



Service Bulletin

American Honda Motor Co., Inc.

GL1800 #1

ISSUED: February 2019

2018 GL1800/D/DA/B/BD - LOOSE HANDLEBAR REPAIR

BACKGROUND

If a customer complains of loose handlebars (up and down movement) on a 2018 GL1800, the problem may be due to improper installation of the steering stem nut at the factory. If the steering stem nut becomes loose, the handlebars can move up and down (Please note: front to rear handlebar movement is normal). A video providing instructions how to inspect the handlebars for looseness, inspect the steering stem (if needed), and replace the steering stem (if needed) can be found under the Reference Material section in this service bulletin. Written instructions can be found under the Inspection Procedure and Repair Procedure sections in this service bulletin.

AFFECTED UNITS

Only 2018 GL1800 model motorcycles with a confirmed loose handlebar are affected by this bulletin.

2018 GL1800/D/DA/B/BD	All
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PARTS INFORMATION

Undamaged Stem Shaft

Part Description	Part Number	Qty
Washer, Lock	90506-425-830	1

Damaged Stem Shaft

Part Description	Part Number	Qty
Shaft, Stem	53235-MKC-A00	1
Dust Seal	53214-KA4-701	2
Adjuster Nut	53220-MW0-000	1
Lock Nut	90302-425-830	1
Washer, Lock	90506-425-830	1

WARRANTY CLAIM INFORMATION

Normal warranty terms apply.

After completing the Service Bulletin Inspect or Replace procedure, submit one warranty claim per unit with the appropriate template number:

Procedure	Claim Template	Flat Rate Time
Inspect	KJ9A	1.0 hours
Replace	KJ9B	1.5 hours

DEALER REPAIR RESPONSIBILITY

- Repairs must be performed by a qualified technician.
- Performing this repair exactly as shown in the Repair Procedure instructions is critical for the remedy to be effective. Carefully follow all instructions.
- Service Management should inspect and confirm the repair.
- Dealer submission of a warranty claim affirms this repair was properly performed.

DEALER SUPPORT

TECHNICAL QUESTIONS

If you have any technical questions relating to repair verification, repair procedure, or parts information please contact:

Motorcycle TechLine Online

iN > Service > TechLine > TechLine Connect

Or call (800) 421-1900, option 9.

WARRANTY QUESTIONS

If you have any warranty administration questions relating to warranty claim templates, and claim filing procedures, please contact:

Motorcycle Warranty Online:

iN > Service > Warranty & HondaCare > Warranty Connect

Or call (800) 421-1900, option 7.

REFERENCE MATERIAL

Begin by viewing the linked video (below) in its entirety, then use the information in this video and the written instructions in this service bulletin to determine if an inspection and possible replacement of the steering stem is necessary.



NOTICE: The information contained within the linked video and this service bulletin offers a more efficient method than the service manual to perform many steps of this repair. It is necessary to follow these instructions carefully, failure to do so could result in damage to the customer's vehicle.

INSPECTION PROCEDURE

HANDLEBAR MOVEMENT INSPECTION

Grab the handlebar end with one hand and try to move the handlebar up and down (not forward or backward). There should be no movement or looseness when the handlebar is moved up and down (as shown).



Checkpoint:

- If the handlebar does not move up and down, **do not continue with this repair.**
- If the handlebar moves up and down, proceed with the Steering Stem Inspection in the linked video and/or the written instructions provided under the Repair Procedure section in this service bulletin.

REPAIR PROCEDURE

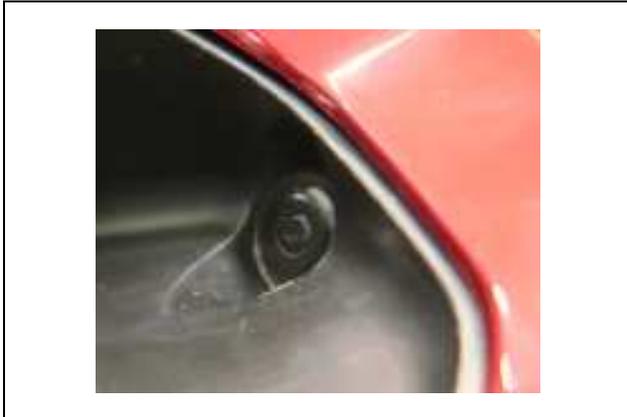
STEERING STEM INSPECTION

1. Protect the mating surface between the center panel switch and lower top shelter using protective tape (left and right sides).

NOTE: If it is difficult to insert the tape into the gap (as shown), push the center panel switch to the other side to widen the gap.



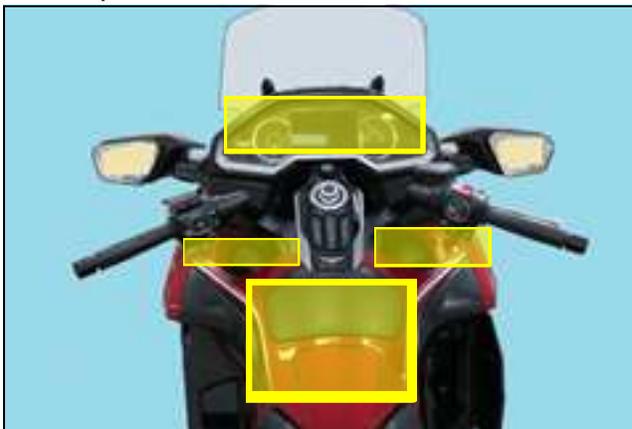
2. Remove the trim clip (shown below) from the front edge of the top shelter (left and right sides, two clips total).



3. Pull up both sides of the top shelter near the bottom of the center panel switch.



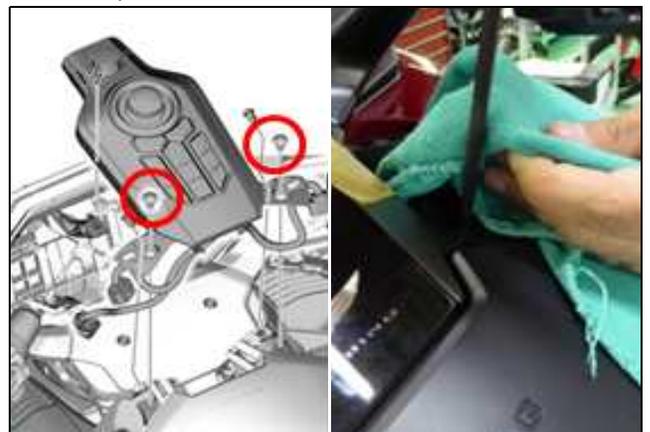
4. Protect exterior parts by covering the speedometer and top shelter with clean shop towels in the areas shown below.



5. Lift the end of the top shelter, then remove the trim clip on both sides of the center panel switch (left and right sides, two clips total).



6. Lift the ends of the top shelter just enough to remove the socket bolts from the center panel switch (left and right sides, two bolts total).



7. Wrap the rear part of the center panel switch with a clean cloth.

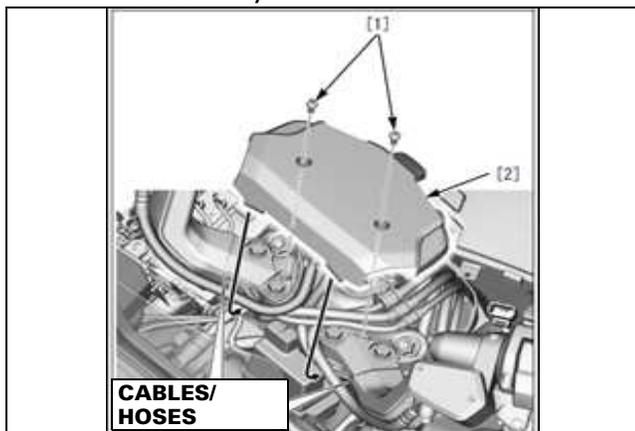


8. Push the center panel switch forward, towards the meter panel, then lift the front of it up to disengage from the front mount. Disengage the clip at the front of the center panel switch (shown below).

NOTICE: Push the center panel switch fully forward before lifting or damage can occur to the center panel switch and the fairing frame.



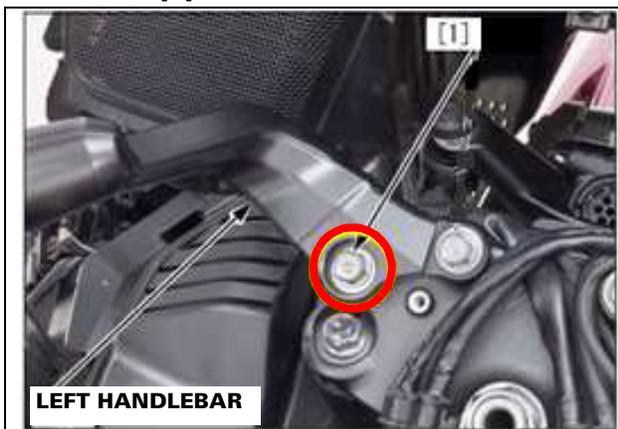
9. Remove the screws [1] from the top bridge cover [2]. Disengage the cover by lifting the rear of it then disengaging the front. Rotate center panel switch backwards, resting it on a clean towel. Note how cables and hoses are routed in the cover for re-assembly.



10. Remove the cable clamp bolts and cable clamps (left and right sides, two total).



11. Remove the left rear handlebar bolt and washer [1].



12. Loosen the handlebar bolt [1], move the handlebar forward enough to make the tie rod nuts accessible for a socket, then retighten the handlebar bolt to hold the handlebar in its new temporary position.



13. Repeat steps 11 and 12 for the right side handlebar.

14. Remove the left rear tie rod by inserting a 14 mm open end wrench between the steering bridge and the tie rod to access the rod shaft. While firmly holding the rod shaft with the wrench, remove the self locking nut and remove the tie rod from the steering bridge.

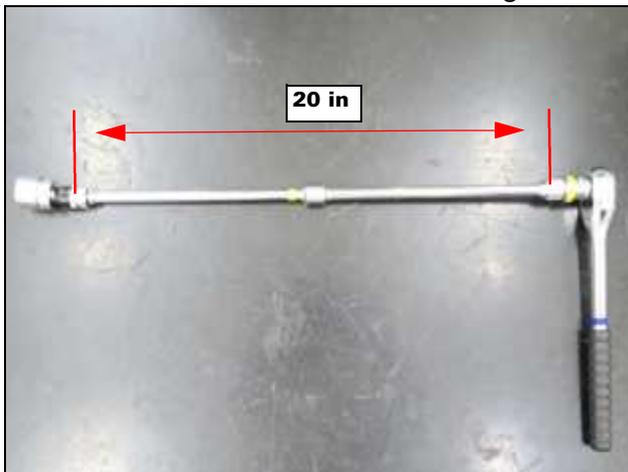
NOTICE:

- If the rod shaft is not supported with the 14 mm wrench, damage will occur to the rubber bushing supporting the tie rod.
- Do not drop the tie rod washer.



15. Repeat the step 14 for the right side tie rod.

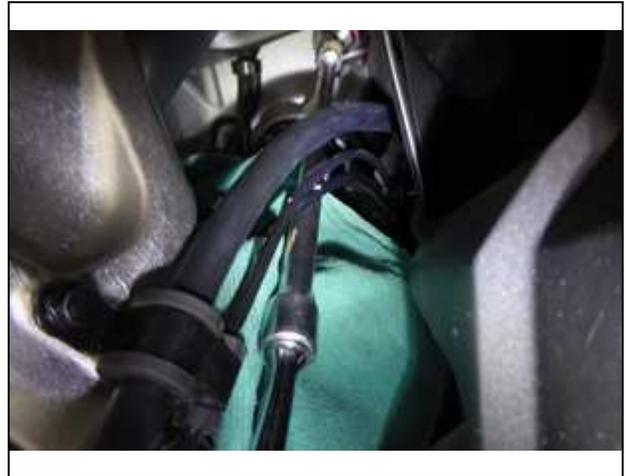
16. Combine the following tools: 22 mm six-point socket, universal joint, extension bar, and ratchet or breaker bar. Extension should be around 20 inches in length.



17. Using the assembled tool (previous step), hold the stem shaft from underneath.

NOTICE:

- When holding the stem shaft, be careful not to damage the front fender, radiator or inner cowls.
- When holding the stem shaft with a tool, the extension may touch the lower arm. If so, protect the lower arm with a clean cloth to prevent damage.
- Take care to route the extension and socket so it will not damage hoses or cables.



18. Turn the front suspension to full left lock and remove the stem nut using a six-point 30 mm socket. Remove the washer as well.

NOTICE: When removing the stem nut, be careful the tool does not contact and damage the windshield.



19. Lift the top bridge and handlebars as an assembly and rotate backwards while moving it towards the meter assembly.

NOTICE: Do not damage the meter assembly.



20. Flatten the tabs of the lock washer and remove the lock nut, the lock washer, and adjuster nut.



Checkpoint: How to determine if the stem shaft is damaged.

- While removing the lock nut, if you are **ABLE** to remove it smoothly (by hand), without any binding, the stem shaft threads are not damaged. Skip to the Reassembly section on page 7 to begin reassembling the vehicle (**DO NOT REPLACE THE STEERING STEM**).
- While removing the lock nut, if you are **UNABLE** to remove it smoothly (by hand), the stem shaft threads are damaged. Continue to the Steering Stem Replacement section or follow the instructions in the linked video to replace the stem and related parts with new ones.

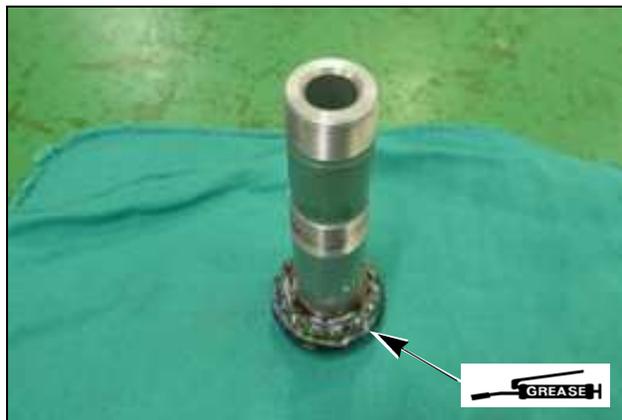
STEERING STEM REPLACEMENT

1. Remove the stem shaft from the steering head. If difficult, try tilting the stem backwards to ease removal.



2. Clean the upper and lower bearing races then apply the specified grease to each steering bearing and dust seal lip.

Specified grease (use where required):
Honda Marine Grease P/N 08734-0003

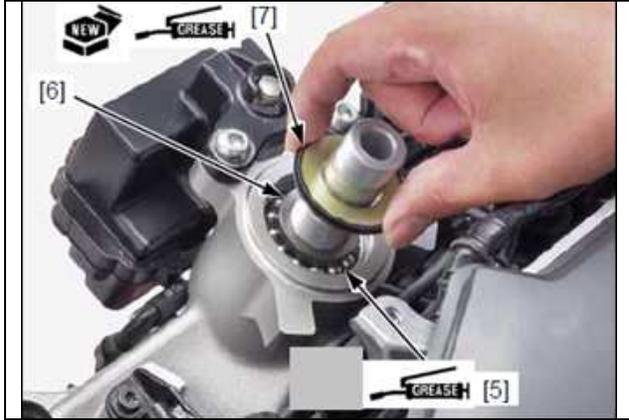


3. Install the dust seal [1], lower inner race [2], and lower steering bearing [3] onto the stem shaft [4].



4. Insert the stem shaft into the steering head pipe then install the following parts while holding the stem shaft from below:

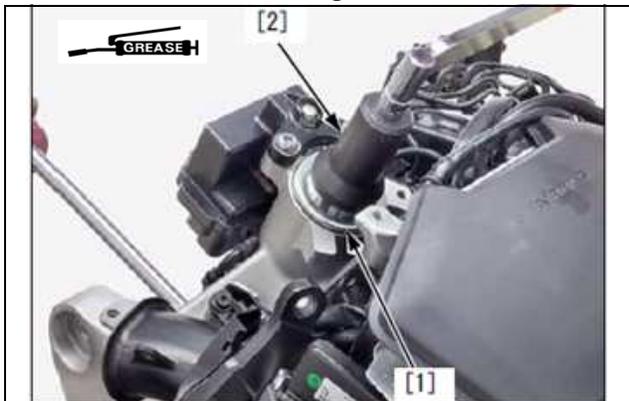
- Upper steering bearing [5]
- Upper inner race [6]
- Dust seal [7]



5. Apply the specified grease to the threads of the adjustment nut. Hold the stem and tighten the adjustment nut [1] to the torque specified below.

Tool: Steering stem socket [2]

TORQUE: 8.0 N·m (0.8 kgf·m, 5.9 lbf·ft)



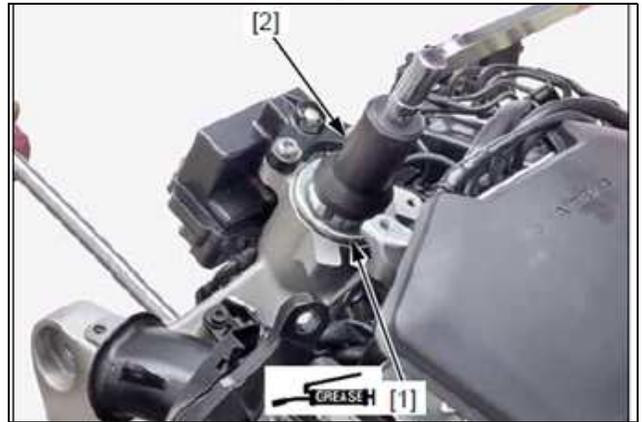
6. Rotate the stem shaft [1] five times to seat the bearings.



7. Recheck the adjuster nut [1] tightness to the specified torque below then recheck that the steering stem moves smoothly without play or binding.

Tool: Steering stem socket [2]

TORQUE: 8.0 N·m (0.8 kgf·m, 5.9 lbf·ft)



Reassembly

1. Install a new lock washer [1] by aligning its tabs with the grooves in the adjuster nut. Install the lock nut [2] by hand until it touches the lock washer then further tighten the lock nut until its grooves align with the tabs of the lock washer (no more than 90 degrees).

NOTICE: Do not over-tighten the lock nut. This will flatten the lock washer.



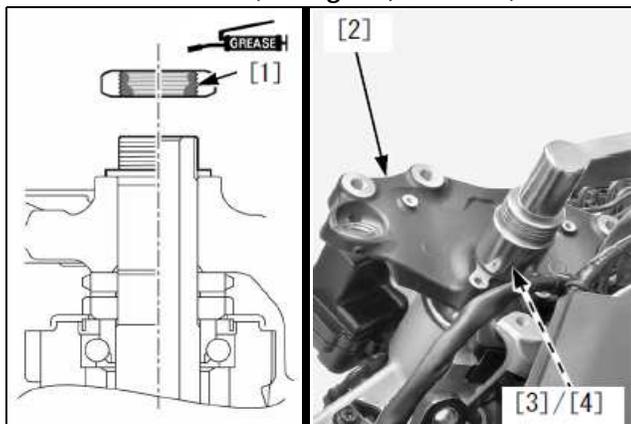
2. Install the top bridge.



3. Apply the specified grease to the steering stem nut threads [1]. Install the steering bridge [2], washer [3] then install and tighten the stem nut [4] to the specified torque below while holding the stem shaft.

NOTE: The torque specified below is different than the service manual due to the application of grease to the steering stem nut threads. Follow this procedure.

TORQUE: 69 N·m (7.0 kgf·m, 51 lbf·ft)

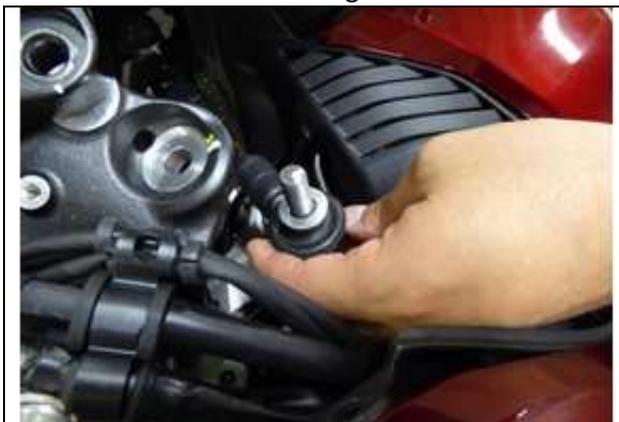


4. Wipe off any extra grease thoroughly after tightening the stem nut. Make sure the stem shaft moves smoothly without play or binding.

5. Install the right tie rod by first turning the handlebar to the left then installing the following parts:

- Tie rod and washer (10x20x1.0 mm)
- Tie rod nut

NOTE: Do not confuse this washer with the washer used for fastening the handlebar bolt.



NOTICE: Hold the tie rod shaft firmly with an open end 14 mm wrench to prevent damage to the rear tie rod bushing.

TORQUE: 36 N·m (3.7 kgf·m, 27 lbf·ft)

6. Install the left tie rod by first turning the handlebars to the right then repeat step 5.

7. To fasten the left handlebar, first loosen the handlebar bolt and return the handlebar to its regular position. Install handlebar bolts and washers, then tighten to the specified torque.

TORQUE: 39 N·m (4.0 kgf·m, 29 lbf·ft)



8. To fasten the right handlebar, repeat the instructions in step 7.



NOTE: Make sure that four handlebar bolts are fastened.



9. Install the cable clamps and cable clamp bolts then tighten each bolt to the specified torque below (left and right sides, two total).

TORQUE: 10 N·m (1.0 kgf·m, 7 lbf·ft)



NOTICE:

- Do not pinch wires or cables.
- Be careful not to drop the cable clamp bolts.
- Insert the positioning stay tab into a proper hold and install the hose clamp at the proper angle.

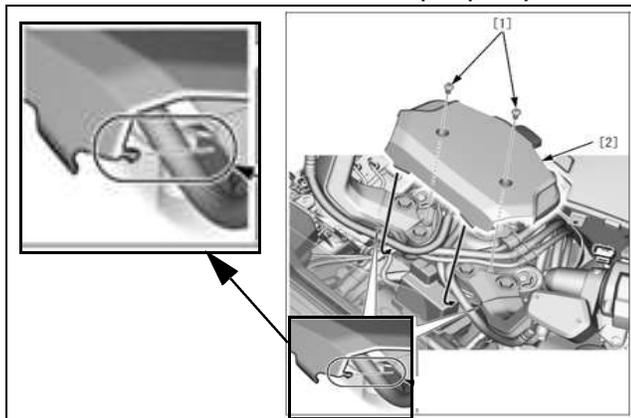


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10. Install the tapping screws [1] and top bridge cover [2].

NOTE:

- Align the cover tabs with the handle cover grooves.
- Route the hose and wire properly.



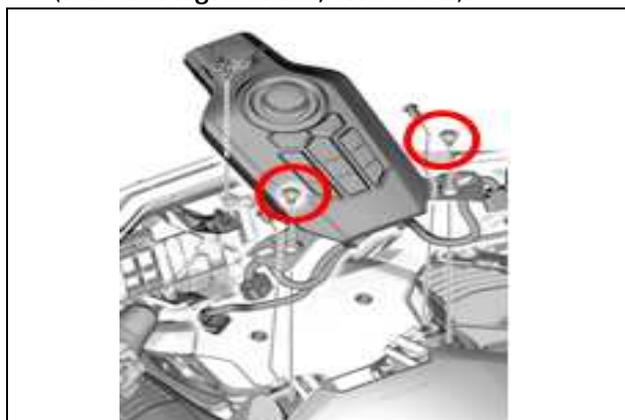
11. Lift the left and right ends of the top shelter to protect the center panel switch as you slide it into position.



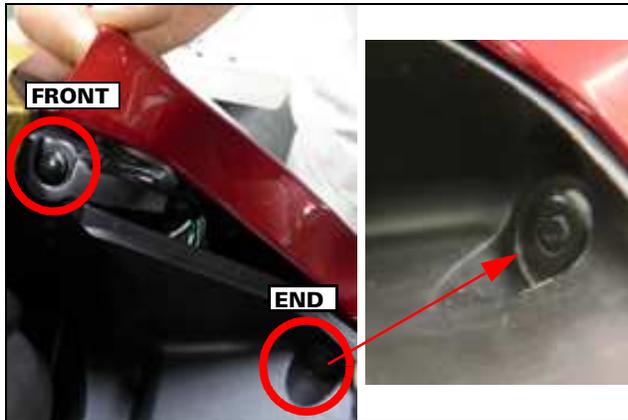
12. With the center panel switch moved forward, insert the clip at the front part of the center panel switch. Slide the center panel switch toward the rear of the motorcycle.



13. Lift the end of the top shelter and install the socket bolts for the center panel switch (left and right sides, two total).



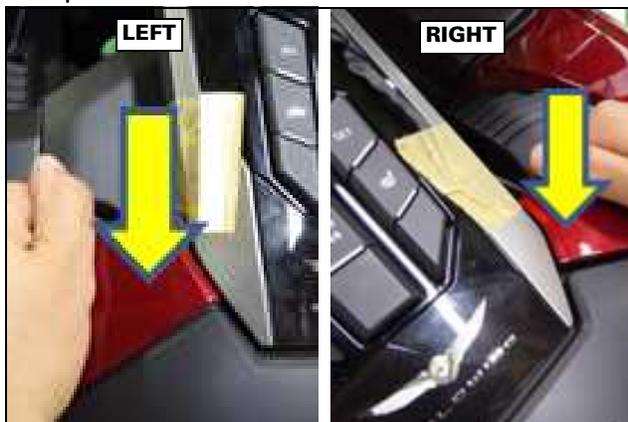
14. Lift the end of the top shelter. First, install a trim clip at the front of the center panel switch (left and right sides, two total). Next, install a trim clip in the end of each top shelter (left and right sides, two total).



15. Push the end of the top shelter down until it snaps into place. Verify the front tabs are engaged in the slots of the speaker grill before pressing the top shelter in place.

NOTE:

- Remove protection material from all parts.



16. Ensure the handlebars turn smoothly without binding in both directions throughout their full turning range.