

**Thanks for Ordering  
The Hardtail Conversion Kit  
from**



**READ THIS BEFORE UNPACKING YOUR KIT!**

**This instruction booklet contains detailed steps for installing the Hardtail Conversion kit on your Honda VT-400/600, 600 VLX, and 600 VLX Deluxe. Please pay careful attention to the instructions regarding the installation of this kit. If you have any questions concerning installation of your Hardtail Conversion kit, please contact us via e-mail at [support@scootworks.com](mailto:support@scootworks.com). This will ensure you receive the most prompt and accurate reply.**

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# **Instructions for Installing the Scootworks Hardtail Conversion kit on the Honda VT-400, VT-600, 600 VLX, and 600 VLX Deluxe**

## **Tools Needed:**

- Safety glasses!
- Flat-head screwdriver
- **Socket wrench pull bar (24" recommended)**
- Large torque wrench calibrated in foot-pounds
- **6mm Allen wrench**
- **8mm Allen wrench**
- 8mm socket
- 10mm wrench
- 10mm socket
- **12mm wrench**
- **14mm wrench (2 ea.)**
- **14mm 6 point deep well socket**
- **17mm wrench**
- **17mm socket**
- 22mm socket
- **24mm socket**
- 1/2" wrench

The installation of the Scootworks Hardtail Conversion kit is similar to removing/replacing the OEM rear shock absorber. Scootworks wanted to assist you as much as possible with the installation process, and developed this instruction manual. If there are any steps you feel need improvement in instructions, please email [support@scootworks.com](mailto:support@scootworks.com) and specify the area you are having trouble with.

## **UNPACKING!**

The shipping container and contents must be inspected by the purchaser for damage to goods immediately upon receipt of goods, and a claim must be filed with the carrier if damage is discovered. The purchaser must contact Scootworks within 24 hours from receipt of damaged goods to file a claim, and for further instructions. Your Scootworks Hardtail Conversion kit will come packed with these printed instructions.

## **BEGIN INSTALLATION**

**1.** Lift the rear of the bike above the floor, 6"-8" of clearance between the floor and bottom of the rear wheel is recommended. If a frame-style lift is not available, an automotive type screw jack or hydraulic floor jack can be used in conjunction with a 24" long 2"x4", with the 2"x4" turned crosswise in front of the rear tire, lifting against the bottom of the frame (just ahead of the swingarm). Be careful of the oil filter. Lift the rear of the bike well above 8", and insert a set of jack stands under the frame (not swingarm) as far rearward as possible, but just prior to the swingarm pivot point. Be sure to have help available for this exercise, to steady the bike while lifting and assist with placing the jack stands. Attempting this alone can be dangerous!

**2.** Loosen the 24mm rear axle nut, located on the RH side of the swingarm. Hold the LH side of the axle with a 17mm wrench, while loosening the nut with a pull bar and 24mm socket. Loosen only by 2 revolutions.

**3.** Using a 14mm 6 point socket, remove the rear brake adjustment nut from the brake linkage. Once removed, depress the brake pedal and remove the brake rod and spring from the brake lever on the rear brake drum. Push the round insert from brake lever on the rear brake drum, slip it on the brake rod, and reinstall the 14mm rear brake adjustment nut on the brake rod. This will secure all components until you're ready for reassembly.



**4.** On the same side of the brake drum as the rear brake lever, locate the drum tie rod. This is the rod that secures the rear drum to the frame. Remove the cotter pin from the attachment point on the drum, loosen and remove the 12mm nut, and press the attaching bolt from the tie rod and drum assembly. Reinstall the bolt, rubber bushing, flat washer, 12mm nut, and cotter pin in the tie rod. This will secure these components until time for reassembly. The photo below illustrates steps #3 and #4... You'll notice the brake linkage and tie rod, disconnected from the rear drum, and with the associated parts reattached for security.

**5.** Loosen the 14mm rear wheel adjuster locking nut and adjuster bolts. There is one adjuster assembly located on each side of the swingarm. Loosen them all the way forward, allowing the rear wheel to move as far forward as possible in the swingarm, loosening the chain.

**6.** Remove the chain from the rear sprocket (or belt from rear pulley, if equipped with the Scootworks Belt Drive system). Some chains may require the removal of the axle to gain enough loose motion for removal from the sprocket/pulley. If so, we'll get to that shortly.

**7.** Completely remove the 24mm nut from the rear axle. Lift the rear wheel to relieve tension from the rear axle, and push the rear axle from the rear wheel assembly. Lower and remove the rear wheel from the swingarm. Take care to notice the placement of the rear axle bushings on either side of the swingarm (one on each side of the wheel), and the two rear wheel spacers. Once removed from the bike, pull the brake assembly from the rear drum (RH side of the wheel), and place out of the way. Place the wheel on it's side, with the open brake drum cavity facing downward, and the sprocket facing up.

**8.** Disconnect the lower shock bolt from the swingarm. The bolt has a 14mm head, and a 17mm nut. Using the appropriate wrenches, remove the nut and bolt, allowing the aft end of the swingarm to lower towards the floor. Below is the lower end of the shock, after disconnection from the swingarm...



**9.** The upper end of the shock is secured via large allen bolt and 17mm hex nut, in the frame down tube, just behind the engine. Some bikes require a 6mm allen wrench, some require a 8mm allen wrench. Remove the 17mm nut, then screw the allen bolt from the down tube. The shock should be easily removed by pulling rearward gentle rocking left and right.

**10.** Replace the shock absorber with the Scootworks Hardtail conversion unit. Reinstall the fasteners, and torque to about 33 ft/lbs.

**11.** Reassemble the bike in reverse order. Torque the rear axle to 65 ft/lbs., and torque the drum locking link to 15 ft/lbs.

### **Additional notes:**

#### **1. Torque values:**

§ **Swing arm pivot shaft nut: 65ft/lbs**

§ **Shock absorber nuts: 33ft/lbs each**

§ **Drum Link nut: 15ft/lbs**

§ **Rear axle nut: 65ft/lbs**

**2.** Don't forget to install the cotter pin in the drum tie rod bolt!

3. Reduce rear tire air pressure to 10-15 lbs. This may sound low, but we have experienced no field related wear/handling problems as a result. Reduced rear tire air pressure significantly improves the ride of a “hard tailed” VLX, and the large rear tire is an added “plus” when running low pressure.

4. Now, go out and enjoy one of the coolest looking Honda VLX s around...YOURS!