



HONDA GOLDWING NATION

TECH TIP 01

The Weight at the End of the Road

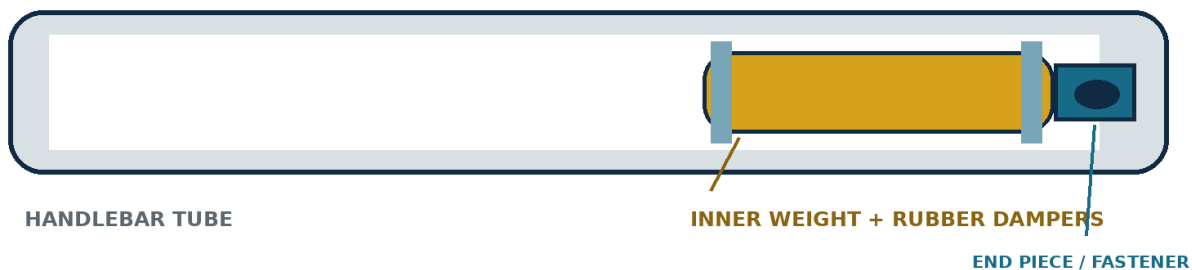
That little handlebar weight is doing more than you may think

MODEL AND YEAR SCOPE 2018-2025 Honda Gold Wing GL1800 generation, including Gold Wing and Gold Wing Tour configurations, manual and DCT versions, and Airbag versions where offered. The article concerns the original handlebar end-weight and internal damping assembly; accessory compatibility must still be confirmed for the exact motorcycle and installation.

MODELS 2018-2025 Gold Wing family	READING TIME About 7 minutes	OUR SUBJECT The factory bar-end system
WHY IT MATTERS Comfort and control	SHOPPING More than size and colour	ONE MUST-DO CHECK A freely returning throttle

THE SURPRISE What looks like a simple metal cap is actually the visible end of a hidden vibration-control system. That is why a replacement can bolt on perfectly and still be the wrong answer.

THE HANDLEBAR-END WEIGHT IS A SYSTEM



Conceptual view - not an exploded service diagram and not to scale

A small part with a long-distance job

After an hour on the highway, a rider may notice a faint buzz in the grips. After three hours, that same buzz can become tingling fingers, a tired hand or the urge to keep changing grip position. It is easy to blame the road, the tires or simply a long day in the saddle. Sometimes, however, the story begins at the very end of the handlebar.

The round piece visible beside each grip is usually called a handlebar end weight. The name makes it sound like a single lump of metal. On the 2018-2025 Gold Wing, it is better understood as the last visible piece of a small assembly that continues inside the bar.

Honda's parts diagrams show internal weights and rubber damping pieces working together at each end. The metal adds mass. The rubber helps absorb and control movement. Together, they change the way vibration travels through the handlebar before it reaches your hands.

NATION NOTE Most of the part doing the work cannot be seen. Shopping only by the shape of the visible end piece is a little like choosing a shock absorber by the colour of its spring.

Why add weight to a touring motorcycle?

A handlebar can vibrate much like a tuning fork. Change its mass or the way it is damped and you change the vibration a rider feels. The factory assembly is Honda's way of calming some of the higher-frequency buzz near the grips without making the handlebars feel disconnected.

This does not mean the weights eliminate every vibration, nor does it mean the heaviest possible replacement must be the best. It means the original system was designed as a combination: weight, damping, mounting and clearance all matter.

There is also an important difference between the two sides. On the left, poor fit may create looseness or unwanted vibration. On the right, poor spacing can touch the throttle tube. A part that looks harmless on the workbench can become a control problem once tightened.

When the little part starts telling on itself

Bar-end problems do not always announce themselves dramatically. They may begin as a new buzz, a faint rattle or an end piece that keeps working loose. One grip may suddenly feel different from the other. A previous owner may even have installed a lightweight decorative plug, leaving the motorcycle looking complete while quietly changing the original damping system.

The most serious clue appears after work on the right side: a throttle that returns slowly, drags or changes behaviour as the handlebars turn. That is not a comfort issue to monitor later. It is a problem to correct before riding.

THE PARKING-LOT TEST With the engine off, turn the bars fully left, centre them, then turn fully right. At each position, open and release the throttle several times. It must snap closed freely and immediately.

So, what belongs at the end of the bar?

Back to factory: the dependable reference

If parts are missing, damaged or of uncertain origin, rebuilding the complete factory arrangement is the clearest starting point. The 2018 and 2025 catalogues checked for this article show the same principal components across representative models:

- 53104-MCA-A60 - Weight B, Handle
- 53105-MK4-620 - Weight, Handlebar
- 53106-MJ0-000 and 53107-MJ0-000 - rubber handle-weight dampers

Those numbers are useful clues, not a reason to order blindly. Honda's catalogue names are not especially friendly, and a diagram may include more pieces and fasteners than the name suggests. Bring the VIN and use the handlebar/top-bridge fiche so the parts counter can confirm the exact arrangement and any superseded number.

More mass: a real aftermarket path

Some riders deliberately try heavier ends in search of a calmer grip. HVMP, for example, lists a GL1800 set for selectable 2018-2025 model years and publishes a mass of 18.4 ounces per weight, along with stainless-steel construction. Publishing those details makes it a much more meaningful candidate than an anonymous plug described only as 'universal.'

Still, a number on a product page is not the whole answer. Before buying, we would want to know which Honda internal pieces remain, which pieces the kit replaces, what hardware is supplied and how throttle-side clearance is maintained. Honda Goldwing Nation has not physically tested or endorsed this product; it is included as an example of a documented, model-specific alternative worth asking informed questions about.

The shiny mystery option

Online marketplaces are full of attractive CNC-aluminum ends. Some even place 'Gold Wing' in the title. When the listing does not state the mass, mounting arrangement, retained factory pieces or throttle clearance, however, we know only that it may fit the hole. We do not know that it replaces the function.

A BETTER QUESTION Instead of asking only 'Will it fit?', ask 'What part of the original system does it replace, and what original function does it preserve?'

What a good replacement must get right

The original part gives us the shopping list. A credible replacement should match the exact model and trim, use the correct thread and fastener arrangement, clamp securely without bottoming out, and explain what happens to the hidden Honda weights, retainers and rubber dampers. Its mass should be known, and the two sides should remain a deliberate pair rather than a collection of unrelated pieces.

Above all, the right side must leave the heated grip and throttle tube completely free. A washer added as a guess, an overlong bolt or an end piece with the wrong shoulder can all create trouble even when the finished installation looks neat.

The Nation's takeaway

This is exactly the kind of part that makes a Goldwing worth getting to know. It is small, mostly hidden and easy to dismiss - yet it contributes to the comfort we appreciate mile after mile.

For most riders, the complete OEM arrangement remains the sensible baseline. A documented, model-specific alternative can be a legitimate choice when its maker clearly explains fitment, mass, mounting and the fate of the original damping pieces. Colour and finish can help make the final choice. They just should not make the first one.

ONE THING TO REMEMBER A bar end that bolts on is not necessarily a bar end that does the same job.

Seven answers to carry into the garage

Original part	A multi-piece Honda weight-and-rubber-damper assembly.
Purpose	Manage vibration at the grips while preserving safe control operation.
Lesser-known fact	Most of the system is hidden inside the handlebar; physical fit does not prove functional equivalence.
If incorrect	More buzz, loose parts, damaged hardware or a binding throttle.
Replacement paths	Complete OEM restoration; documented model-specific weights; cosmetic/universal products only after verification.
Must preserve	Mounting, retained damping parts, known mass, side-to-side consistency and throttle clearance.
Main caution	After installation, the throttle must snap closed freely at full left, centre and full right steering positions.

Your parts-counter conversation

- Record the exact model year, trim and VIN.
- Use the handlebar/top-bridge diagram, not only a product title or photograph.
- Ask what original weights, rubber dampers, retainers and fasteners stay in place.
- Ask for the weight of each replacement and the exact supplied hardware.
- Confirm heated-grip and throttle-tube clearance.
- Choose a seller or maker that provides instructions and support.

Before the first ride

ENGINE OFF Repeat the parking-lot throttle test at full left, centre and full right. Check that both ends remain secure, then inspect them again after a short first ride.

Sources and verification notes

Parts information was cross-checked against 2018 and 2025 Gold Wing handlebar/top-bridge fiches. The same principal weight and damper part numbers appear at both ends of the covered range in representative trims, supporting one 2018-2025 overview. VIN verification remains necessary. Product specifications and availability can change.

- [2018 Gold Wing handlebar/top-bridge OEM fiche \(Partzilla\)](#)
- [2025 Gold Wing DCT handlebar/top-bridge OEM fiche \(RevZilla\)](#)
- [2025 Gold Wing handlebar/top-bridge parts listing \(RPM Cycles\)](#)
- [HVMP Gold Wing GL1800 bar-end weights - manufacturer listing](#)
- [2024 Gold Wing Owner's Manual \(Honda\)](#)

IMPORTANT Honda Goldwing Nation is an independent rider community and is not affiliated with Honda Motor Co. This educational guide does not replace the owner's manual, service manual or professional inspection. Always verify the exact motorcycle and part before purchase or installation.