

If the boot fits.....

Boots.... Gotta have em. The 1500 has a nice 4 pleated rubber boot the fits over the driveline and (CV) or U-joint. Myth or legend has it, that sometime during its evolution, the 1500 driveline evolved into a Valkyrie driveline. It appears that this may have happened sometime during 1998 and continued thorough the last 1500 model. This "myth" recently appeared on my 2000 SE. Hearing rumors via the Internet of this "myth", I have been checking the boot on my Wing. An archive search on various Wing Internet lists seemed to add to the myth's validity. It appeared to be a myth for me until about 25,000 miles. Yikes! Someone slit da boot! The boot had a rip in the back fold. Ha! Maybe the "myth" was true. A call to a dealer caused one to think of the three monkeys and the; *see no, hear no, speak no evil*, scenario or worst yet, a wrench without a clue! I explained the "myth" to the dealer

The "Myth"; Honda changed the 1500 driveline in 1998 to a Valkyrie driveline, which has a larger CV (or U-joint). This change required the Valk driveline boot (part #52104-MZ0-A40) with 5 folds, which flares to a larger diameter, instead of the smaller 4 fold, 1500 straight boot (part #52104-MN5-000). Maybe in an effort to debunk this "myth" Honda continued to install the 1500 boot on its 1998 and later Wings. Needless to say, all of my arguments and cajoling failed to convince anyone to change out the torn boot to the Valk boot. Since no "converts" to the "myth" could be found at that dealership, the 1500 boot was installed. Feeling like someone that doesn't know his right boot from his wrong boot, we left on a trip to Las Vegas. In LV we would occasionally hear a noise at slow speed similar to someone chewing on rubber bands. Since neither Kathy nor I were chewing rubber bands, it baffled us. I will admit that it doesn't take much to baffle me since I still believed the "myth". The sound became consistent on the ride back from LV. It was however, only noticeable at parking lot speeds. We didn't drive back from LV at parking lots speeds so it was not something to worry about. At home, in preparation to shine each nut and bolt and anoint the bike with holy water... you didn't really think I did that did you! I found, on the boot, a tear and small portion of the 4th fold missing. Had I angered the Honda god? I called the shop to report the boot challenge and reiterated the "myth". Still no converts to the "myth" so... a call to Honda Customer "dis"-service was made. (1-310-532-9811). I relayed the information about the "myth" and the fact that three other members of our local group with 98 and newer wings had the boot curse. Also explained, was the reporting on the Internet of the "religious experiences" others had concerning this. I asked the agent of the faceless entity, if the Myth was true. The agent replied; "I'm not a tech... I never heard of any changes... It's new to me. Never heard of it... No, never, nada.....etc.."

Well to summarize this experience. Honda pleads the Fifth Amendment regarding the "myth". Honda did authorize a Valk boot replacement for the "unchanged" driveline on my Wing. Inspection of the inside of the 1500 boot revealed, small pieces of rubber in the creases as well as obvious wear by the U-joint.

I am happy in my "myth" beliefs. Now, when I expose my boot, I see a big, five pleated, flared boot instead of a straight, four folds, skinny boot. Size matters! What size boot do you wear?

This is the correct replacement boot



The boot has five pleats and flares from a small front diameter to larger diameter at the rear. (*larger diameter at the rear! Sounds like an affliction that we be experiencing!*)

Part number 52104-MZ0-A40

Well at least that was the part number for my Valkyrie boot

To locate the boot for inspection the right side covers (the one covering the battery and the one where the oil dipstick is located) need to be removed. The fat finger in the picture will not be a reference point on your bike but the red hose and brake switch will be there.

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