



READ THESE INSTRUCTIONS ENTIRELY BEFORE YOU ATTEMPT TO SERVICE YOUR GL1800 Preload Collar!!!

These instructions assume you are willing to purchase proper tools, and do a professional quality job.

These instructions will only show you how to correctly do this job, without “shortcuts”, and without home-rigged devices and improper tools.

(Updated 7/5/2018)

Note: Do not use excessive clamping force on the round body of the adjuster (master cylinder) or shock preload collar (slave cylinder) as they have hydraulic pistons inside and damage may occur. It helps to set preload on the shock to 0 before working on the bike.

Tools needed: Phillips screwdriver (#2), 5mm Allen wrench, 10mm wrench, compressed air, safety glasses and some fork or shock oil in the 7W – 10W viscosity range, preferred fill is the Maxima 7W fork fluid..

Step 1: Clean the adjuster – do not submerge the electric motor in any liquids. Remove the black rubber boot and white plastic ring from the slave cylinder.

Step 2: Remove (3) Phillips screws holding the electric motor on the gear housing (fig.6), then turn the 12mm nut on the gear counterclockwise while pushing on the bearing with your fingers (fig.7) until the gear wants to push itself out of the housing. When that happens turn the gear back in clockwise so that the bearing is seated back in the housing and then turn it additional 1/2 of a turn in. Make sure the o-ring around the bearing is positioned correctly and not being pinched off. Bolt the electric motor back on.



Fig 6



Fig 7

Step 3: Remove the (3) 5mm allen bolts (fig.8) from top of the gear housing and set the whole assembly with motor aside and (fig.9).



Fig 8



Fig 9

Step 4: For this step you must wear eye protection. Remove the old hydraulic line and use short blast of compressed air into the banjo fitting on the slave cylinder to blow the piston out. Clean the slave piston (fig. 15) thoroughly with contact cleaner and lube seals with seal grease. Make sure there is enough oil in the master cylinder – if it’s not or if the piston is bottomed out you will have to push the piston back out thru the banjo bolt hole and refill the master cylinder with oil. Install new Traxxion Dynamics Steel Braided Hydraulic Line and check the hose fitting alignment

Make sure the fittings are clocked at 90 degrees relative to each other (fig.2) so when assembled the hose is not twisted or kinked. The fitting on the master cylinder should be clocked towards the edge of the black sensor (fig.3) and the fitting on the slave cylinder should be clocked the same way as stock to the side and slightly up about 2-3 degrees (fig.4).

Finished assembly for reference (fig.5). **NOTE: 2018 and up** hose clocking is slightly different, see fig. 3.1 for master cylinder hose clocking, slave side (donut) hose needs to be clocked horizontal.



Fig 2

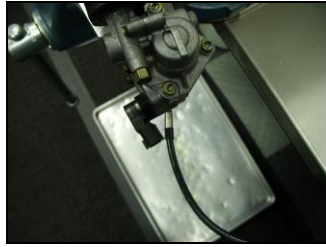


Fig 3

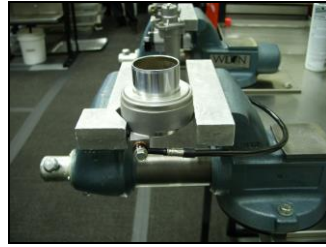


Fig 4

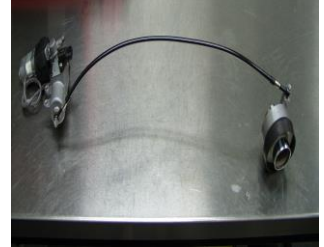


Fig 5



Fig 3.1

Step 5: Hold the master cylinder down below the slave cylinder (fig.13), any air trapped in there will rise to the top and push on the master piston until it bottoms out to get the remaining oil and air out into the slave cylinder. Top off the slave cylinder with 7W fork oil all the way to the top.



Fig 13



Fig 15

Step 6: For this step it's recommended that you wear eye protection. Install the slave piston (fig.15). Slowly push it down while turning it (you don't want to splash oil everywhere) and sink it into the oil. Keep pushing on the piston until you get it down to about 3/8" from all the way in then **STOP!** Going any further down will cause the master cylinder piston to pop out and you will have to start all over again! At this point reinstall the gear housing with motor (fig.9) back onto the master cylinder, make sure the o-ring is in its groove and tighten the (3) allen bolts.

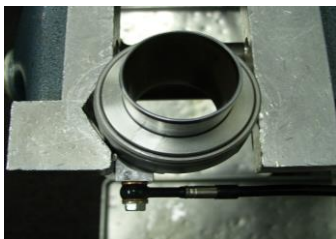


Fig 14



Fig 9

Step 7: Now push on the slave piston (fig.15) with firm pressure until it bottoms out then keep the firm pressure on and at the same time crack open the hose banjo bolt (fig.14) on the slave cylinder and bleed the excess oil out of the system. When the piston bottoms out again tighten the banjo bolt, clean all the parts, and re-install the black rubber boot and white plastic piece. **NOTE: 2018 and up GL 1800** – after finishing the complete bleeding procedure and just before reinstalling the preload adjuster back on the shock you have to do this extra step or your preload adjuster won't work. If your preload adjuster does not work and the icon on the dash is flashing follow the steps below. Remove the 3 allen bolts, separate the motor housing from the master cylinder. Spin the plunger out 2 full turns then re-assemble it back together and install back on the shock. Install preload collar on the rear shock, set screw clocking is at 10 o'clock (12 o'clock is forward).