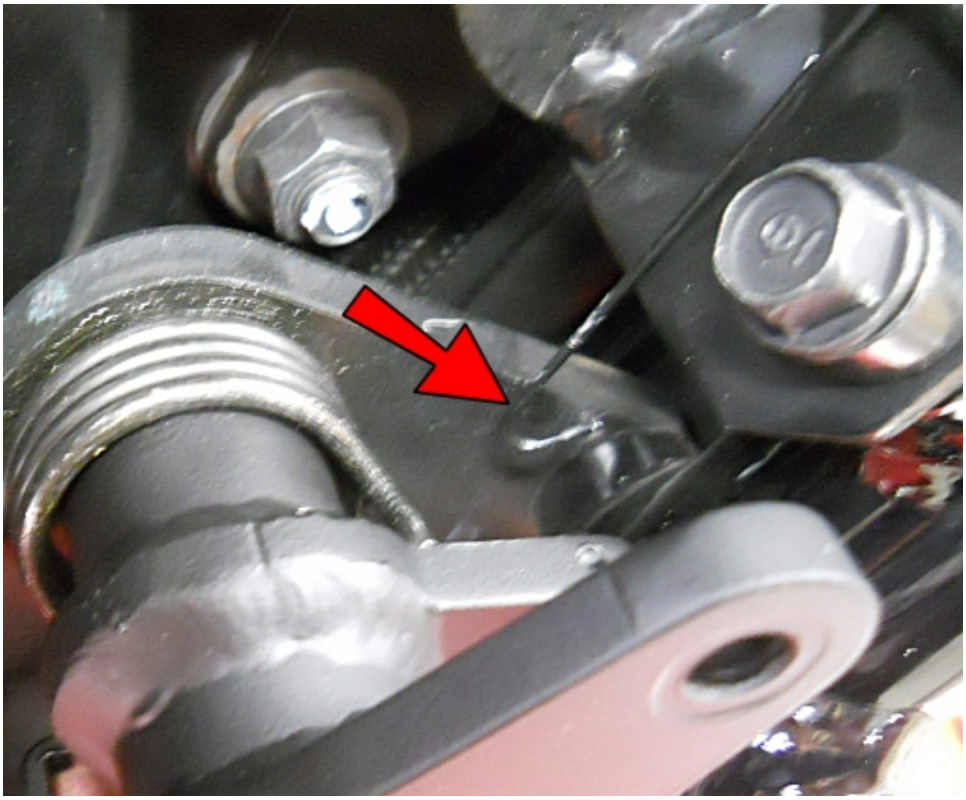
Apply a generous amount of axle grease into the inside of the ARM18 and onto the spindle.



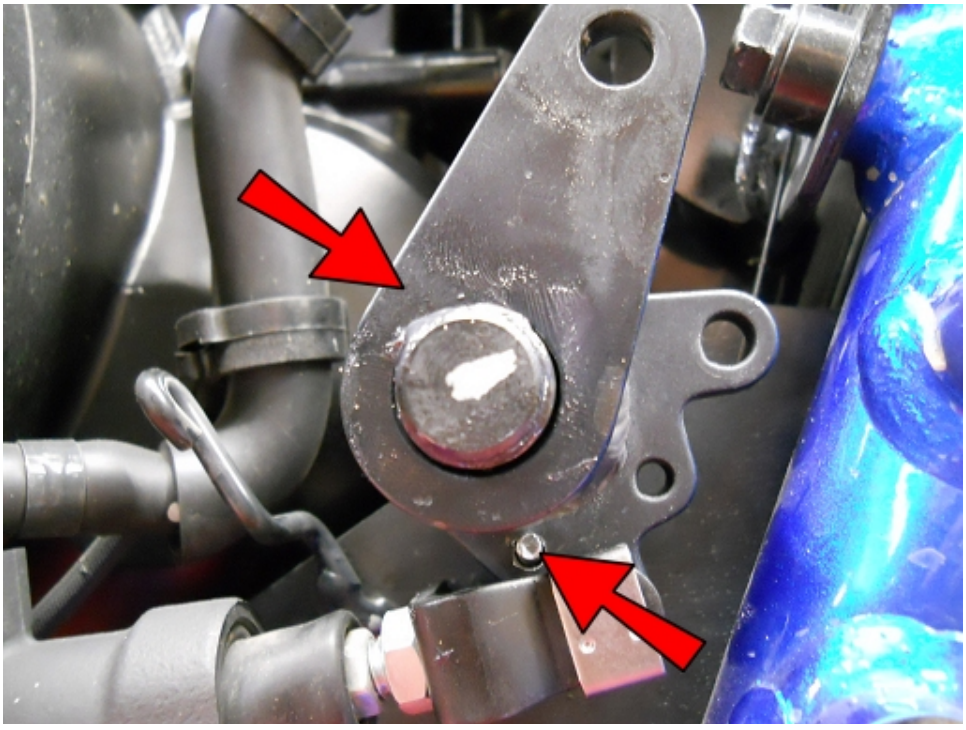
Flip over to the other side and secure with a supplied 3/64x1 Cotter Pin. Trim the “legs” off the cotter pin after bending them around the clevis pin as shown.



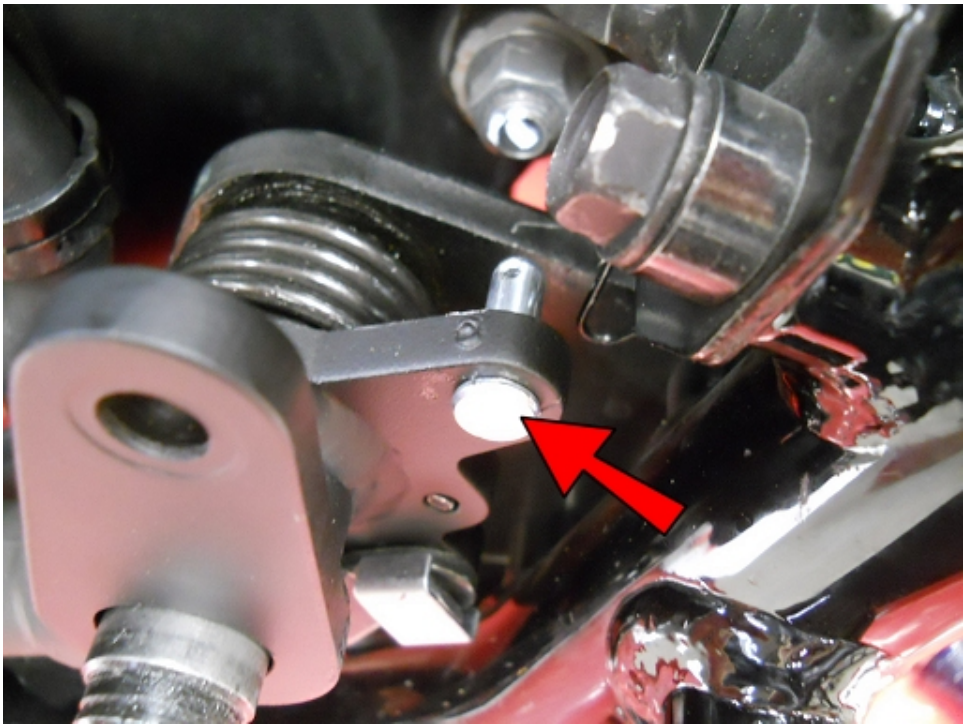
Unhook the torsion spring from here then slide the ARM18 onto the spindle.



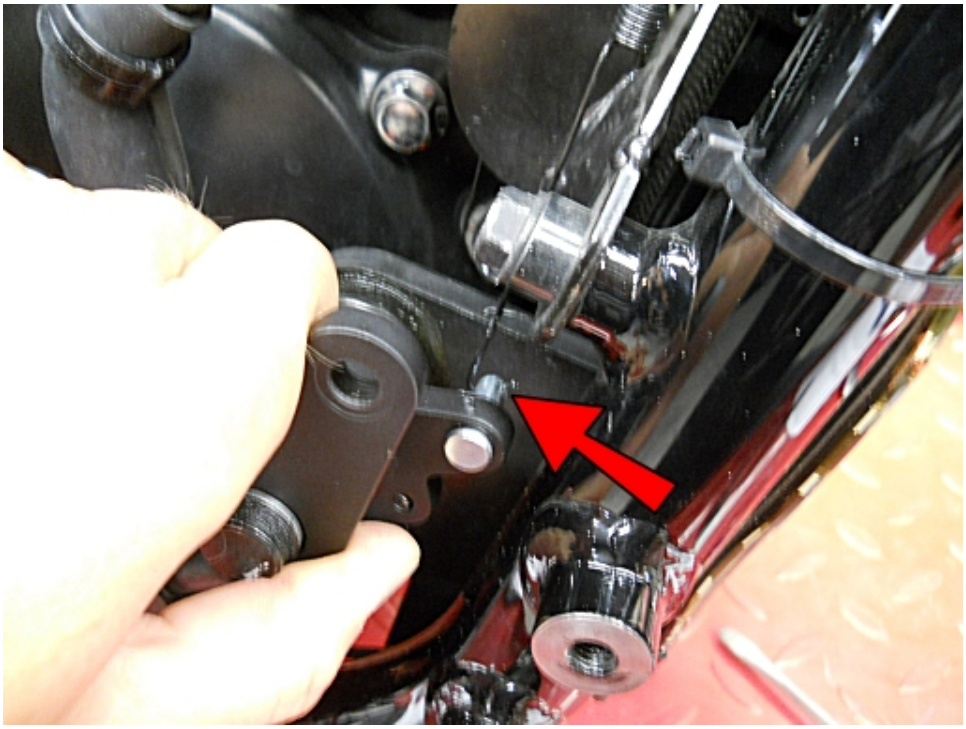
Turn the brake switch spring so that the hook faces forward as shown.



Rotate the ARM18 counterclockwise as far as it will go. Push the tip of the spring into the bottom hole in the ARM18. After you get it started into the hole, push the ARM18 as far onto the spindle as it will go. Make sure the spring stays on top of the ARM18 at the back and doesn't fall onto the spindle so that the spring doesn't get in the way of the ARM18 sliding all the way back.

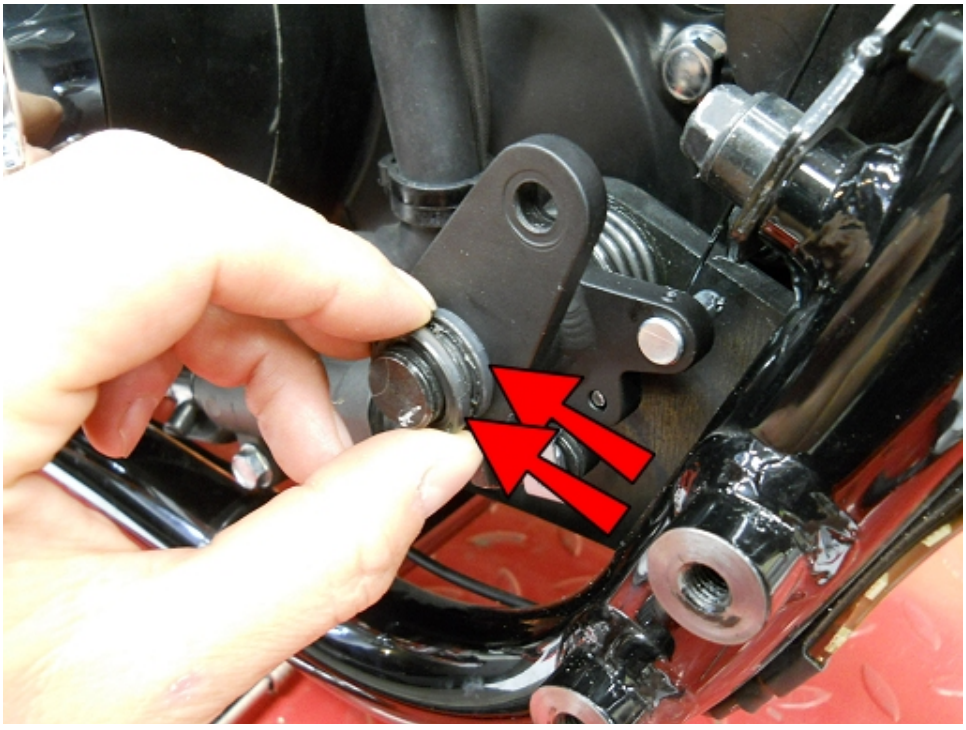


Place an M6 Clevis Pin into the ARM18.

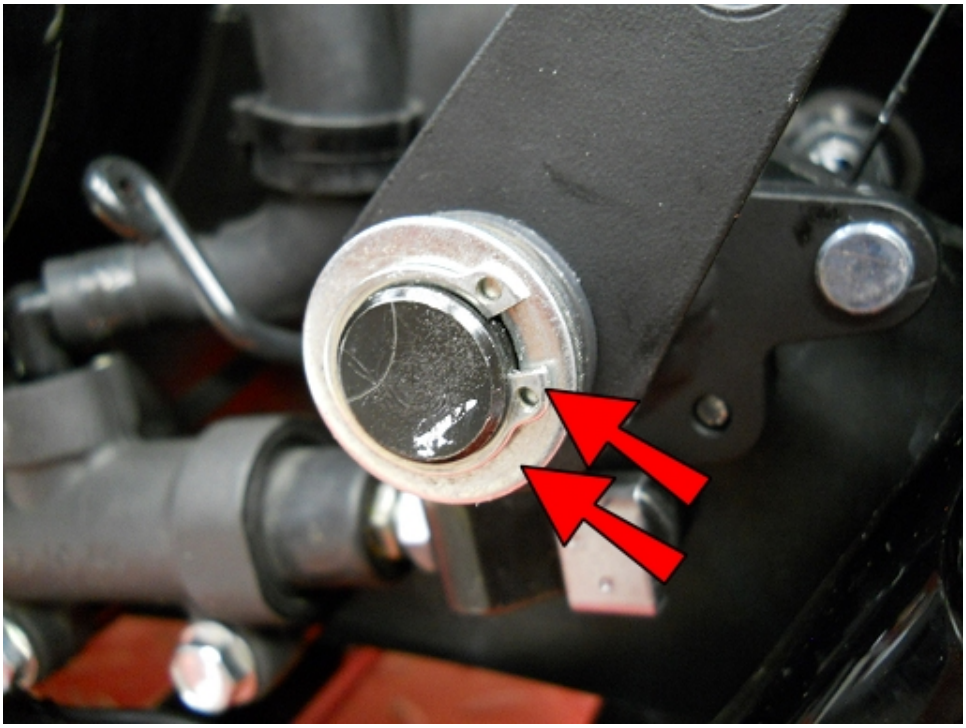


Turn the Cotter Pin so that the hole in the end lines up with the angle of the brake switch spring hook and insert the hook into the Cotter Pin.

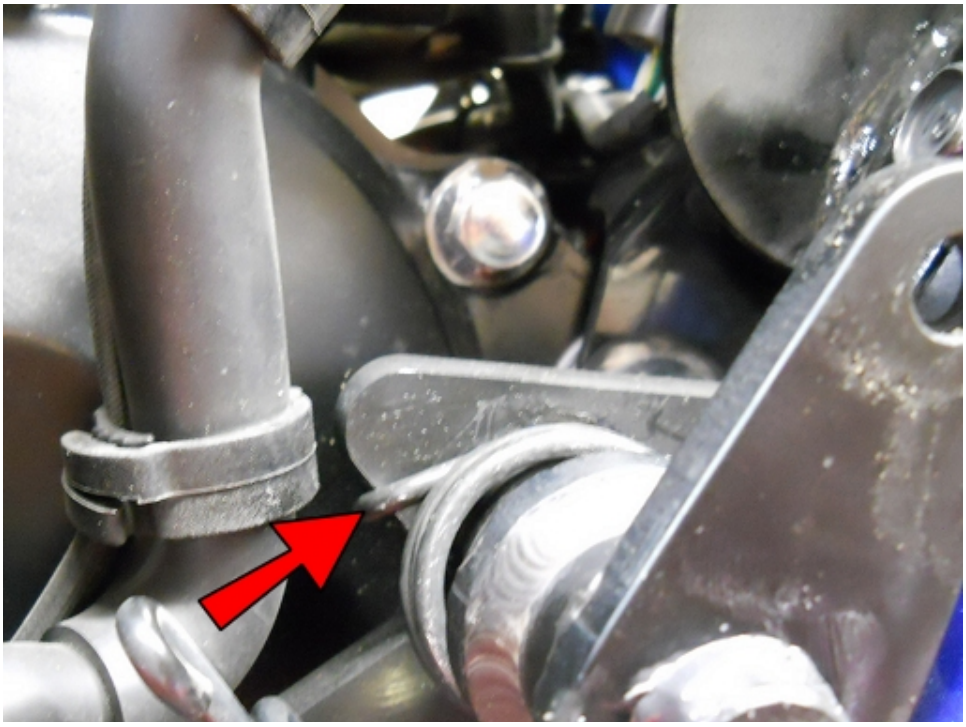
With a small screwdriver, gently pry the dust seals out of both sides of the old brake pedal.



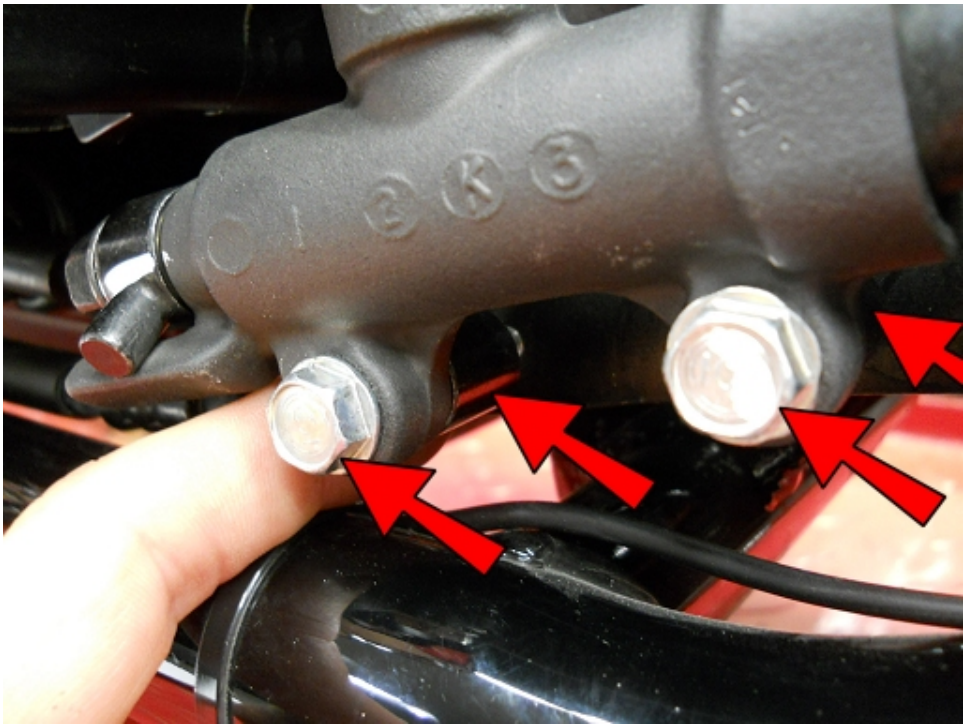
Place both of the dust deals onto the spindle.



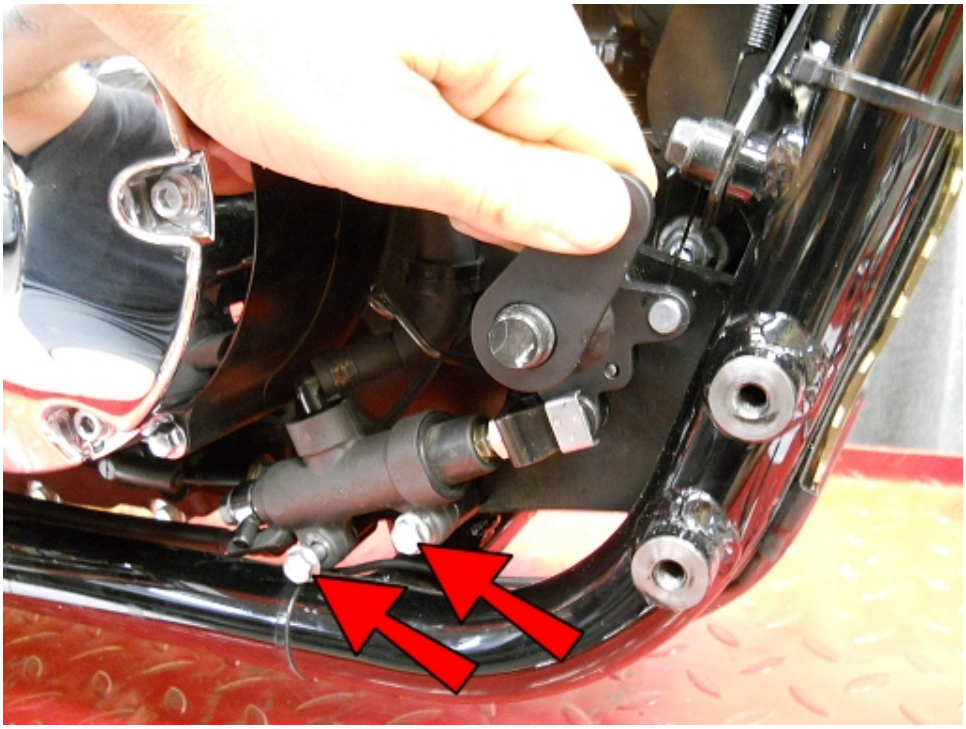
Replace the original washer and retaining ring.



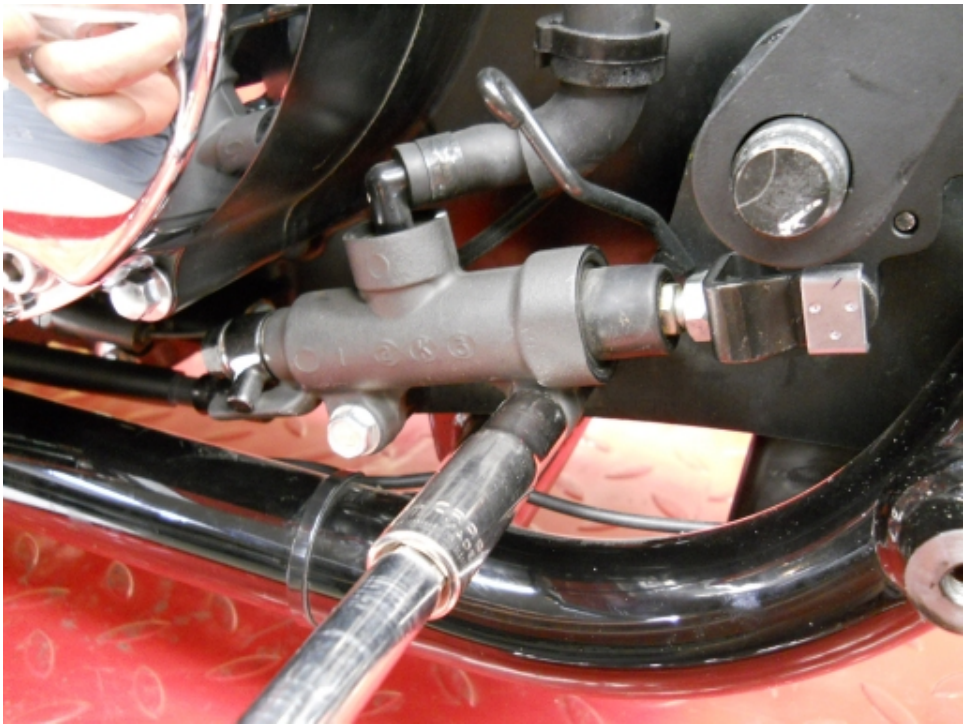
Push the hook of the torsion spring back into place as shown. Be careful, this can be a knuckle buster!



Replace the bolts and spacers back into the master cylinder.

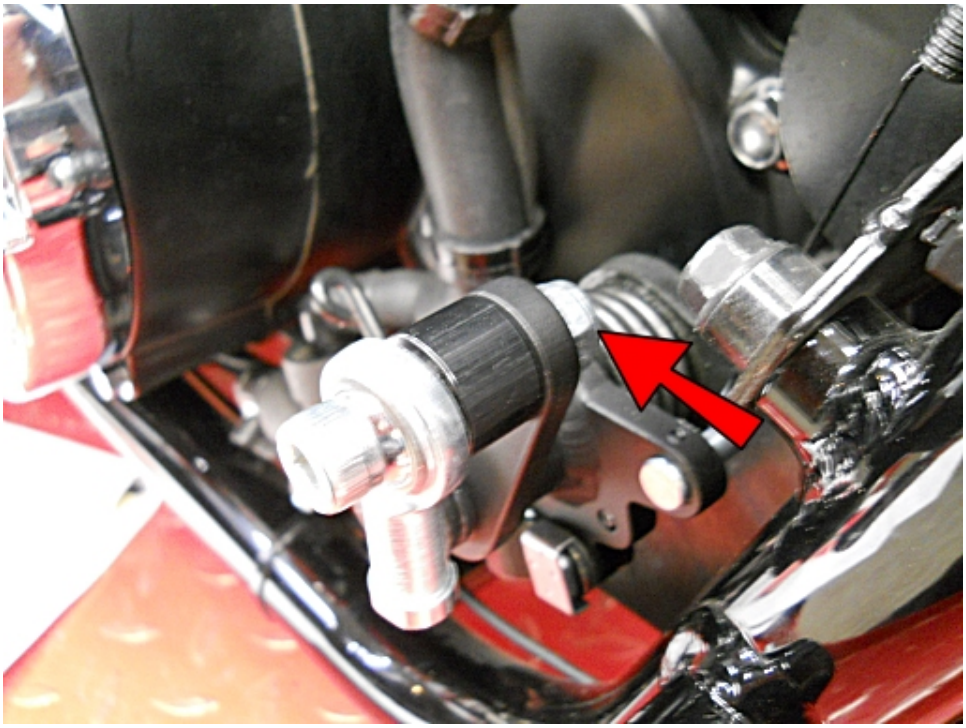


Rotate the ARM18 to line up the master cylinder bolts onto their holes and start the bolts several turns into the holes, then you can let go of the ARM18.

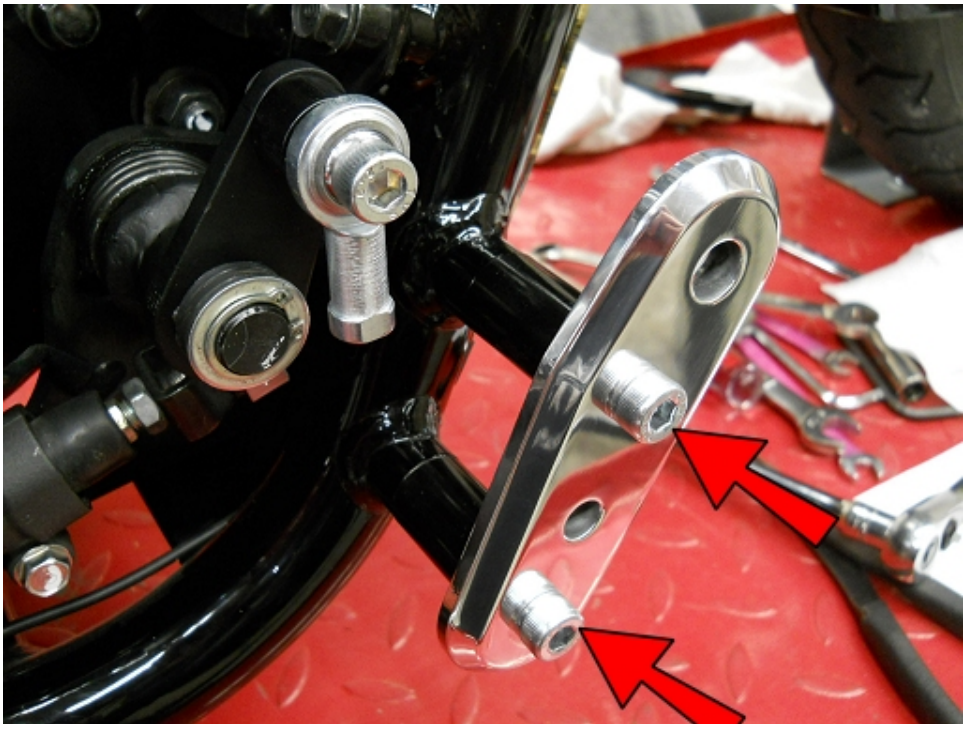


Now tighten the bolts.

Insert an M8-1.25x45 SHCS into a 5/16 Spherical Rod End, then place a .75” Spacer onto the SHCS.

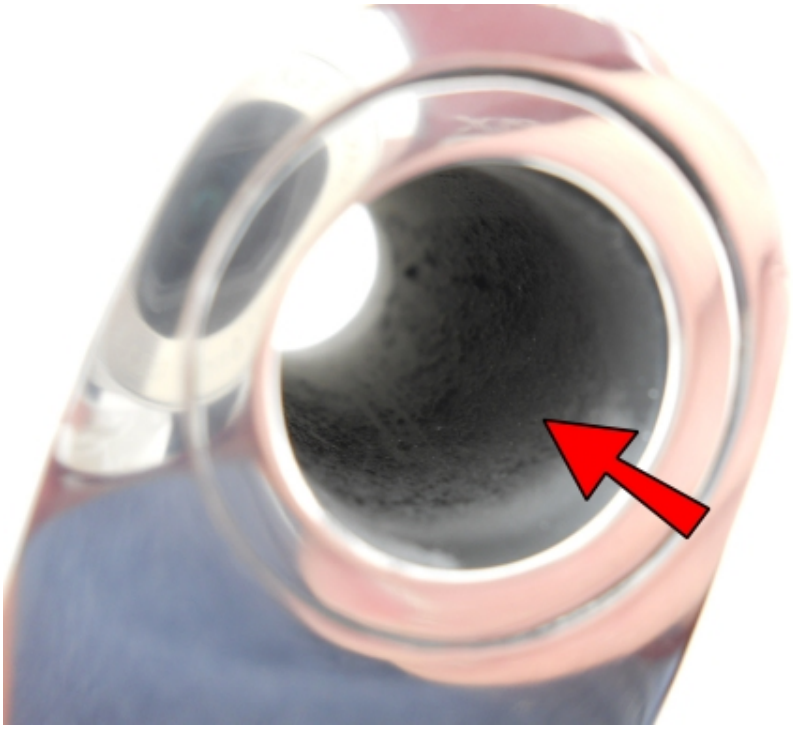


Insert the assembly into the ARM18 and secure with an M8 Nut.

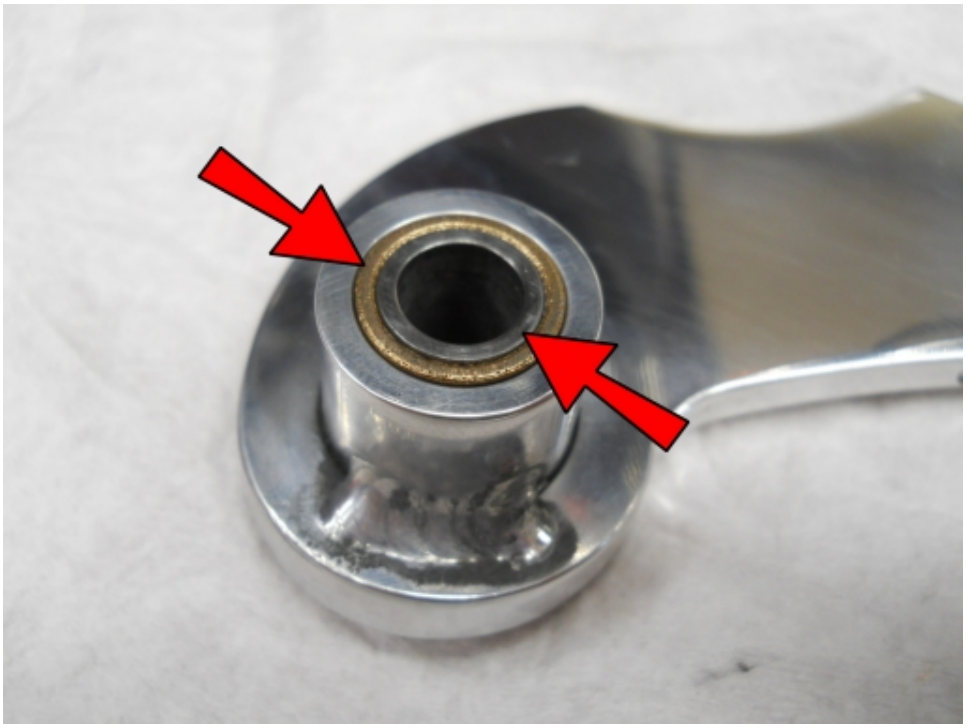


Attach the Right side Control Plate to the frame with 1.5” Spacers and M8-1.25x60 SHCS.

Apply some axle grease to all three sets of the SLV1 and 5/8x1/2 Bronze Sleeves, then insert them into each other.

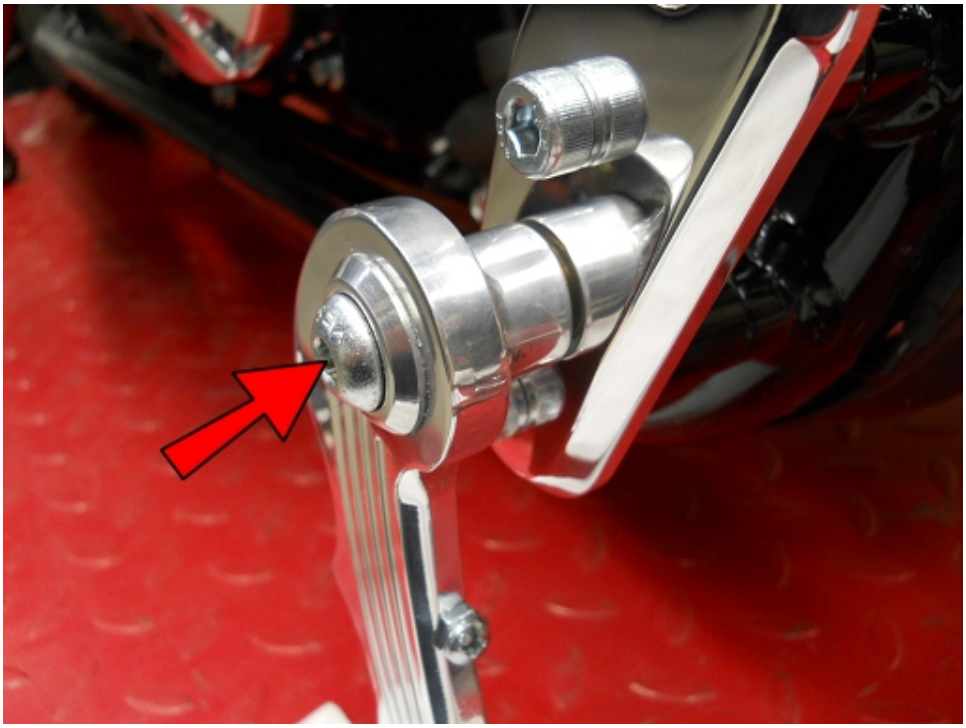


The inside of the Brake Pedal will likely have some polishing compound residue. Use a cloth or paper towel and make sure the inside is ABSOLUTELY clean. This will affect how well your Brake Pedal will rotate. After cleaning, put a little grease in there.



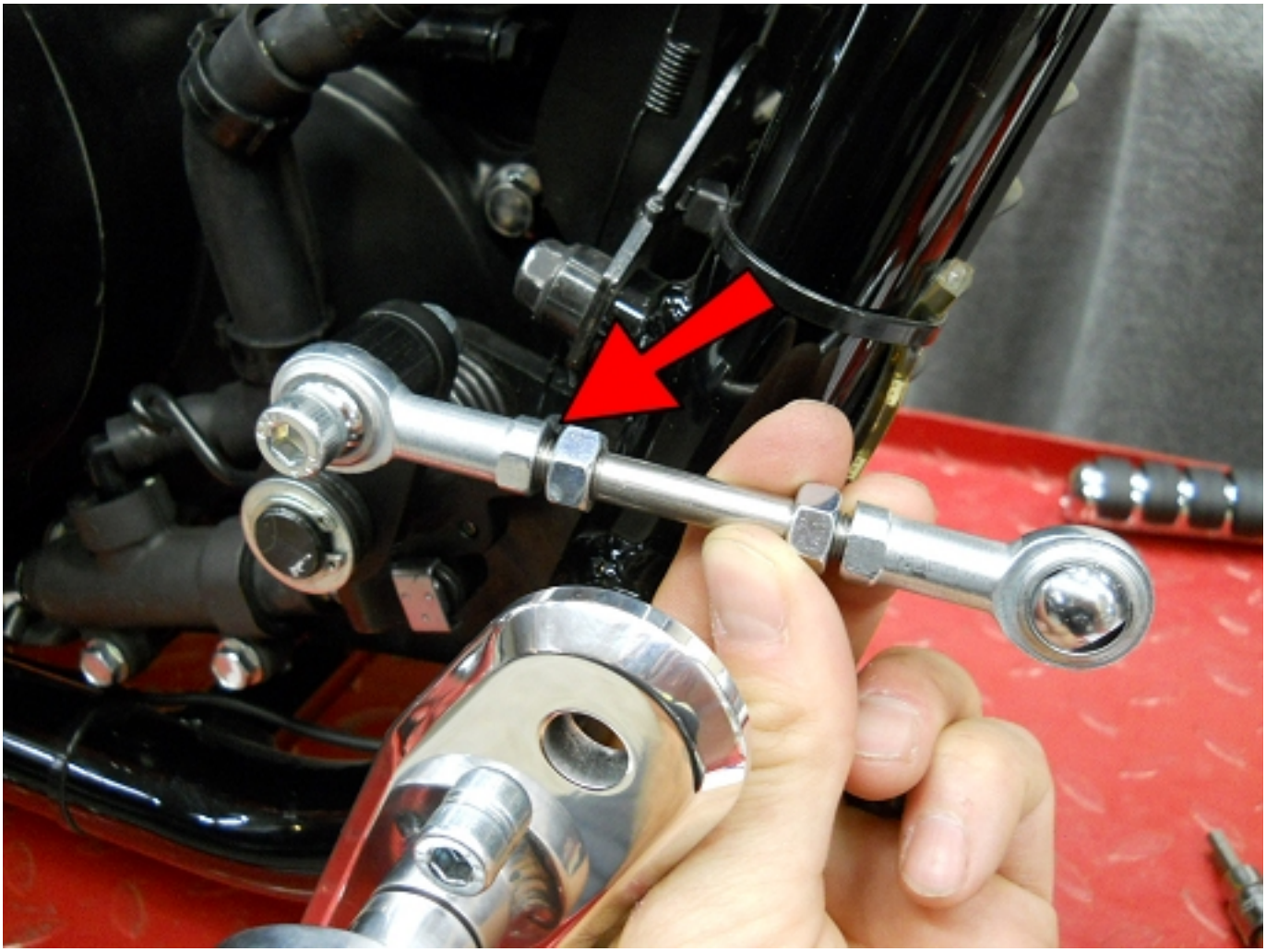
Insert a set of the sleeves into the Brake Pedal.

Thread the #8-32 Nut onto the #8-32 Screw and thread all of the way into the Brake Pedal. (Note: There may also be some polish compound in that hole but it should thread right out.)

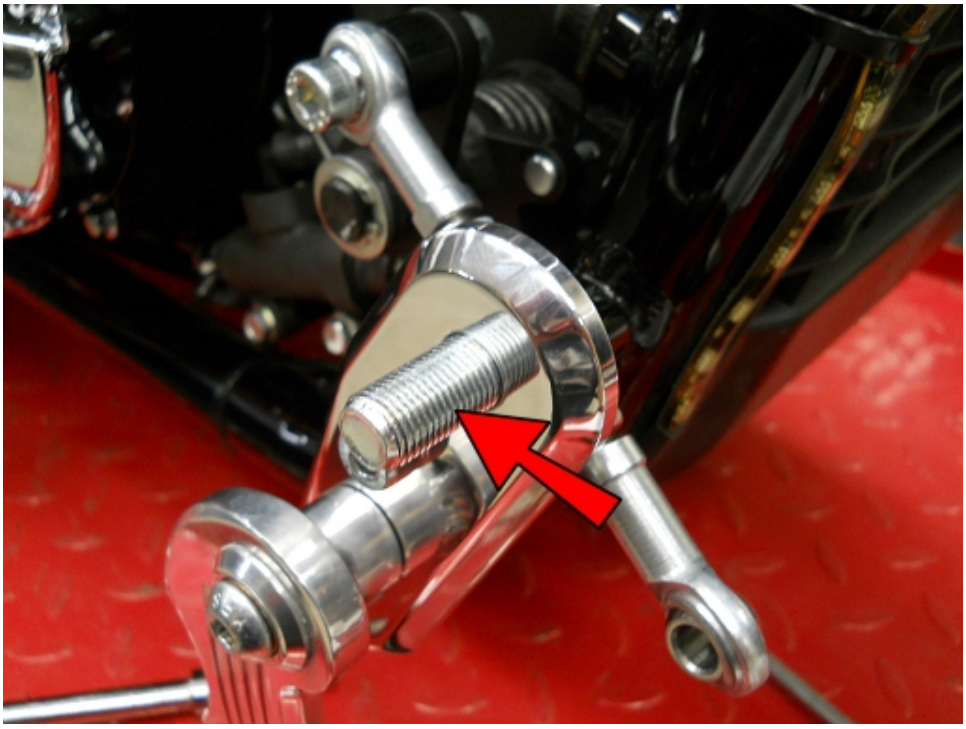


Use a 3/8-16x2 BHCS to attach the Brake Pedal to the Control Plate and secure with a 3/8 Nut.

Thread 5/16” Nuts onto both ends of the Brake Linkage and a 5/16” Spherical Rod End most of the way onto one end.



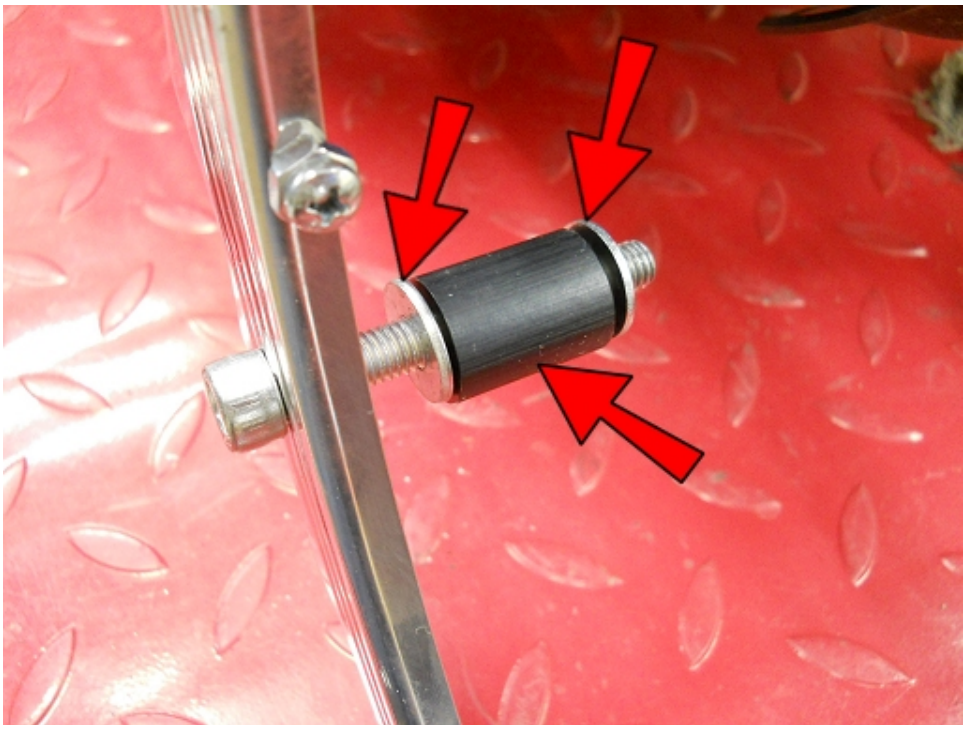
Thread the other end into the Rod End already on the ARM18.



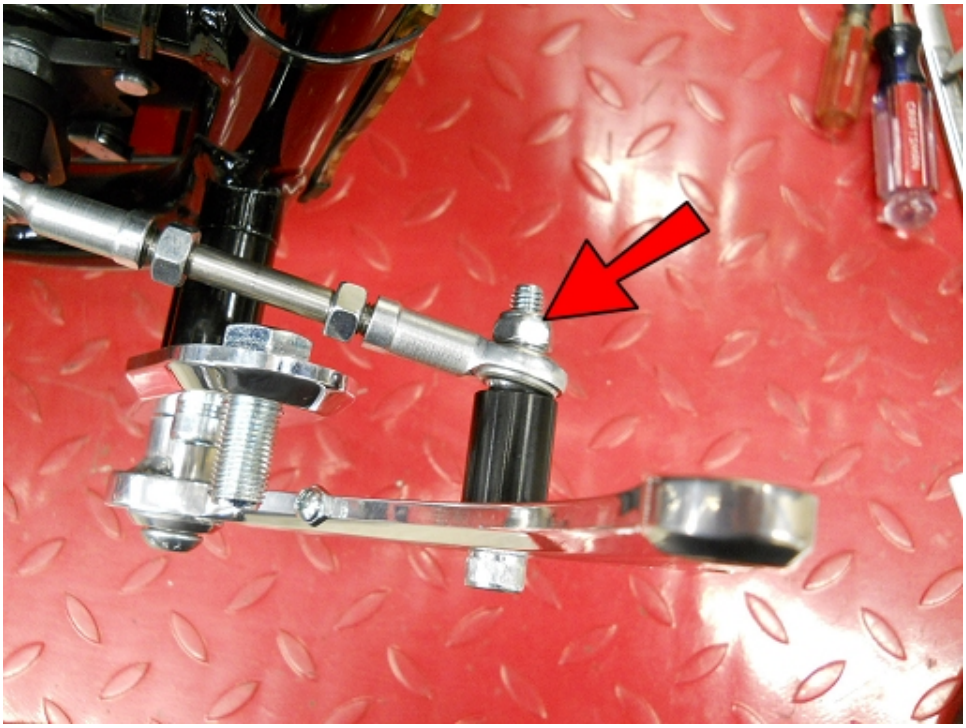
Insert a Foot Peg Bolt into the hole.

You may reinstall the exhaust now. (Note: You may want to replace the exhaust gasket or gaskets. Sometimes they are ok with just one removal, but if you start to notice more backfiring and popping after this installation, a new exhaust gasket is probably in order.)

Insert an M8-1.25x60 SHCS into the hole on the Brake Pedal.



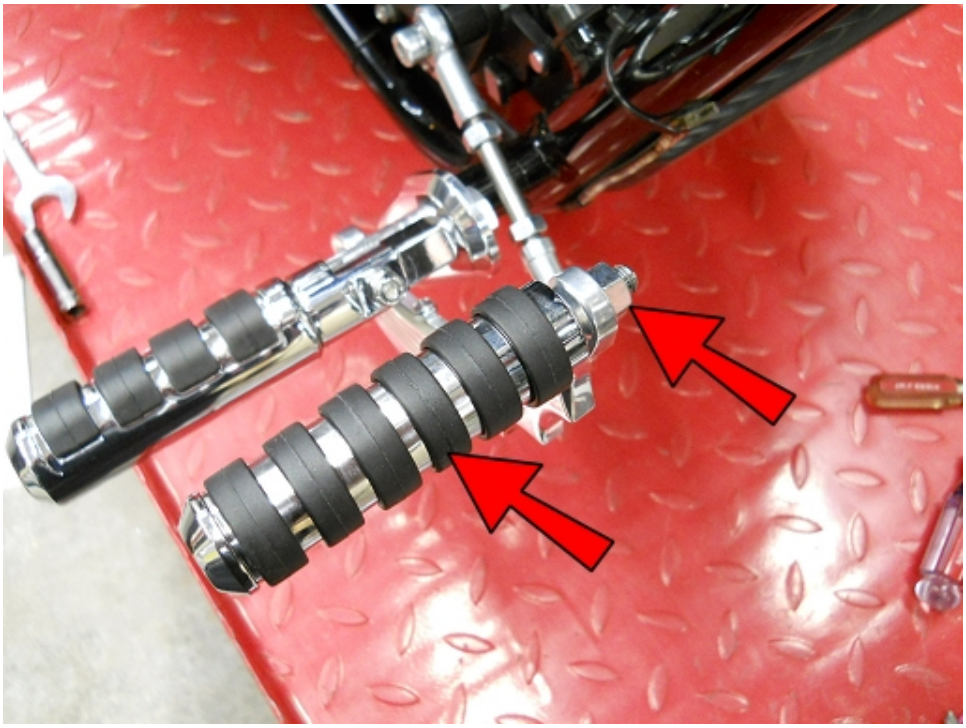
Slide on a 1/4” washer, a 1” Spacer, then another 1/4” washer.



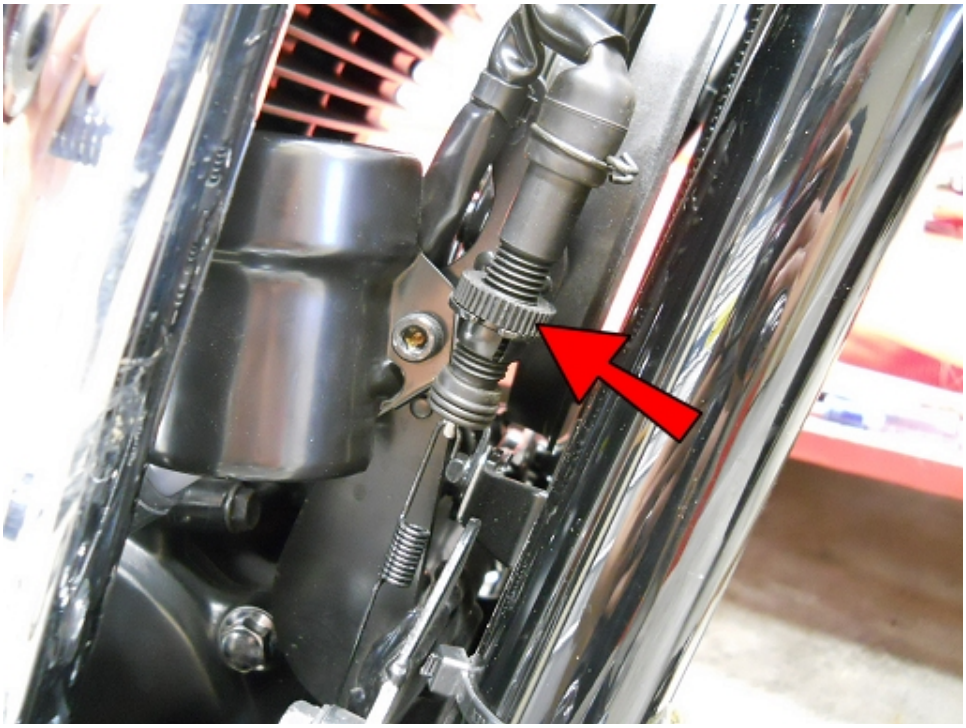
Connect the Linkage and secure with an M8 Nut.

Attach a Foot Peg.

Note: If you want to adjust the Brake Pedal angle, remove the Linkage from the Brake Pedal and thread the Linkage farther into or out of the Sperical Rod Ends. Make sure there is enough Linkage rod threaded in to make a secure connection. Also, make sure the M8 SHCS and Nut holding the Linkage to the Brake Pedal is very tight or there will be a lot of play in the brake. Tighten the nuts on the linkage when the desired angle is achieved.



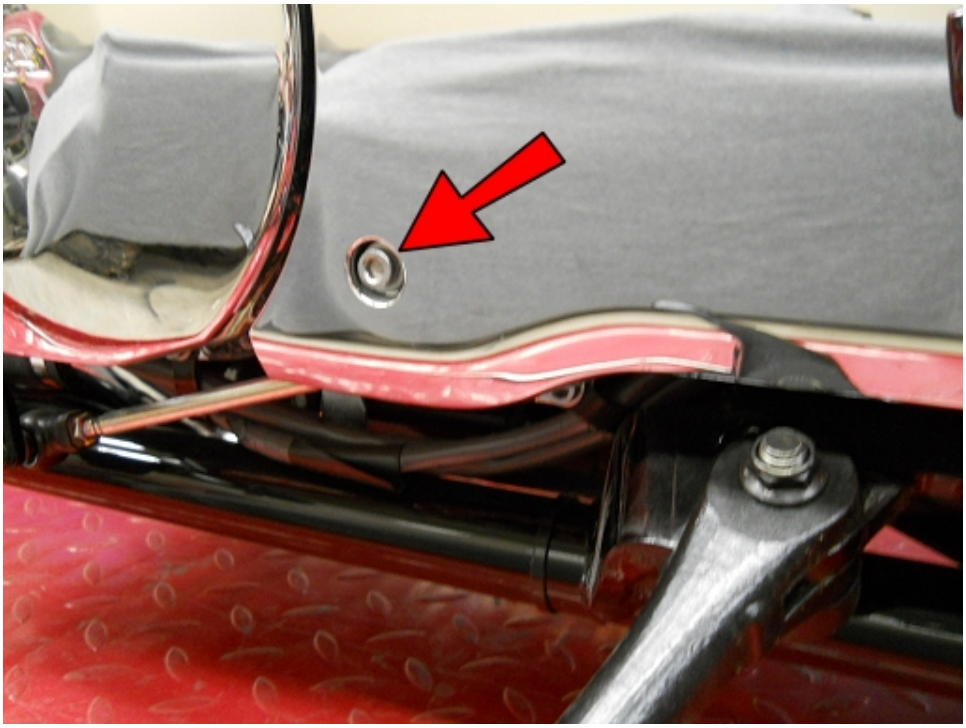
Attach the Brake Toe Peg and Secure with a 5/16 Nut.



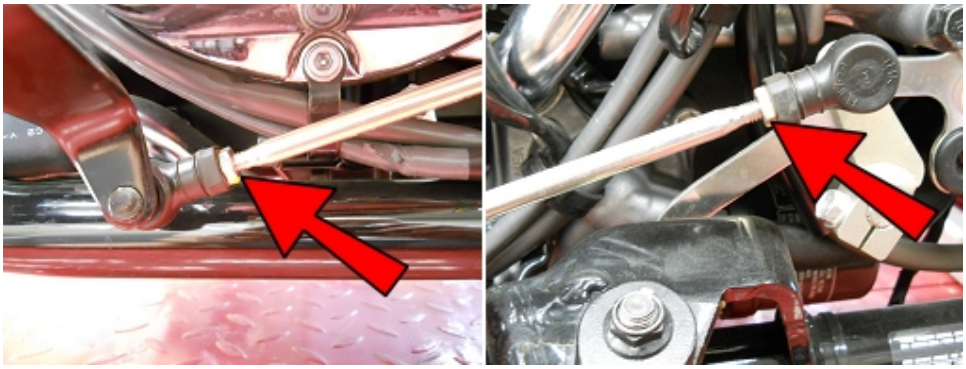
The brake light switch may need to be adjusted. Do this by turning the adjustment wheel. Hold the brake light switch in one hand to keep it from turning while turning the wheel. If the spring tension is too tight, your brake light will be on all of the time. If it is too lose, it will not come on when 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.

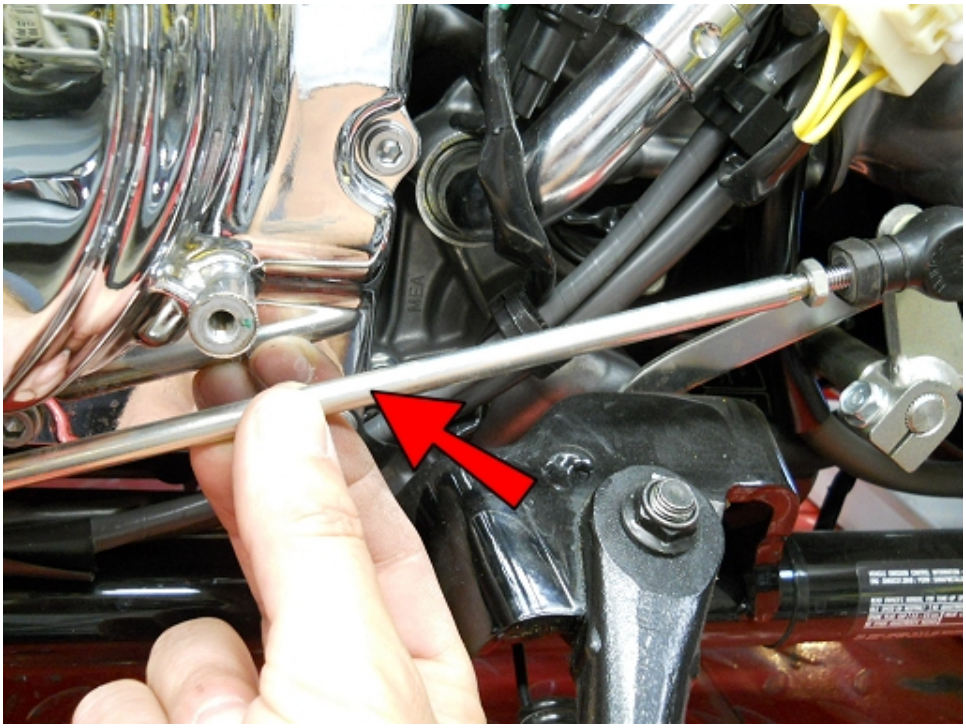
Shifter Side…



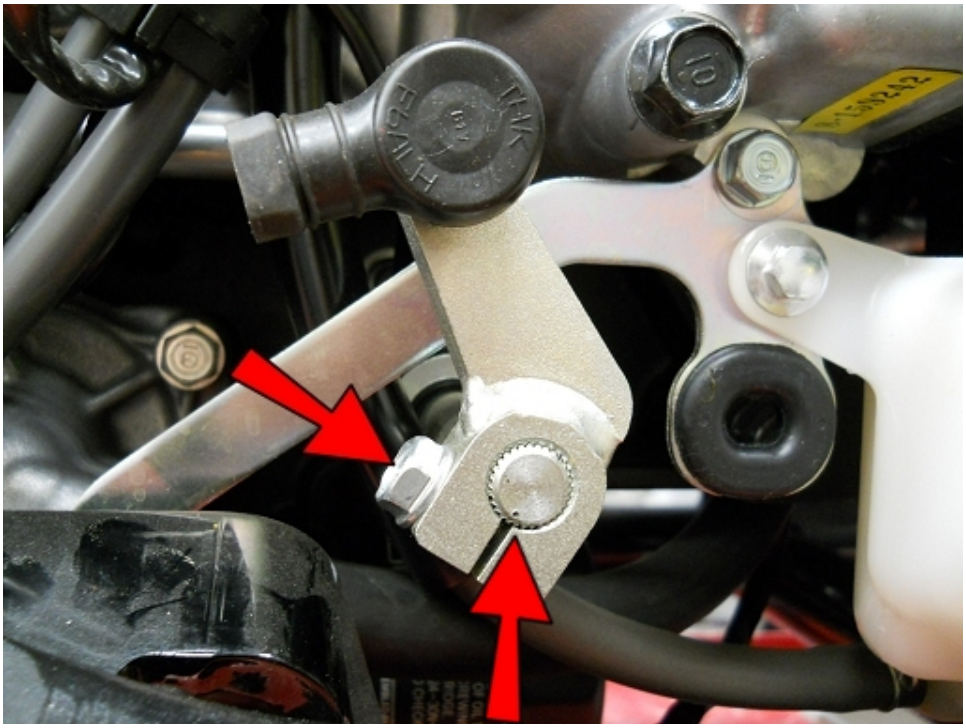
Lower the kickstand, remove this bolt and pull off the chrome cover. (Note: It is also held on by 3 rubber pieces that just pop in and out so a firm pull will remove it.)



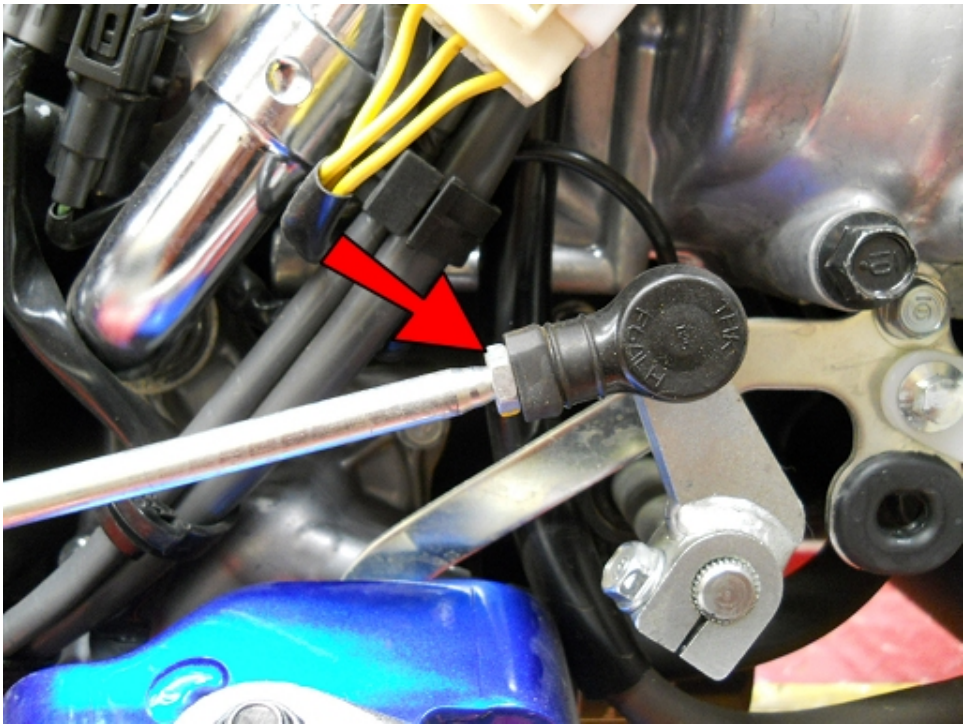
Loosen these nuts. (The rear nut is a LEFT HAND thread.)



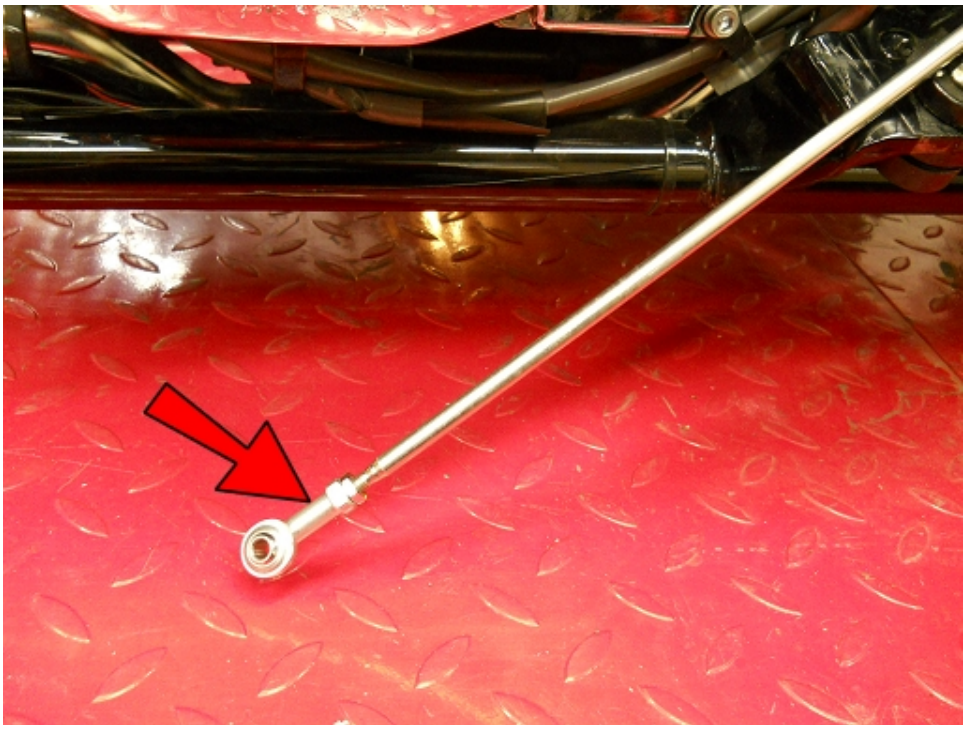
Remove the shifter linkage by twisting to thread it out.



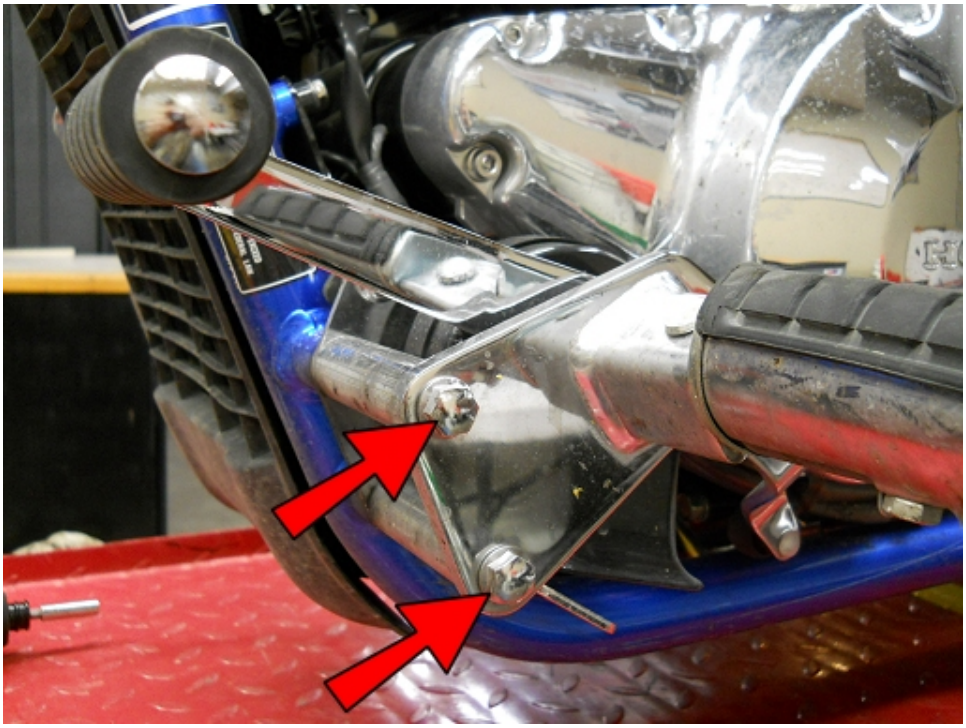
Note: the small alignment mark on the spline should already be lined up with the slot in the shifter arm. If it is not, remove the shifter arm by removing the bolt and pulling it off the spline, line it up, then reinstall it.



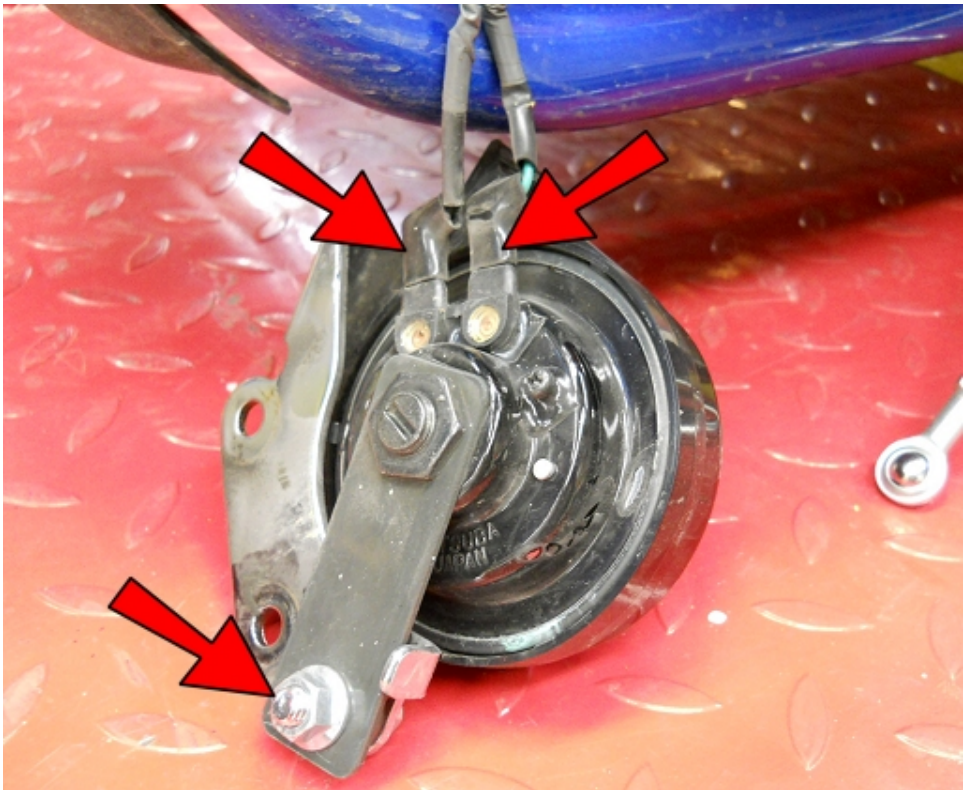
Thread the locking nut on the original linkage all of the way on, at both ends, then thread the linkage back onto the shifter arm. (Remember, it’s a Left Hand thread so use the correct end of the linkage.)



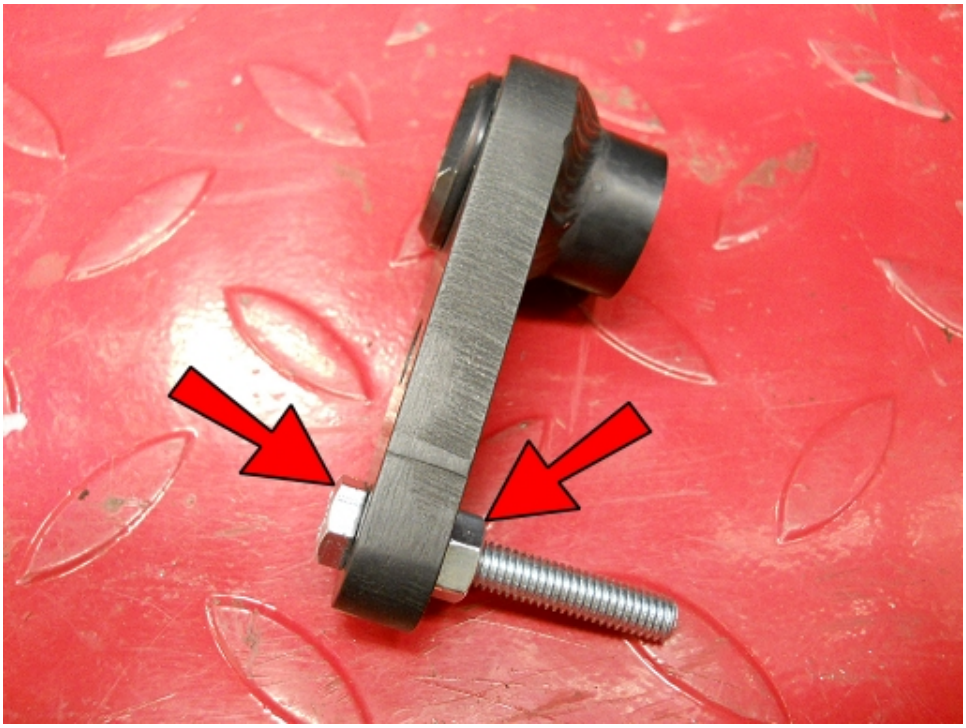
Attach an M6 Spherical Rod End onto the other end of the linkage, again making sure the locking nut is on as far as it will go on.



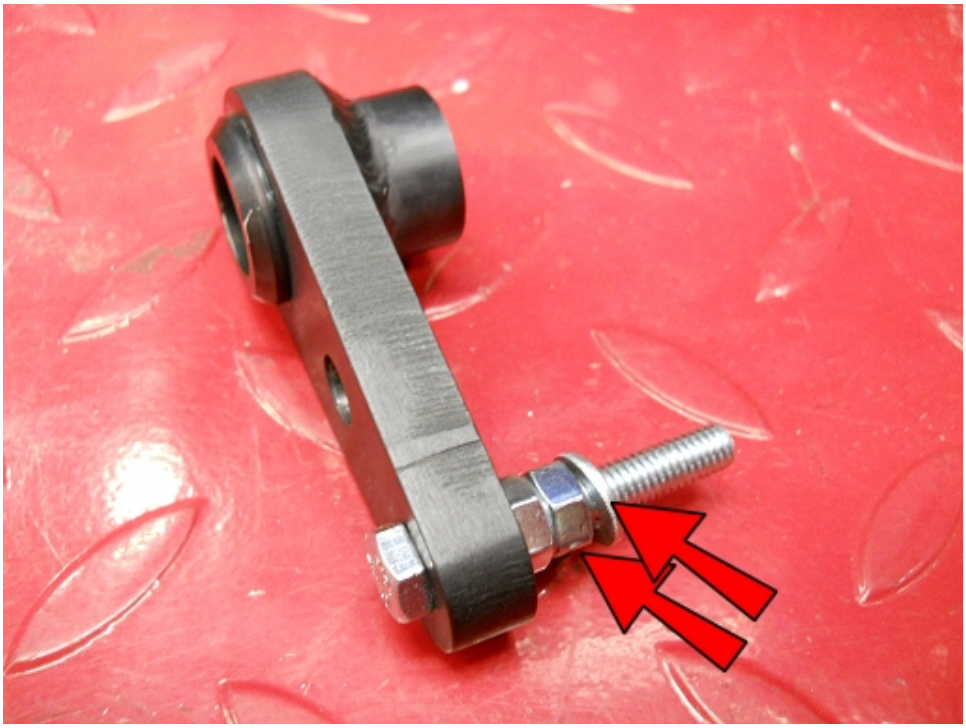
Remove these 2 bolts to remove the entire stock control assembly.



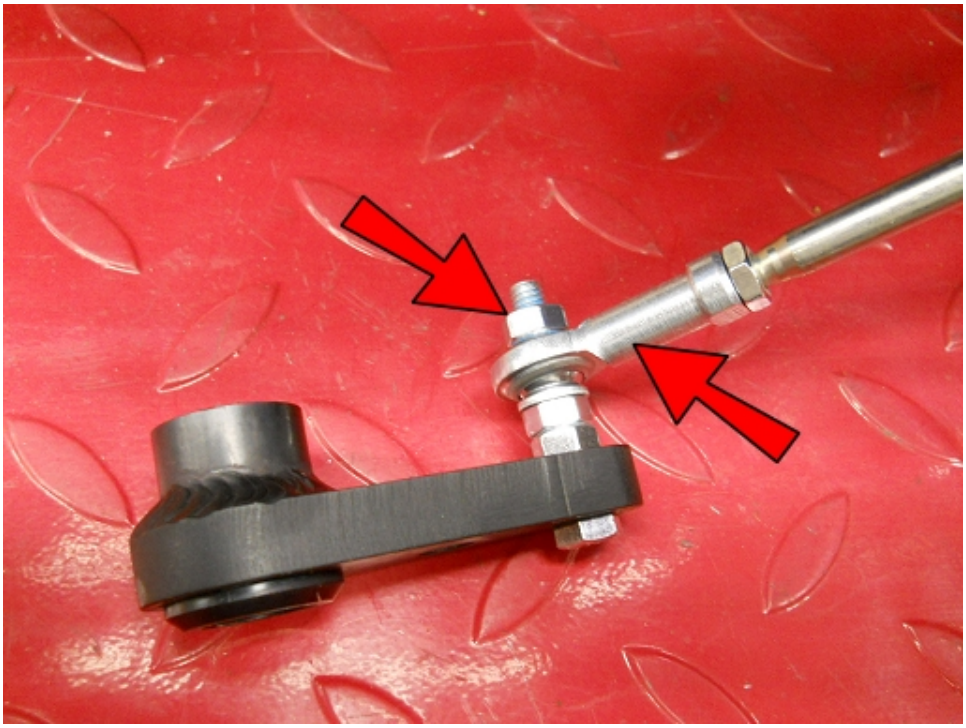
Unplug the wires and remove this bolt. You will NOT re-use the chrome mount.



Insert an M6-1.0x40 Hex Head into the ARM20 and secure with an M6 Nut.

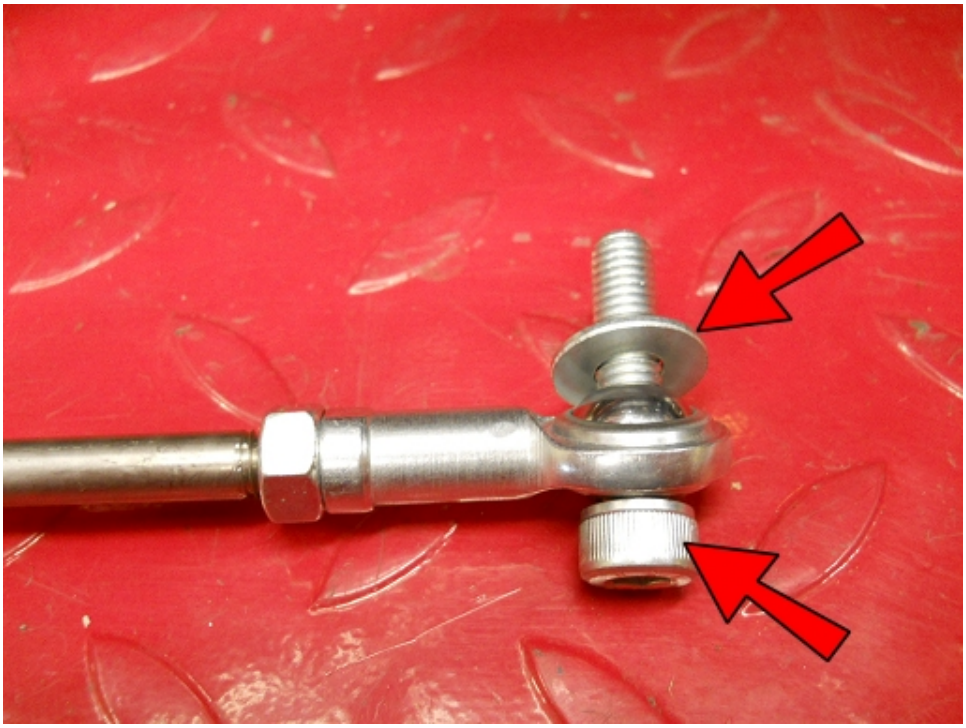


Add another M6 Nut and tighten then place an M6 Washer on.

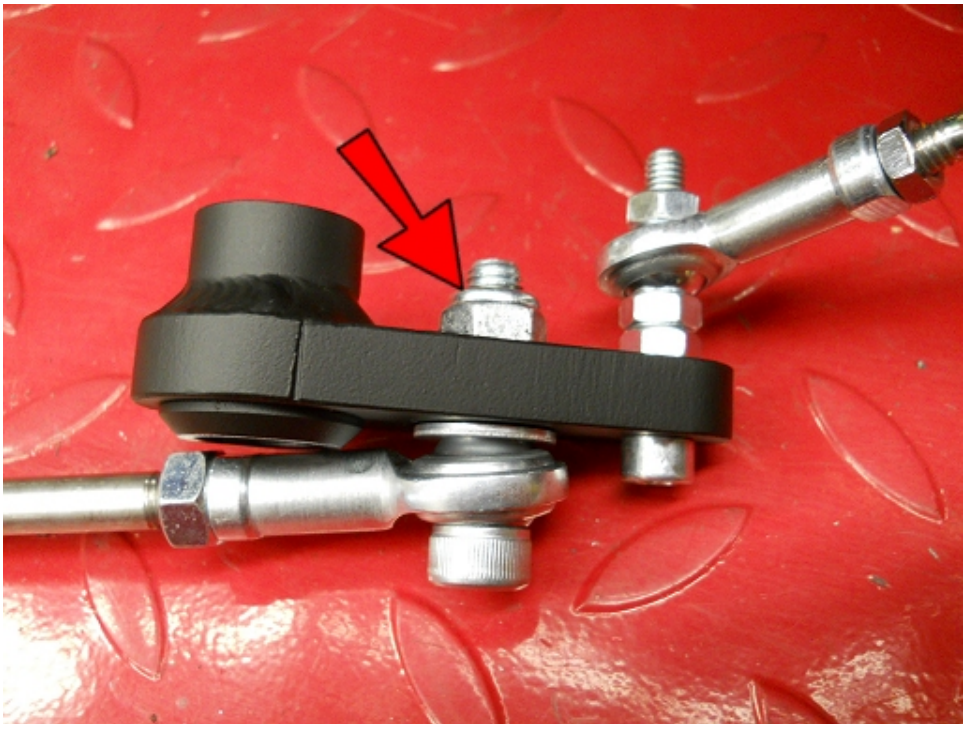


Attach the linkage and secure with another M6 Nut.

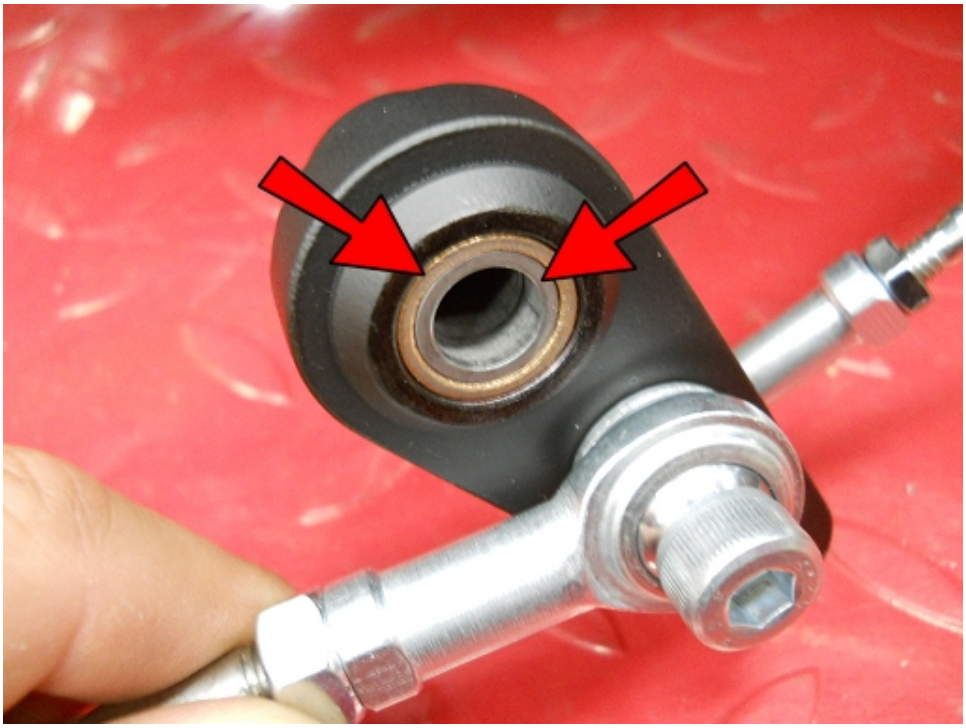
Thread 5/16” Nuts and 5/16” Spherical Rod Ends most of the way onto both ends of the supplied Shifter Linkage.



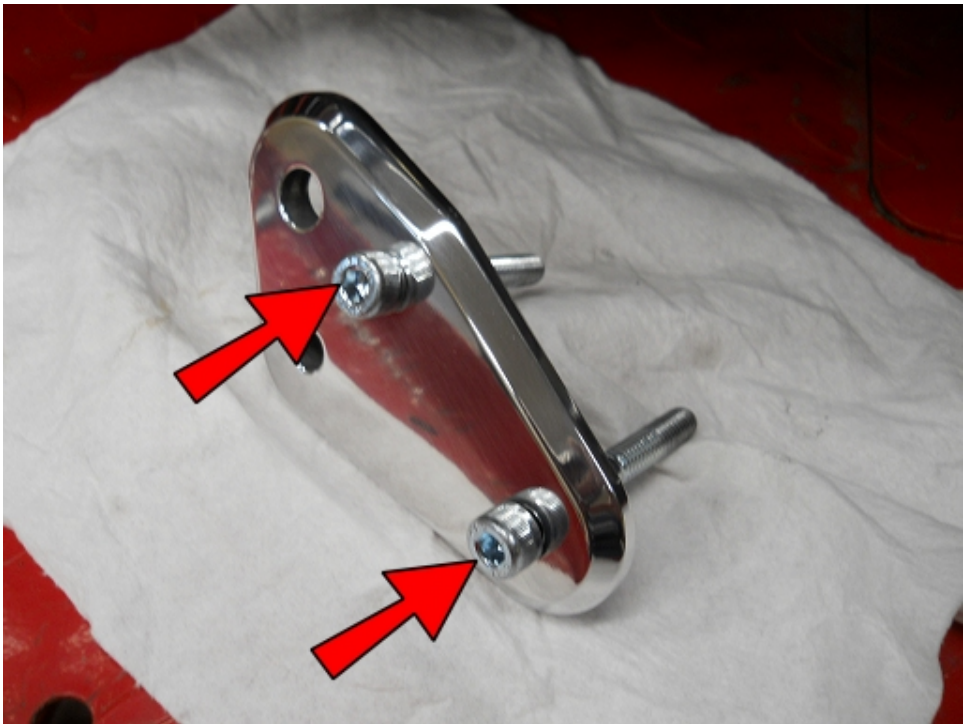
Insert an M8-1.25x35 SHCS into one end and place a 1/4” Washer on.



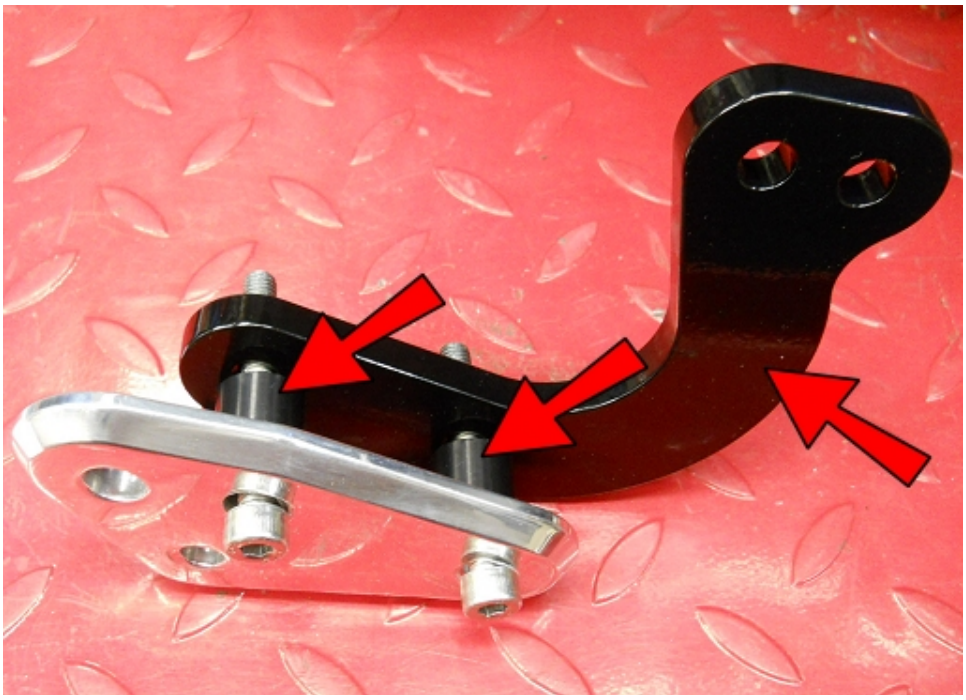
Attach that to the ARM20 and secure with an M8 Nut.



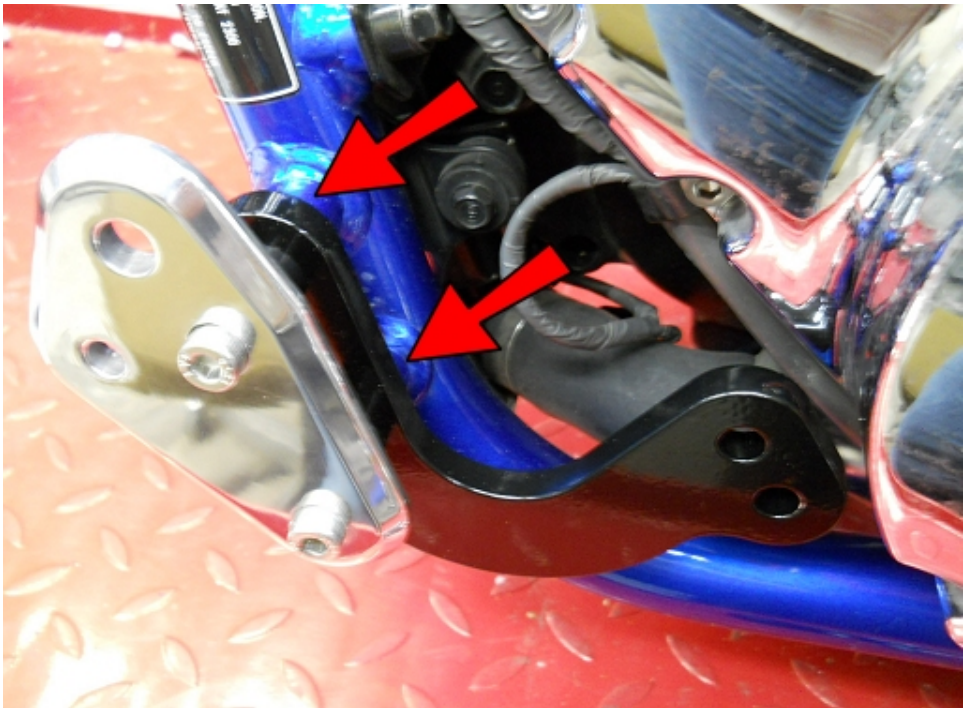
Insert one of the sets of greased sleeves into the ARM20.



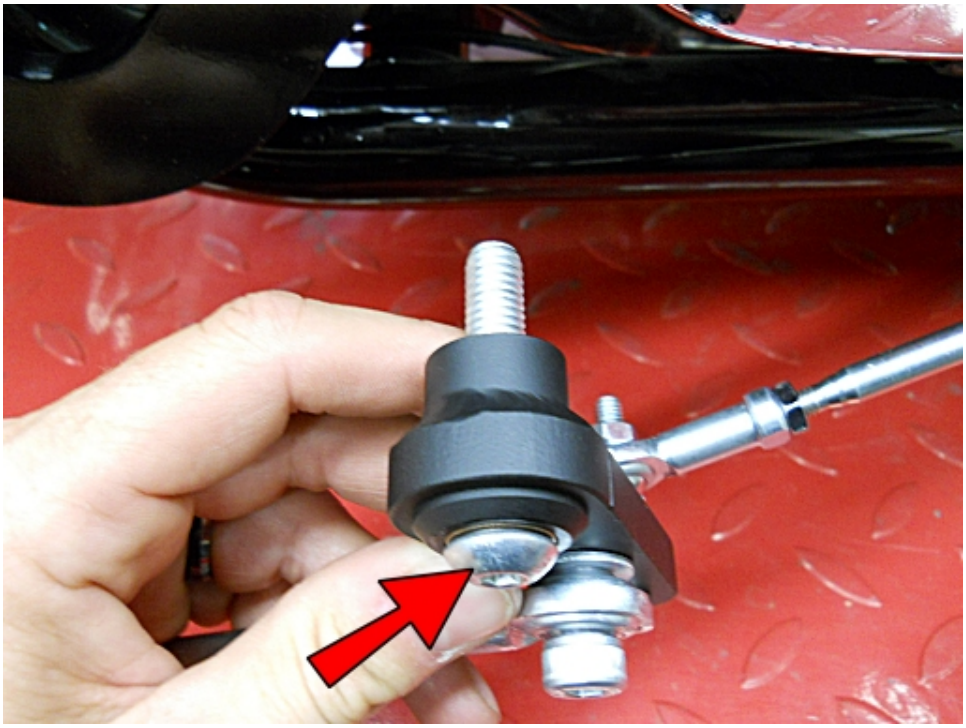
Insert M8-1.25x60 SHCS into these holes of the Left Side Control Plate.



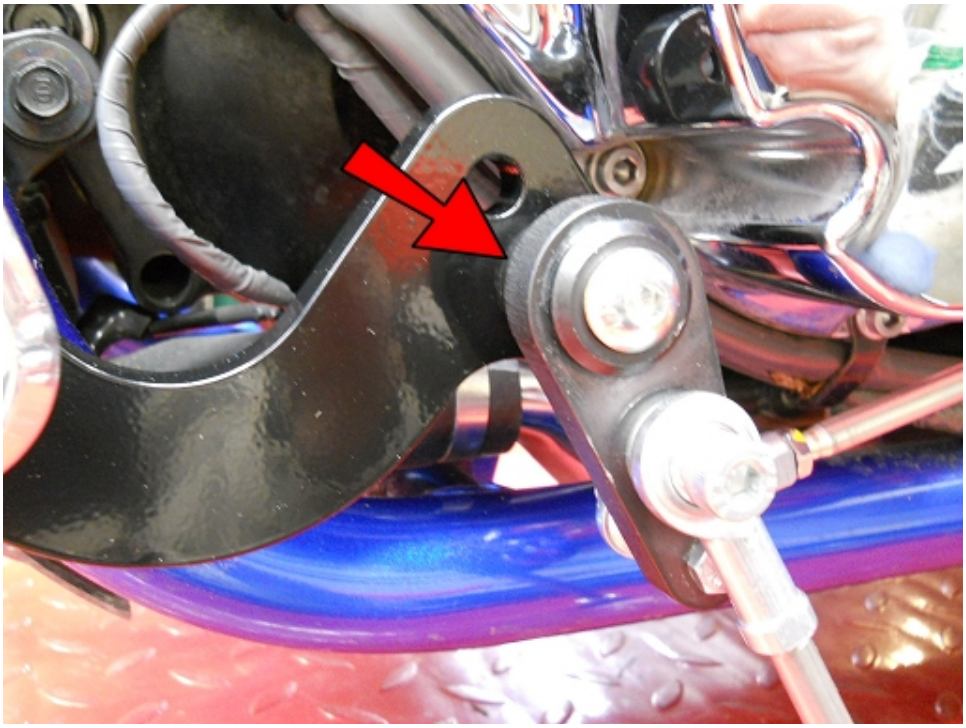
Place .75” Spacers and the STOF8 onto the bolts as shown.



Secure the assembly to the frame.

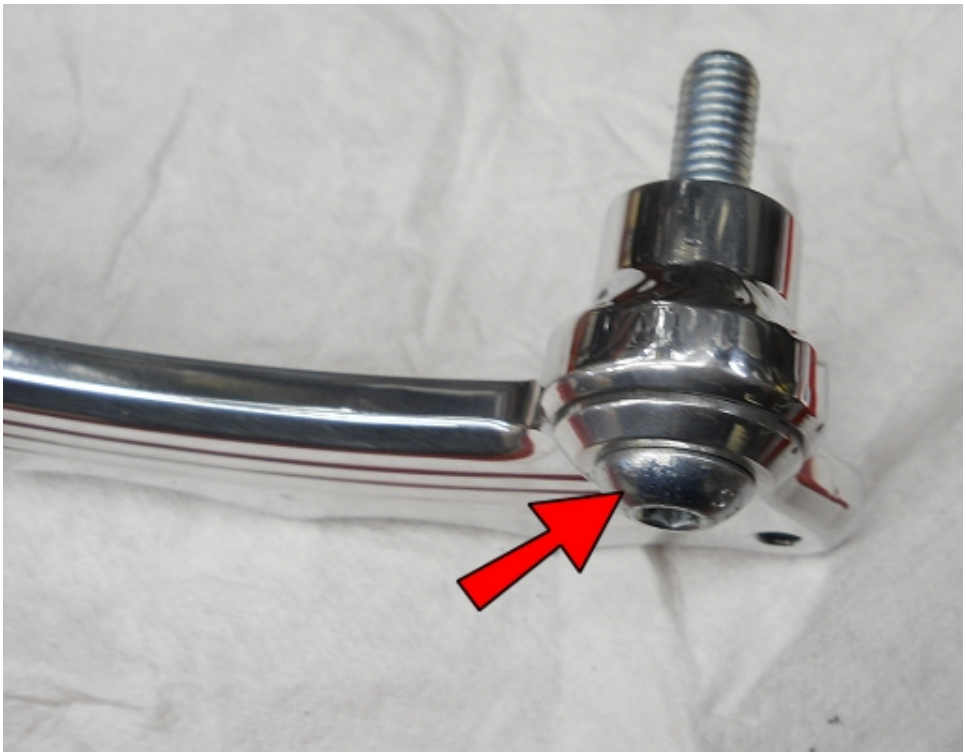


Insert a 3/8-16x2 BHCS into the ARM20.

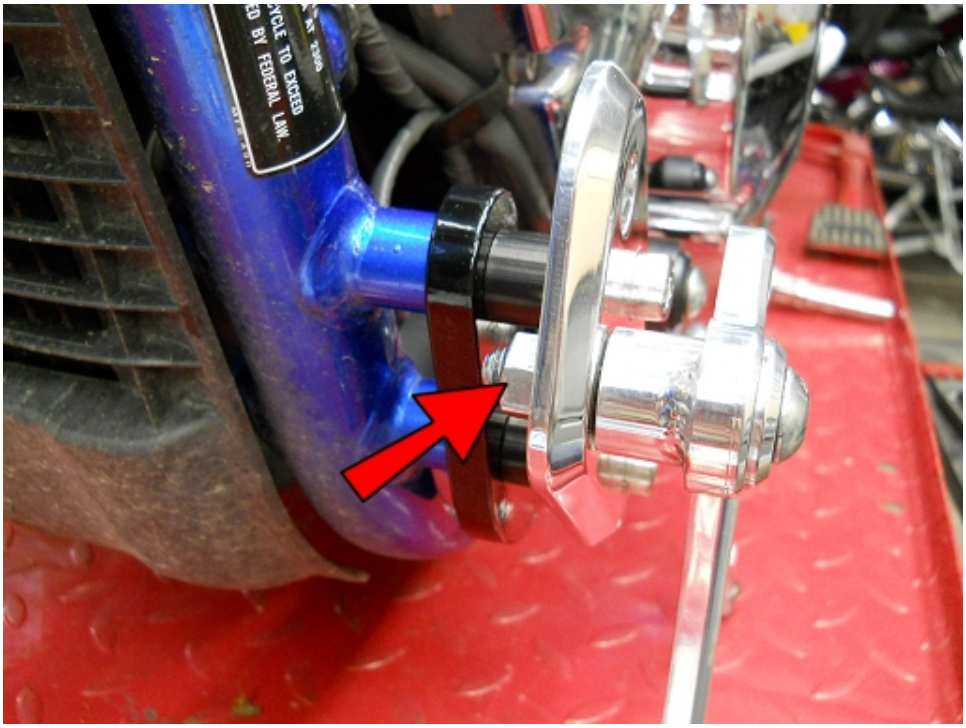


Attach the ARM20 to the STOF8 as shown and secure with a 3/8 Nut.

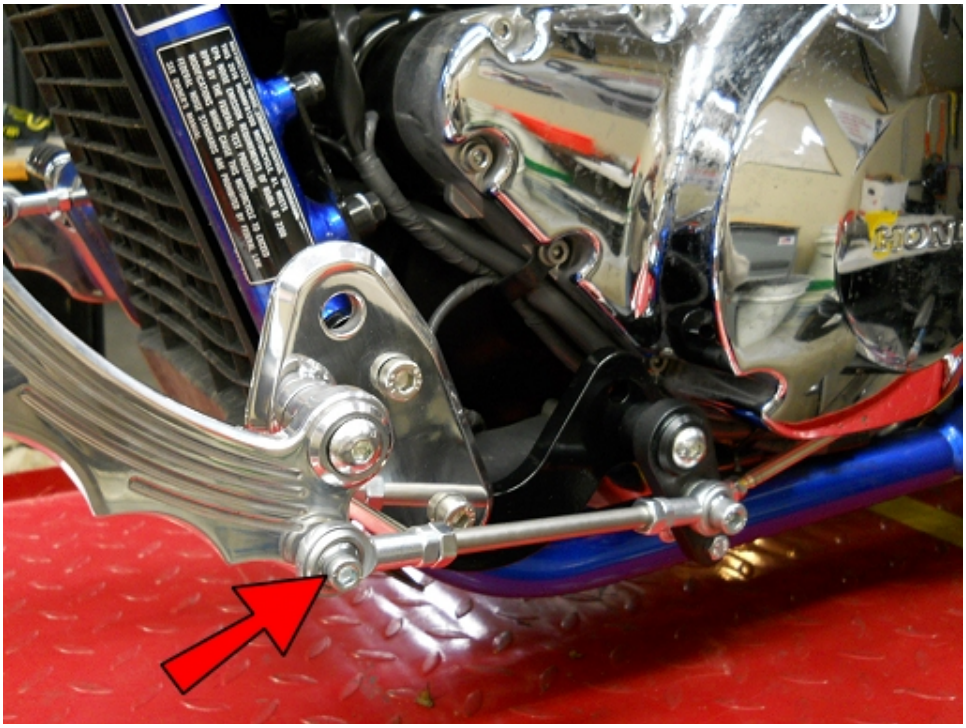
Insert the last set of greased Sleeves into the Shifter Pedal. Remember to make sure the inside of the shifter hub is clean!



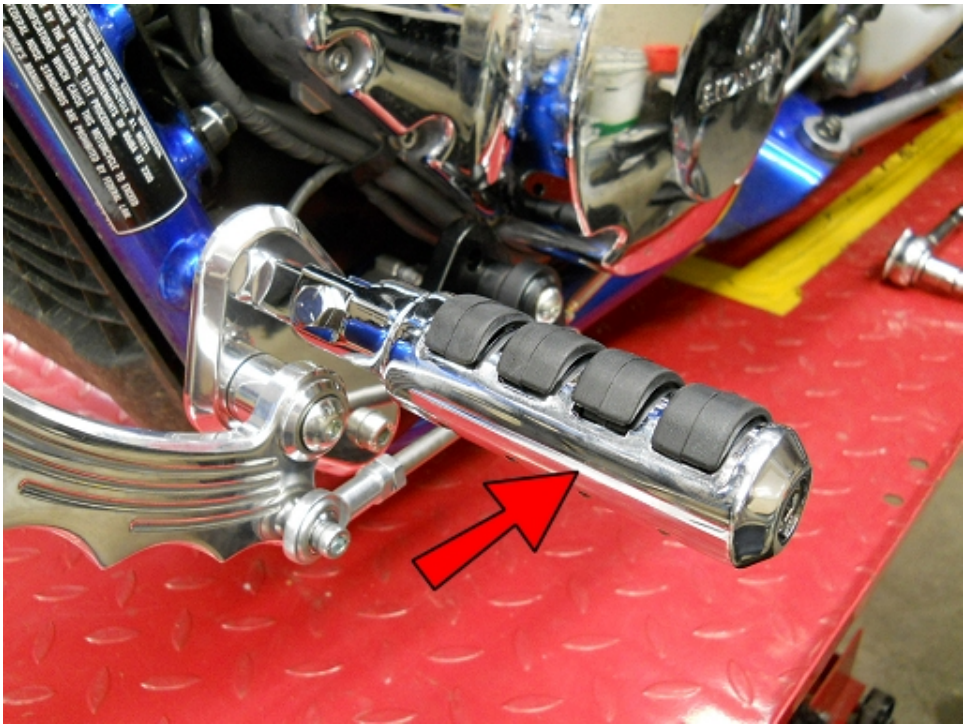
Insert a 3/8-16x2 BHCS into the Shifter Pedal.



Attach the Shifter Pedal to the Control Plate and secure with a 3/8 Nut.

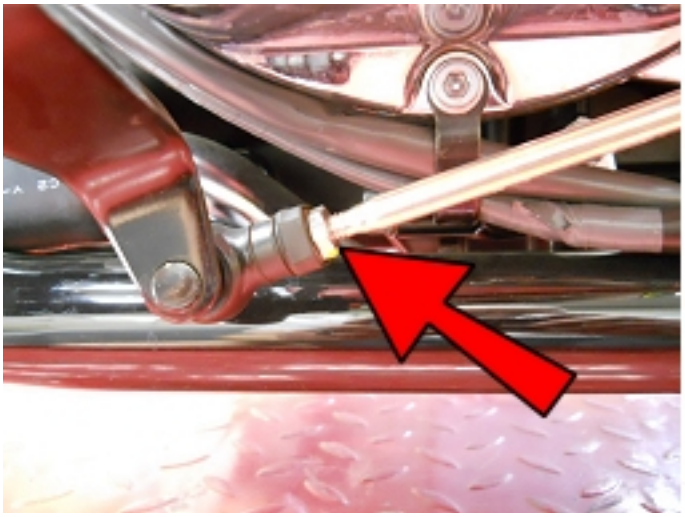


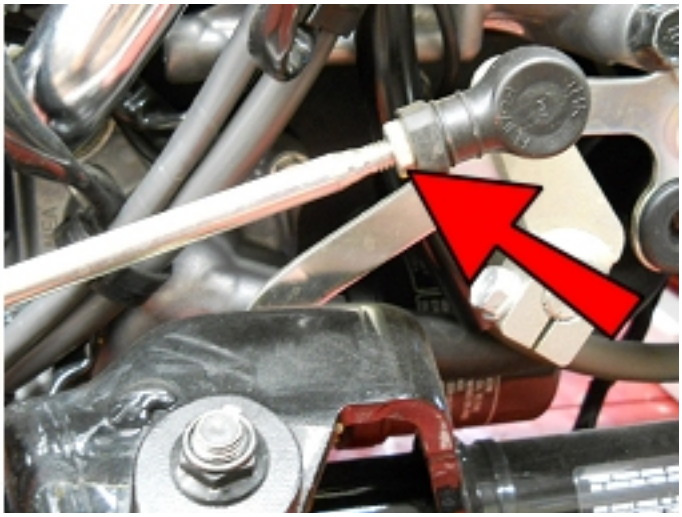
Attach the Linkage to the Pedal with an M6-1.0x25 SHCS and secure with an M6 Nut on the back side.



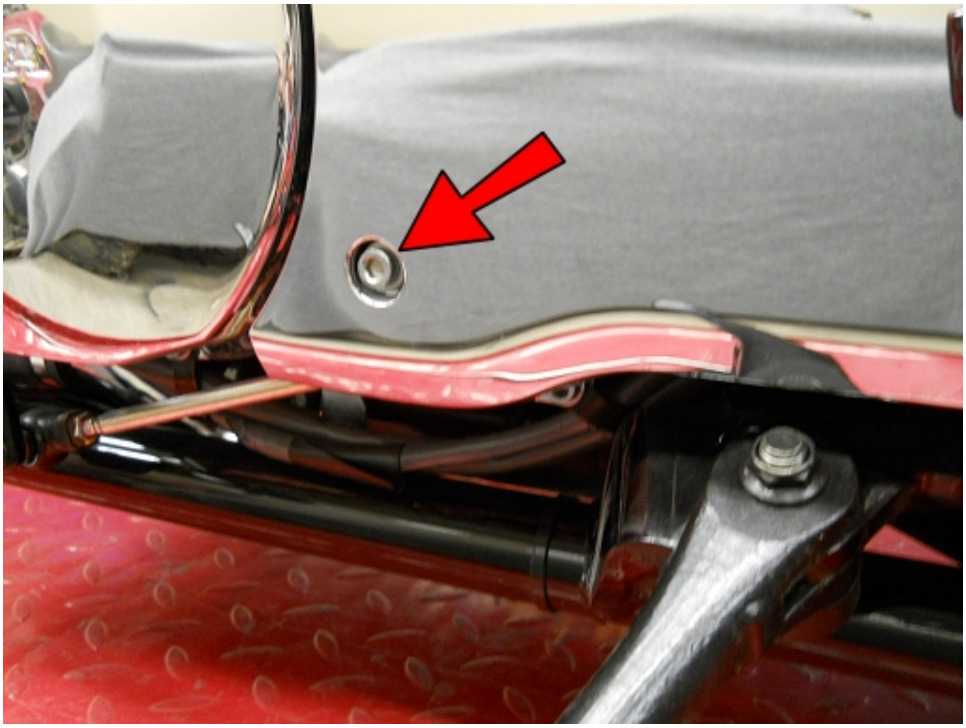
Attach a foot peg.

Attach the Shifter Toe Peg and secure with a 5/16 Nut.

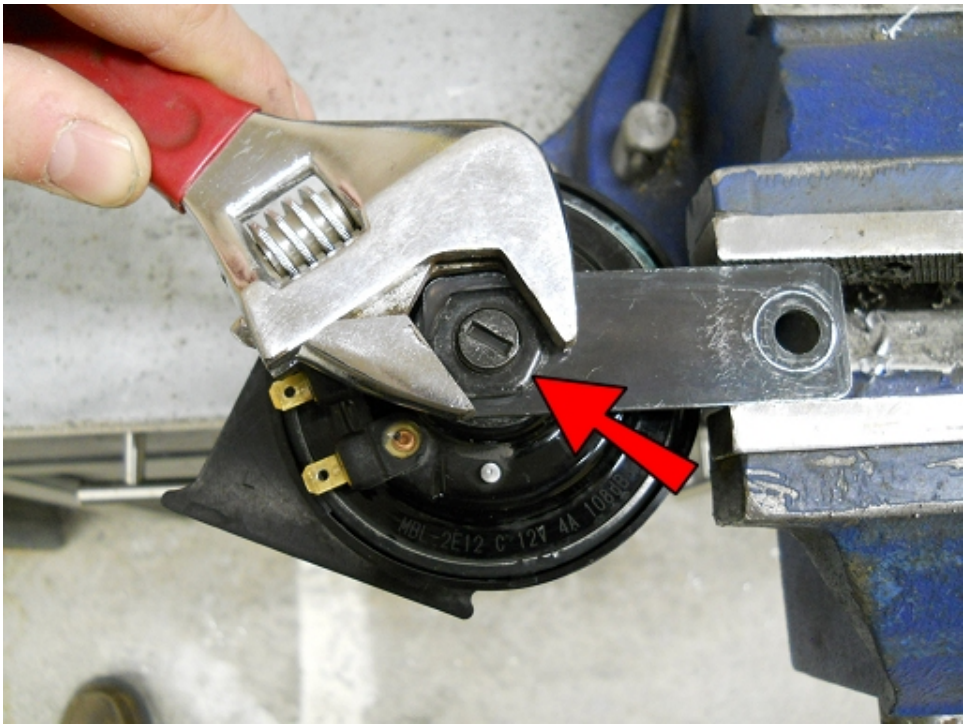




Adjust the Shifter Pedal height with the original linkage. Make sure there is enough thread in both ends for a secure connection. If you need more adjustment, you can remove the front linkage from the Pedal and adjust it as well, then reconnect. After the height is adjusted to the desired position, tighten the nuts against ALL of the Spherical Rod Ends.



Replace the chrome cover and secure with the original bolt.



Only slightly loosen this nut on the horn. It is helpful to place it in a bench vise as shown.

Rotate the arm around to the exact position shown and retighten the nut.

Reconnect the wires oriented downward as shown, then bend the connectors slightly toward the back of the horn, away from the arm.

Connect the horn to the back of the STOF8 with an M8-1.25x25 SHCS and secure with an M8 Nut.

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.

Enjoy the ride!