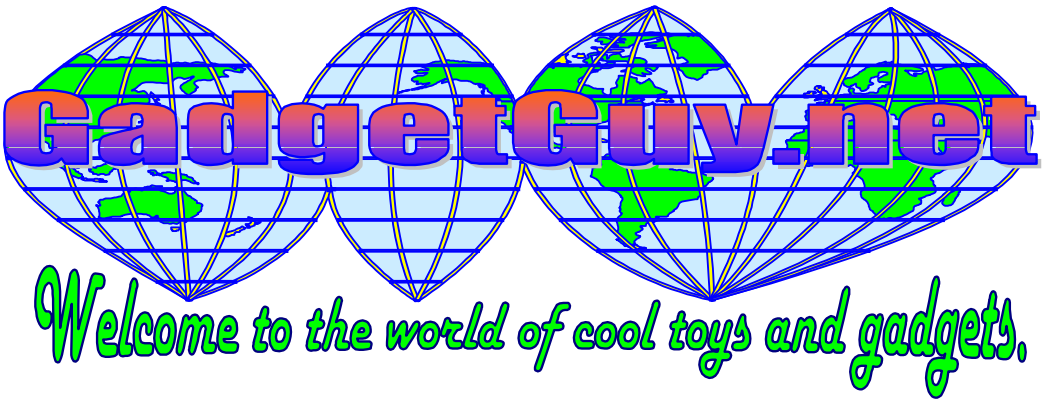


Hello! My name is Genna.

I believe that having the confidence of knowing where you are on the road at any given time and being able to navigate through unknown territory is what adventure cycling is all about. Using a GPS (Global Positioning System) is the way to go, my friends. There are lots of them in the market. My personal preference is the GARMIN STREET PILOT. Regardless of what suits your fancy, a word of advice - stick with a unit offering the largest display. On the move, you need to be able to read the display as quickly as possible.
Here's where I come in. GPS mounting hardware for motorcycles are very limited. For a long time I was looking for a product that would satisfy my finicky tastes. No such luck, so I decided to make my own mounting bracket. If you need help in fabricating one to custom fit on your bike, just e-mail me at: **gennakim_2000@Yahoo.com**

Top 10 reasons to have a GPS on your bike:

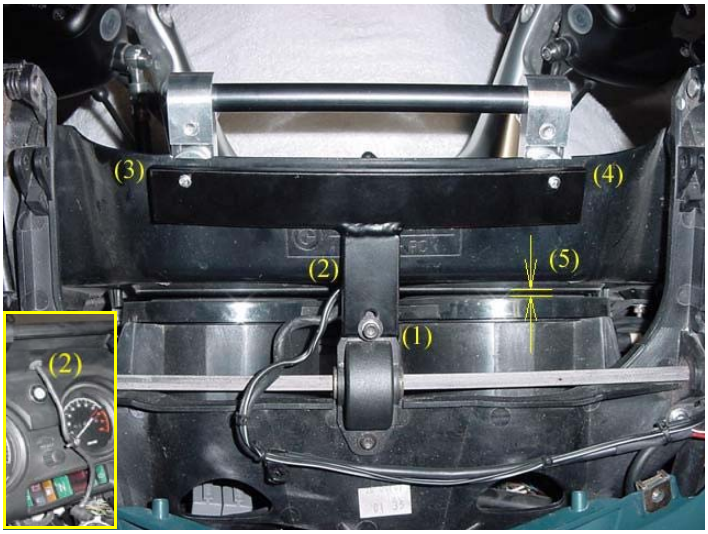
1. Show off to your buddies.
2. Play James Bond.
3. Humbly explain to a curious crowd at a bikers' lot that some people (like you) simply have to have the best toys, otherwise life would be so unbearably boring.
4. Take a back road scenic route rather than racing ten wheelers on a boring interstate, while making sure not to take the same road twice.
5. Never again try to unfold a map wrestling in the wind over deserted road side with your hands wrapped in top of the line leather designed for protecting your digits from damages much more severe then paper cuts.
6. Compare the speed-readings between your speedometer and actual speed shown on your GPS. Even the roadrunner would be impressed with your ACME like device.
7. Use the GPS computer to monitor your driving distance, time and average speed so you can boast to fellow speed mongers or just to your average bike fanatics.
8. Register the top speed you ever achieved on your crotch rocket (Be ready to pay with your driving privileges and constitutional rights for blatantly disregarding the safety of your fellow citizens and your own). This is guaranteed to inflate your ego even more and give goose bumps to the opposite sex.
9. If you're a bit on the nerdy side, monitor satellites and their signal strength in the sky and wonder what else they can do for or to you.
10. Never get lost in the 21st century.

Bracket Kit IV Installation
Minimum tools required:

1. Set of metric and standard Allen wrenches (included in the kit)
2. T-20 Torx Key (included in the kit)
3. 7/16 drill bit with electric or hand drill
4. 11/32 open end wrench.
5. Angled Needle nose pliers or medical Lock-tweezers.
6. Pocketknife.
7. Electric wiring kit (you will need to cut and strip wires and crimp the wire connectors)

Installation of Bracket Kit IV starts with preparing the work area - good lighting and plenty of space to walk around the bike, couple of small containers to arrange the screws that you will take off the bike. It will help you to put the screws back to where they came from. Installation of the Bracket Kit IV starts with removal of the windshield.

1. Raise the windshield in the upper position.
2. Remove the windshield by unscrewing four screws holding the windshield to the lifter mechanism. Watch out for four rubber bushings between the windshield and lifter mechanism. When you detach the windshield from the lifter mechanism they may fell out. Keep those bushings along with four screws separate. Those screws are slightly longer than the rest of the screws you going to take out.



3. Unscrew four screws on the front of upper faring and four on the upper perimeter of the instrument panel. Remove the upper faring by sliding it up and backward.
4. Once the upper faring is removed, look inside the curved edge of it between points (3) and (4). You may find the plastic protrusion left over from the injection mold process. It will prevent you from reinstallation of upper faring when T-bracket is installed. Brake it off with the needle nose pliers and scrape the surface clean with pocketknife.
5. Remove two threaded clamps at locations (3) and (4).
6. Use T-20 Torx Key for removal of the upper screw from the windshield lifter mechanism at point (1). And replace it with 8/32 x 1.25" screw with Nylock washer on it. The screw is slightly larger in diameter so it cannot be freely inserted, but rather screwed in to the screw hole. One washer stays on the screw. Second washer goes on the screw along with the Nylock nut. Use 11/32 wrench to hold the nut (bending the neck of the wrench at 45 degrees may help to reach the nut).
   Needle nose pliers or Lock-tweezers could serve as alternative tools. Be patient, since there is very little space to work around . Live enough of the screw exposed to allow the T-bracket to slide in.
7. Now it is the time to arrange wiring. It is up to the installer to decide how the wiring will be done—internally or externally. For internal wiring you will find a rubber grommet in the kit. It will require a 7/16 hole drilled at location (2) in the dashboard panel. For reference, the upper edge of the hole must be below the molded rectangular stamp on the dashboard panel. Make sure there is enough space between the T-bracket and dashboard panel for wiring.
8. Install the rubber grommet and run power and audio (if you have one) cables through it.
9. Now the T-bracket, left and right swivel joints (3) & (4) with the 1/2" rod are snugly installed to ensure the correct positioning of the T-sub bracket over the windshield lifter mechanism (1). The washer at location 1 goes on top of the t-bracket. The bracket now may need to be slightly pushed forward to assure that dashboard panel and instruments are parallel as shown at point 5.
10. Tighten up the screw at point (1). Use the needle nose pliers or medical lock-tweezers to hold the Nylock nut while tightening the screw.
11. Remove the left and right Swivel Joints (3) and (4) this temporarily leaves only screw at point (1) holding the T-bracket, and slide the upper faring back to its rightful place.
12. Install the Swivel joints with 1/2" rod. Note that black nylon washers must be installed between the Swivel joints and upper faring. Do not tighten the screws yet.
13. Install all but two original black screws securing upper faring. Two will be left out because they where replaced by the screws in Swivel Joints.
14. Tighten the screws securing the upper faring and screws holding the swivel joints. Do not tighten the clamping screws in Swivel Joints yet.
15. Attach Base Plate I, II or Housing for 26xx (purchased separately) to the 1/2" rod and tighten the clamping screws in it.
16. Adjust Viewing angle and tighten screws in Swivel Joints. If you installing the housing, go to step 18.
17. For Base Plate I or II attach Garmin mounting hardware to Base Plate I or II, by using set of small screws provided with Base Plate.
18. Reinstall the windshield. Be careful not to drop four rubber bushings that goes between the windshield and lifter mechanism.
19. Stand Back and admire your creation.

Ride safe and come visit my web site soon to see Bracket Kit IV accommodating a radar detector next to the GPS.

Bracket Kit IV components

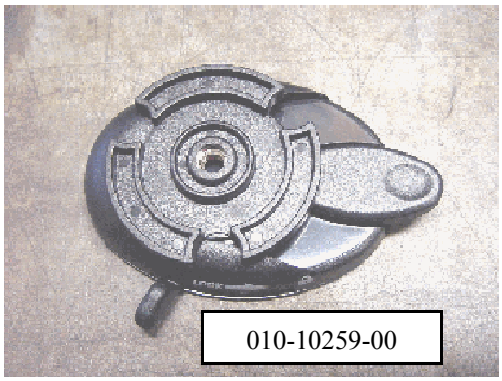
1. 1/2" x 6.83" aluminum rod…….. 1 ea.
2. Swivel Joint left……... 1 ea.
3. Swivel Joint Right…… 1 ea.
4. T-Bracket……1 ea.
5. 8/32 x 1.25 SHCS SS ……..…… 1 ea.
6. #8 Flat Washer SS……...……2 ea.
7. 8/32 Nylock SS…… 1 ea.
8. M5 x 0.8 x 25 SHCS SS…… 2 ea.
9. Nylon Washer OD-19mm, ID-5mm,……. 2 ea.
10. Rubber Grommet 7/16x3/16x1/8……... 1 ea.
11. 1/4-20x3/4 SHCS SS……. 2 ea.
12. 3/16 Hex Key…….. 1 ea.
13. 9/64 Hex KEY……. 1 ea.
14. T-20 Torx Key.……1 ea.
15. 4 mm Hex Key…… 1 ea.
16. Installation Instruction…… 1 ea.

ATTENTION!!!
DO NOT attempt to program or switch functions in your GPS while driving!!!

Thank you for your purchase. I hope you enjoy your trips even more, and be safe!

Base Plate I for Garmin GPS units and other gadgets like radar detector.

Base Plate I is designed to accommodate Garmin "Dashboard Mount" (Black elliptical locking mechanism) Garmin P# 010-10199-02. All Garmin hand held GPS units have automotive mounts that share a common part. Each one of them has a round button at the bottom of Garmin bracket that locks in to the Garmin Dashboard Mount. It can be used by it self for installation on cross bars of the handlebars. I recommend to use it for light GPS units like GPS II, III and V. "Base Plate I" installed on the crossbar of motorcycle handlebars via two clamps. Different motorcycles has different diameter crossbars. "Base Plate I" is made to clamp on 1/2" diameter rod. There fore the difference in diameters should be compensated with shims (GadgetGuy P# AMI0015SSS).



Installation of "Dashboard Mount" will require:

1. Phillips screw driver
2. #36 drill bit and 6-32 tap.
3. Exacto Knife or razor blade

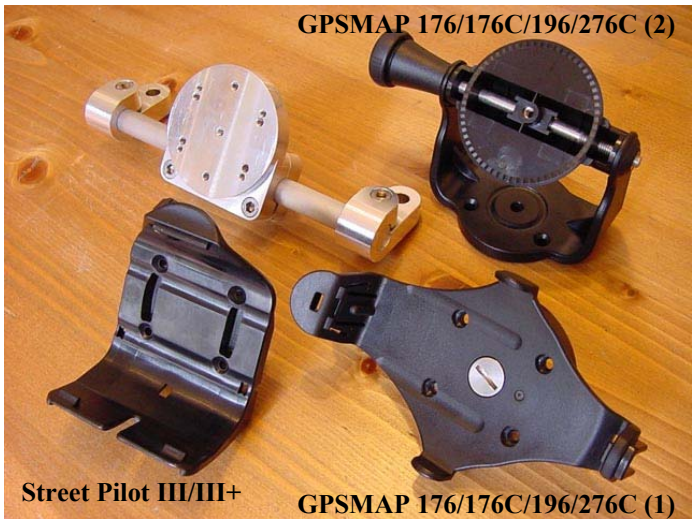
1. At the bottom of the Dashboard Mount (Garmin P# 010-10199-02) locate 4 blind holes.
2. Drill them through with #36 drill bit and tap with 6-32 tap. Insert the tap only about 1/4 of the tap's thread length, to insure tight fit of the screws provided with "Base Plate I".
3. Remove first cover from Garmin Adhesive Patch (Garmin P#: 249-00059-00).
4. Carefully align and apply Adhesive Patch to the bottom of Garmin Dashboard Mount.
5. Use Exacto Knife or razor blade to make cut outs in the Adhesive Patch to uncover four drilled and tapped screw holes.
6. Remove second cover from the Adhesive Patch.
7. Make sure the locking lever of the Dashboard Mount positioned on appropriate side of the Base Plate I.
8. Carefully attach the Dashboard Mount to Base Plate I with 4 x 6-32 Phillips screws. Make sure that Dashboard Mount does not touch the Base Plate I until all four screws are started in to their threads. Do not over tighten the screws. They are used primarily for aligning the Dashboard on Base Plate I. Garmin Adhesive Patch is plenty strong to keep Dashboard Mount attached to Base Plate I.

Radar Detector

"Base Plate I" also can be utilized for installation of the radar detectors or any other gadgets you can think of. For example, Garmin P# 010-10259-00 comes with a button, which could be easily attached to "Base Plate III" (GadgetGuy P# ABP00003-0101) by utilizing a threaded insert in the center of the button. This attachment should be permanently sealed by Epoxy glue. Garmin P# 010-10259-00 comes with two adhesive dicks "temporary" and "permanent". "Temporary" dick can be used for attaching Dashboard Mount to "Base Plate I" and "Permanent" dick can be used for attaching Garmin Button/"Base Plate III" assembly to the bottom of radar detector. Garmin Permanent Adhesive Dicks are excellent for attachments. When Garmin says permanent, it means permanent. Just make sure that the bonding surfaces are flat and clean.

Base Plate II
for Street Pilot III/III+, GPSMAP 176/176C, 196, 276C.

Base Plate II has predrilled and tapped screw holes that match the screw hole pattern in Garmin brackets for “Street Pilot III, 26xx”, “GPSMAP 176/176C, 196, 276C”. The Street Pilot III or 26xx clip-on part is very simple to attach to the base plate through the screw holes. The same set up works for the GPSMAP 176/176C, 196, 276C. GPSMAP models can be installed two ways. Part (1) can be attached to the Base Plate through the obvious four screw holes (all screws come with the Base Plate); or attaching Part (1) to Part (2), basically leaving it the way Garmin originally had it set, and attaching Part (2) through the three screw holes at its base to the Base Plate.



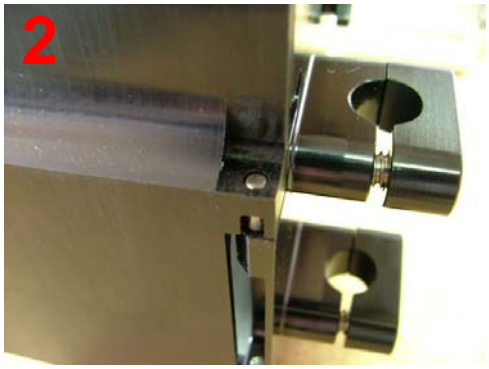
Base Plate II will work with following Garmin GPS mounts:
Street Pilot III/SP III Deluxe: Garmin P# 010-10304-00 (comes with GPS unit)
GPSMAP 176/176C, 196, 276C: Garmin P# 010-10257-00 (comes with GPS 176/176C and 276C unit).
Street Pilot 26xx and 27xx series: Garmin P# 010 10495-00 (purchased separately)
Quest: Garmim P# 010-10610-00 (purchased separately)

“**Base Plate II**” can be used by it self for installation on cross bars of the handlebars. It clamps on to the crossbar of motorcycle handlebars via two clamps. Different motorcycles has different diameter crossbars. “Base Plate II” is made to clamp on 1/2” diameter rod. There fore the difference in diameters should be compensated with shims: GadgetGuy P# AMI0015SSS (purchased separately).

“**Base Plate II**” can also provide mounting surface for any other gadgets and cradles. Some modifications to “Base Plate II” or mating hardware may be required.

“Base Plate II provides a screw hole pattern, which allows installation of TomTom cradle. Use M3 x 16 Button Head Cap Screws and 2mm hex key supplied with the base plate to attach the cradle.

When installing Zumo 550, Base Plate II should be used with Extension Joint.



Housing for StreetPilot 26xx

Housing for 26xx is designed for installation on crossbar of GadgetGuy bracket kits as well as for installation on the crossbar of enduro and off road type of handlebars. Diameter of GadgetGuy crossbar is 0.5". On motorcycles like BMW F650GS or R1150GS diameter of crossbar is 0.47". Use the Shim Set P# AMI0015SSS to shim out the 0.03" difference in diameters.

There are two finishes available: **anodized black** as shown above (**1**) and **plain aluminum** as shown below (**1**). Housings can also be assembled as "**non-detachable**" (**3**) and "**detachable**" (**5**). Some times desirable location of the housing does not allow it to be opened completely (**3**). There fore it is impossible to insert or remove GPS unit in or out of housing. In that cases detachable assembly is recommended (**5**). It allows to open the housing just to clear the lock (**3**) and slide it off the pivoting pins (**4**). That way the housing will come completely apart (**5**) allowing easy incretion and removal of GPS unit.
Conversion of non-detachable assembly in to detachable is very simple. Each pivoting pin has to be pressed further in to the back plate to clear the pivoting hole, but remain in the aligning cut outs (compare **2** and **2**). Engaging pivoting pin in to pivoting holes converts assembly back in to non-detachable.

Unlocking the "Housing"

Make sure that the thumb screw behind the lock is "finger tight". Its purpose is to release the side pressure from the locking push-pin. The push-pin should pup up at 1/4 of a key turn. If you unscrew the thumb screw before unlocking the lock, the locking push-pin will not pup up.

Locking the "Housing"

"Finger tight" the thumb screw until the locking pin can be pushed in "locked" position effortlessly.