

HONDA GL 1000 K0, K1, K2, K3 & LTD

Installation manual for primary transmission dampers

This Kit contains the necessary material to replace torque dampers.

It contains:

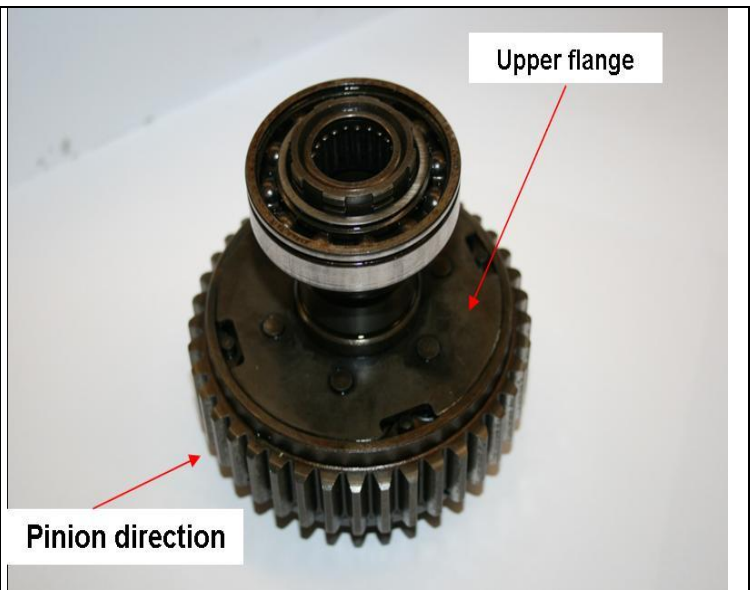
- 12 rubber dampers with hardness matching original equipment
- 12 screws (90°), Ø 6 x 100, Length 15 mm, Class 10.9
- An assembly manual

Necessary tools :

- Ø 5 drill
- 90° mill
- Ø 5 mm drift punch
- Left-turn wrench
- Ø 6 drill
- a needle or a centering drill
- a set of tap Ø 6 x 100 , Length 30 mini
- « loctite » (blue)

Before any operation, it is necessary to check position and assembly order of every part in order to stay conform to what has been unmounted and keep the current wear position.

It is very important to remount every part in its original position.



Put down the bearing.

Give a needle shot, well centered, above every head of the 6 rivets, on one single side.



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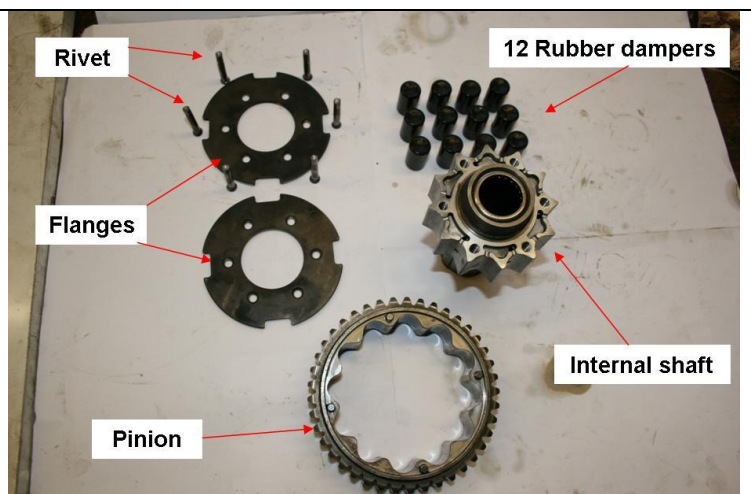
Protect the needle bearing from potential chips (grease + cloth, tap...).
 Drill the rivet head with a $\varnothing 5$ drill only for a depth of around 5 mm.
 The point is to get rid of rivet heads on one single side only.



Expulse the rivets with the $\varnothing 5$ mm drift punch.



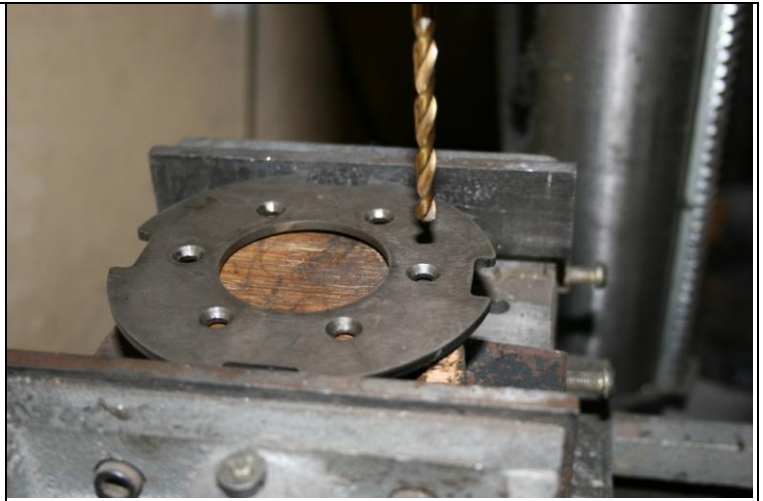
Then you can disassemble the parts.



Tap the hub with $\varnothing 6 \times 100$ by greasing correctly the thread. It is not necessary to drill again the bore because it is already with diameter $\varnothing 5$ mm. The tapping must be made form side to side of the hub.
 Unburr the beginning of the thread on 2 mm using a drill.



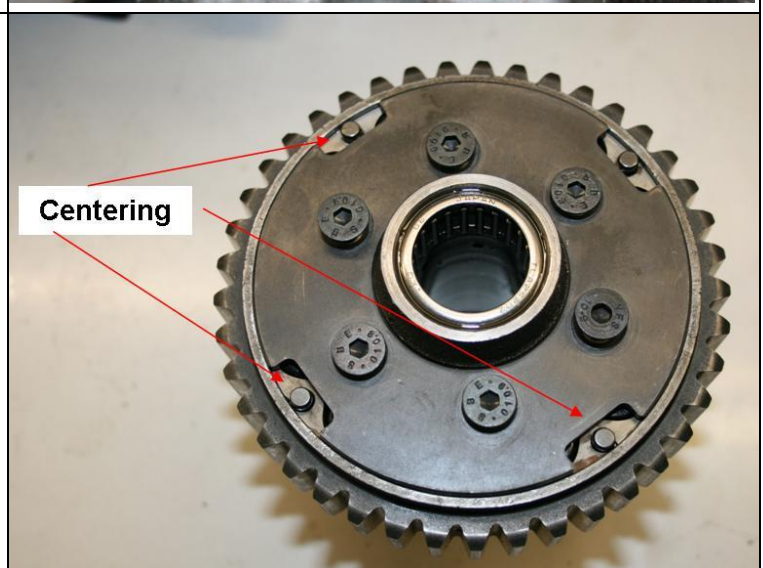
Drill the existing fixation holes on the flanges at the diameter $\varnothing 6$.



Drill a cone so that you can later put the countersunk head screws (with $\varnothing 12$ mm drill cut at 90° or 90° mill). Screwheads shall not be fully inserted in the flange, they shall jut out above for half 5/10 éme mm.



Clean every part then proceed to reassembly of the parts.
Respect the marks made during disassembly.
Place the flanges making sure that the blocks are centered inside the housing.
Place and tighten the screws (10 to 15 Nm) after having put some blue « loctite » on them.
Oil the dampers through the holes with some engine oil



There you go