

GL1800 Wheel Removal

Front Wheel:

Place bike on center stand. Jack under engine to lift front wheel off ground.
Place tiedowns (both sides) from lower center stand to engine guard to prevent bike from coming off center stand.
[Fig.Tiedown Location.bmp](#)

Remove Front Fender Covers. (Manual 2-5) *Grommets in top screws*
[Fig. Fr Fender \(Right Side\).bmp](#) (8) 5mm allen 3 covers

Remove Left Caliper (Manual 13-13) Short (Torax) bolt-Top
[Fig. L Caliper.bmp](#) Thorax = T-40
Torque Settings: Top = 19lb-ft Long 6mm Allen bolt- Bottom
Bottom = 23lb-ft Tie Caliper up and out of way.

Remove Right Caliper (Manual 13-14) (2) 12mm Socket bolts
[Fig. R Caliper.bmp](#) Tie Caliper up and out of way.
Torque Settings: 23lb-ft

Loosen Axel Holder Bolts (Manual 13-14) (4) 12mm Socket bolts.
[Fig. Axel & Holder Bolts \(Left\).bmp](#) Both Left & Right Side's
[Fig. Axel & Holder Bolts \(Right\).bmp](#) **Torque Settings: 16lb-ft**

Front Axel Removal (Manual 13-14) 22mm Socket or Box wrench.
[Fig. Axel & Holder Bolts \(Right\).bmp](#) Remove 22mm bolt
[Fig. Axel & Holder Bolts \(Left\).bmp](#) **Torque Settings: 43lb-ft**

Place wood spacers (under tire) to support the wheel.
Use small Phillips screw driver in Axel hole (Left Side) to twist & pull Axel out towards left side of bike.

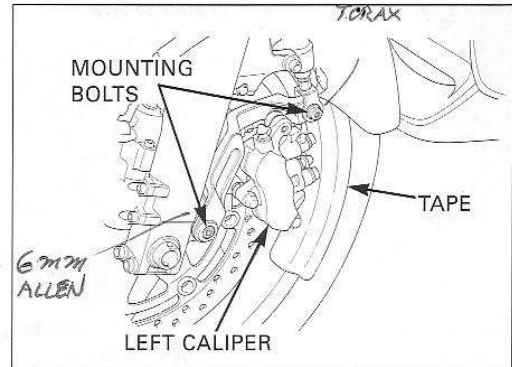
NOTE: observe location of Axel Spacers. [Fig. Front Axel Spacers.bmp](#)
Large spacer goes on right side (as viewed from riders seat.)



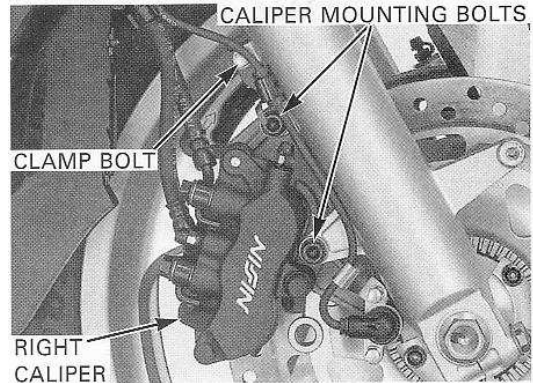
[Fig.Front Axel Spacers.bmp](#)



[Fig. Fr Fender \(Right Side\).bmp](#)



[Fig. L Caliper.bmp](#)

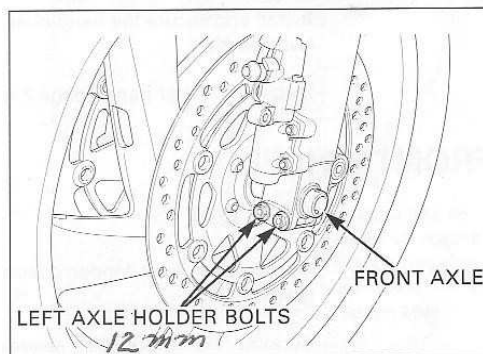


[Fig. R Caliper.bmp](#)

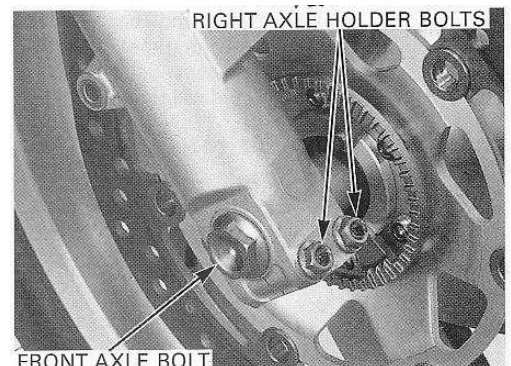
Reverse above procedure to reinstall front wheel. **Inspect brake pads and calipers.**
Clean and apply a light coating of lubricant to axel & spacers before reinstallation.



[Fig.Tiedown Location.bmp](#)



[Fig. Axel & Holder Bolts \(Left\).bmp](#)



[Fig. Axel & Holder Bolts \(Right\).bmp](#)

GL1800 Wheel Removal

Rear Wheel Removal:

Place bike on lift on it's center stand.

Attach tie downs as shown in [Fig.Tiedown On Lift Table.bmp](#)

NOTE: Engine jack is not necessary if only rear tire is being removed and Front wheel is *not jacked up*. **Front tiedown is necessary for safety.**

Put bike in first gear to prevent rear wheel from turning.

Remove rear section of lift so that wheel can be dropped downward.

Loosen 5 lug nuts. ($\frac{3}{4}$ " socket) [Fig.Rear Wheel Lugs.bmp](#)

Carefully remove lug nuts and pull wheel towards left side of bike to clear wheel studs. Slide wheel to clear caliper and lower wheel to floor.

[Fig.Rear Brake Caliper.bmp](#)

NOTE: It would be a good time to make a close inspection of brake pads and calipers for wear or damage.

Reinstall Rear Wheel:

Clean and inspect all surfaces for damage.

Reverse above procedure. Be careful not to damage rear caliper and studs when placing wheel over lugs.

Replace lugs and tighten in cross pattern. **Torque each nut to 80lbf-ft**



[Fig.Tiedown On Lift Table.bmp](#)



[Fig.Rear Wheel Lugs.bmp](#)



[Fig.Rear Brake Caliper.bmp](#)