GL1800 #29
December 2024

Service Bulletin

American Honda Motor Co., Inc.

SAFETY RECALL

2018-2021 GL1800/B/BD/D/DA
Primary Drive Gear Bolt Replacement

BACKGROUND

Honda is launching a **SAFETY RECALL** on **CERTAIN** 2018-2021 GL1800/B/BD/D/DA motorcycles to replace the primary drive gear tightening bolt. Due to a manufacturing defect, the primary drive bolt may fail during use and cause the engine to stall while riding, increasing the risk of a crash or injury.

AFFECTED UNITS

As of October 24, 2024, **YOU MUST NOT SELL CERTAIN NEW or USED** 2018-2021 GL1800/B/BD/D/DA motorcycles until they are repaired according to this Service Bulletin.

- To search for applicable recalls on a specific unit, you **MUST** use *Unit Information* on ***iN***.
- To manage your affected new inventory, use your dealer *eResponsibility Report on* ***iN***.

CUSTOMER NOTIFICATION

American Honda intends to mail customer letters to all owners of affected 2018-2021 GL1800/B/BD/D/DA motorcycles in December 2024. Customers will be informed that their motorcycle may be affected by a safety related defect and will be advised to make an appointment with an authorized Honda dealer for repair.

PARTS INFORMATION

Initial parts availability is limited in supply. Parts will be released as they become available.
Parts must be ordered through the controlled parts order procedure. Click the following link for instructions: CONTROLLED PARTS ORDER PROCEDURE.

Description	Part Number	Qty.	
		DCT Model	MT Model
Kit, Flange Bolt (DCT)	**06130-MKC-305**	**1**	**—**
Kit, Flange Bolt (MT)	**06130-MKC-306**	**—**	**1**
Kit Includes:			
BRG A, Conn Rod	13214-MKC-A01	1	1
Ring, Seal 21.2 mm	22814-RGC-003	2	—
Gasket, Clutch Cover	27312-MKC-A01	1	1
Bolt, Flange USB 12 x 30	90005-MKC-A01	1	1
O-Ring, 7.7 x 1.9	91311-PA9-004	2	—
O-Ring, 59.6 x 2.4	91309-MN5-008	—	1
Washer, Plug, Drain 12 mm	94109-12000	3	1

DEALER REPAIR RESPONSIBILITY

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

WARRANTY CLAIM INFORMATION

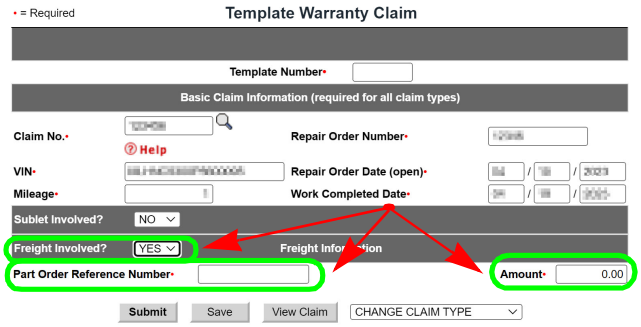
After completing this *Service Bulletin* update, submit one warranty claim per unit with the following template number.

MODEL	TEMPLATE	FLAT RATE
GL1800B	MT Model: KQ9A	5.6
GL1800BD/D/DA	DCT Model: KQ9B	5.8

Notes: All warranty template claims will reimburse engine oil replacement.

All warranty template claims will reimburse freight. To ensure your dealership receives the freight credit, follow these steps.

1. Make sure 'YES' is selected from the *Freight Involved* drop down window.
2. Make sure to include the *Part Order Reference Number*.
3. Include the freight *Amount* associated with the listed *Part Order Reference Number.*
   - The *Part Order Reference Number* can be found on your *Parts Order Statement* on *iN*.



DEALER SUPPORT

TECHNICAL QUESTIONS

If you have any technical questions relating to this update procedure, 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:

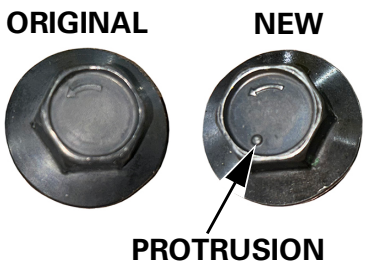
iN > Service > Warranty & HondaCare > Warranty Connect Filing

Or call (800) 421-1900, option 7

RECALL REPAIR IDENTIFICATION

Before you begin the repair procedure, verify that the unit has not already been repaired by searching *Unit Information* on ***iN***.

The new countermeasure bolt has a raised protrusion on the bolt head.



BUILDING SPECIAL TOOL

The technician is responsible for building two special tools to aid in the disassembly/assembly processes.

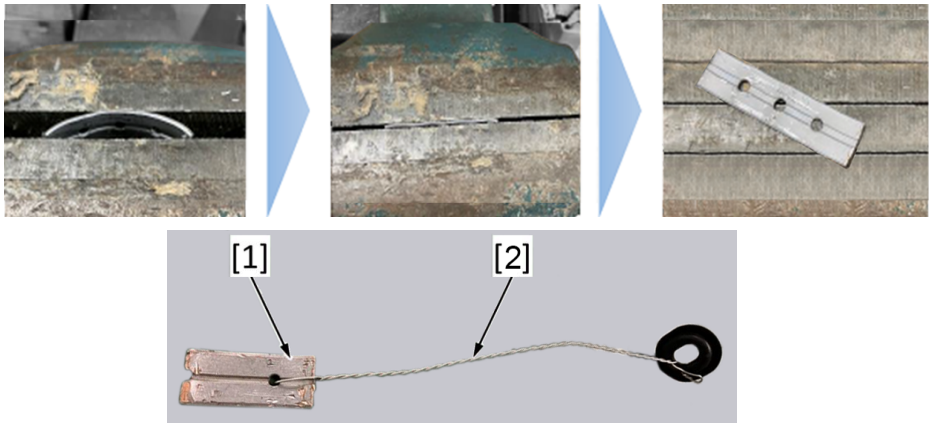
Special Tool-A

Use P/N 13214-MKC-A01(BRG A, CONN ROD) to create a tool to lock the rotation of the crankshaft when loosening or tightening the 12 x 30 mm primary drive gear bolt.

Flatten the rod bearing by using a vice or hitting it with a rubber mallet.

Fold the rod bearing in half [1], and then attach some mechanics wire to it to make a long handle [2].

The long handle ensures the rod bearing tool does not drop down into the engine when removing or tightening the primary drive gear bolt. If you drop the special tool into the engine, you must completely remove the engine and disassemble it to retrieve the tool!



Special Tool-B

This special tool holds the primary drive gear parts together and prevents the drive gear, sub gear, and gear springs from separating. If the drive gear components separate, the springs or other parts may fall down into the engine cavity.

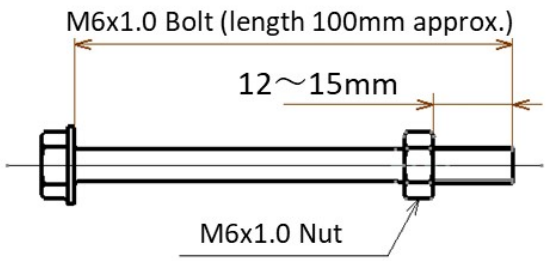
Technicians must build this special tool by using a 6 x 100 mm flange bolt and 6 x 1.0 mm nut. The bolt and nut are commercially available or you can order the Honda parts shown below. There are several combinations that work, both bolts work with both 6 mm nuts. Only order one bolt and one nut based on available parts inventory.

It is vital that the 6 mm nut is threaded up the flange bolt so that there are 12 ~ 15 mm of threads between the end of the bolt and the face of the nut.

IMPORTANT: If this tool is not used and the primary drive gear assembly separates, the springs or other parts can fall into the engine, and will require the engine to be completely removed and disassembled to reinstall the primary gear assembly.

Part Number	Description
Bolt Options: 95701-06100-00 95801-06100-00	Bolt - 6 x 100 mm
Nut Options: 94002-06390-0S 94050-06000	Nut - Hex, 6 mm Nut - Flange, 6 mm

Assembled Special Tool B



BOLT REPLACEMENT

- Refer to the appropriate service manual if you need additional information or assistance.

1. EXHAUST PIPE COVER REMOVAL / INSTALLATION

Remove the trim clip [1] and saddlebag guard cover [2].

Remove the exhaust pipe cover bolt [3] and exhaust pipe cover [4].

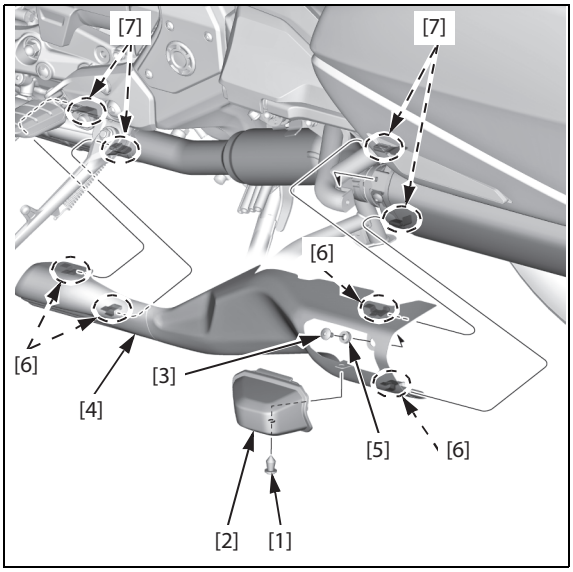
Remove the grommet [5] from the exhaust pipe cover.

Installation is the reverse order of removal.

Note: Align the exhaust pipe cover slots [6] with the tabs [7] of the muffler cover and exhaust pipe.

Inner muffler cover bolt:

TORQUE:10 N·m (1.0 kg-m, 88 in·lb)



2. SIDE COVER REMOVAL / INSTALLATION

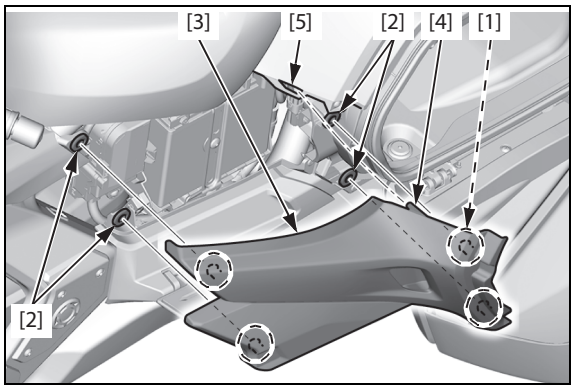
Open the saddlebag.

Release the bosses [1] from the grommets [2] and remove the side cover [3].

Installation is in the reverse order of removal.

Notes:

- Be careful not to dislodge the grommets.
- Align the side cover tab [4] with the saddlebag upper cover slit [5].



3. SEAT REMOVAL / INSTALLATION

TRUNK model: Release the seat heater 12P (Black) connector [1] from the right saddlebag and disconnect it.

Remove the socket bolts [2], washers [3].

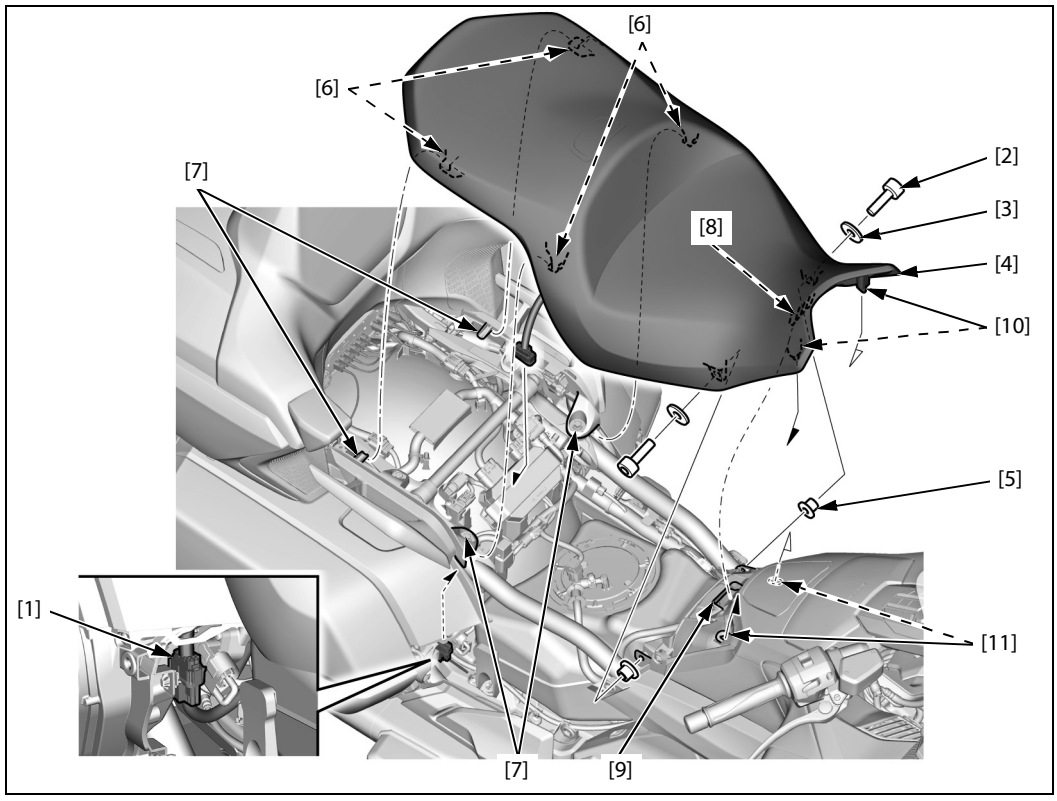
Remove the seat [4].

Remove the collars [5] from the seat.

Installation is in the reverse order of removal.

Notes:

- Align the seat tabs [6] with the grab rail lugs [7].
- Align the seat tab [8] with the top shelter stay slot [9].
- Align the seat bosses [10] with the top shelter grommets [11].

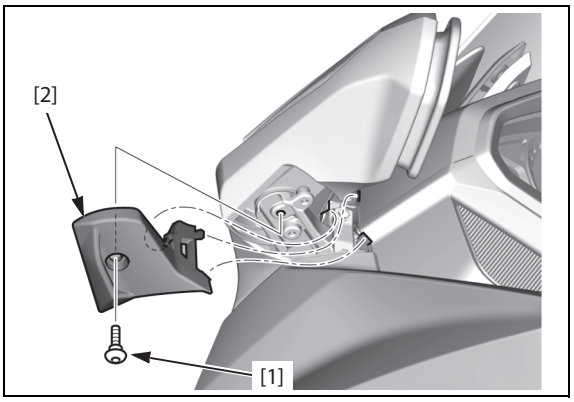


4. REAR VIEW MIRROR REMOVAL

Retract the rear view mirror.

Remove the bolt [1].

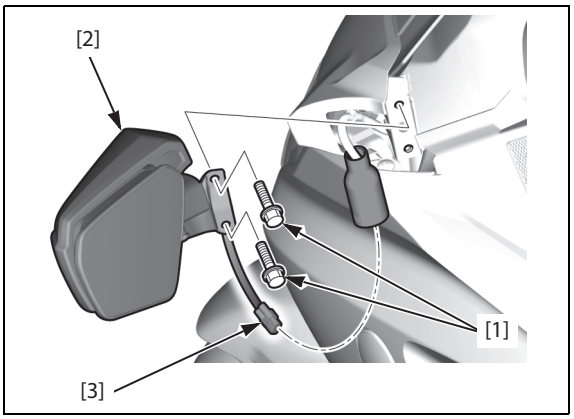
Remove the mirror arm panel [2] by releasing the tabs.



Remove the bolts [1].

Remove the rear view mirror assembly [2] and disconnect the turn signal light 2P connector [3].

Installation is the reverse order of removal.



5. INNER COWL REMOVAL

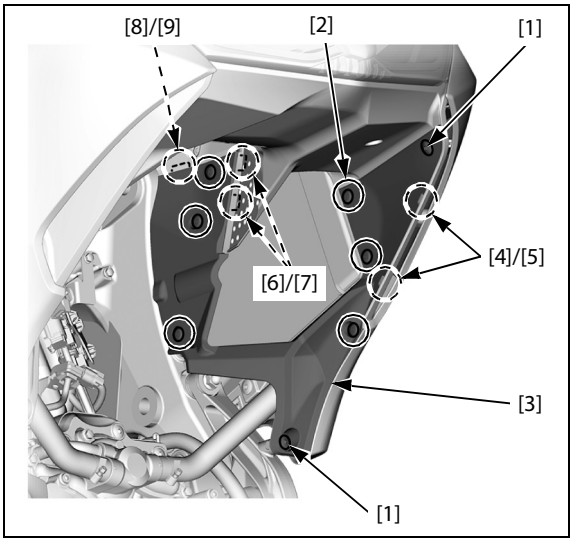
Remove the following:

- Socket bolts [1]
- Trim clips [2]
- Inner cowl [3]

Installation is the reverse order of removal.

Notes:

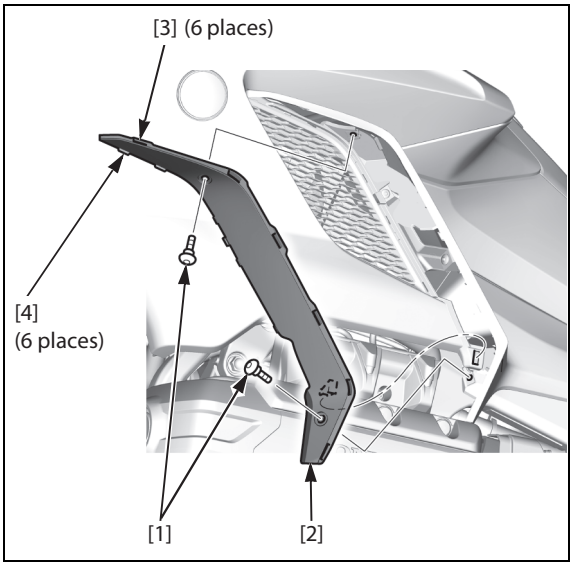
- Align the inner cowl slits [4] with the outer air guide tabs [5].
- Align the inner cowl lugs [6] with the front center cowl slots [7].
- Align the inner cowl lug [8] with the shelter inner cover slot [9].



6. MIDDLE COWL REMOVAL

Remove the socket bolts [1].

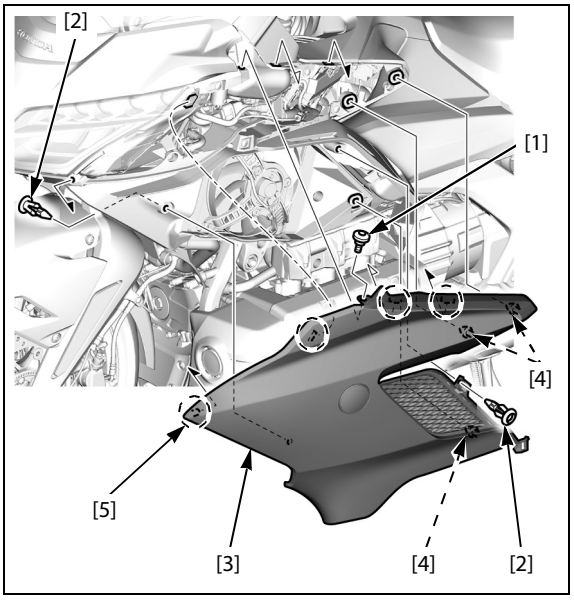
Remove the deflector panel B [2] by releasing its grooves [3] and tabs [4].



Remove the socket bolt [1] and trim clips [2].

Remove the middle cowl [3] by releasing its bosses [4] and tabs [5].

Installation is in the reverse order of removal.

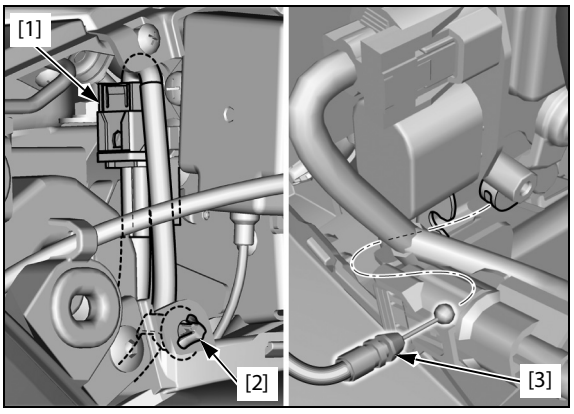


7. TOP SHELTER REMOVAL

Disconnect the side pocket open switch 2P (Black) connector [1].

Release the clip [2] from the right outer air guide.

Disconnect the side pocket lid cable [3].



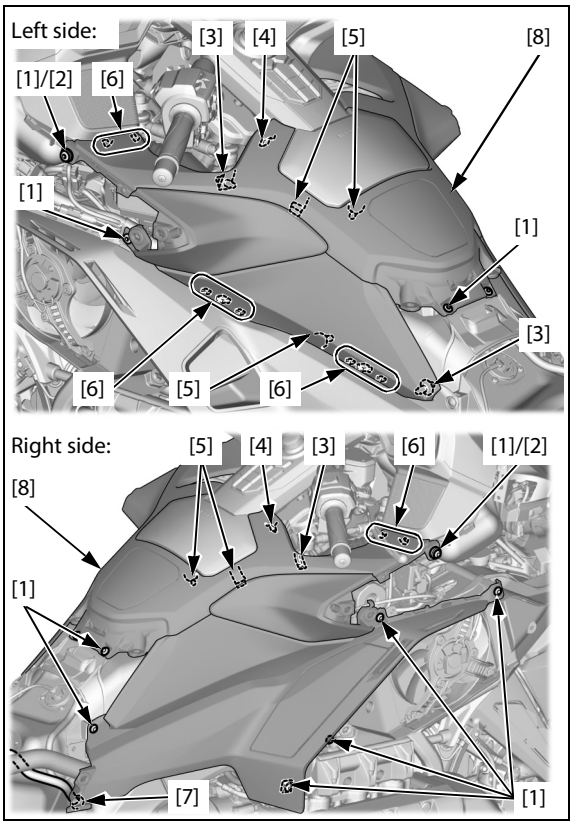
Remove the socket bolts [1], collars [2], and trim clips [3].

Release the snap fit clip [4], bosses [5], and tabs [6].

Release the fuel feed hose clip [7].

Remove the top shelter assembly [8].

Installation is in the reverse order of removal.

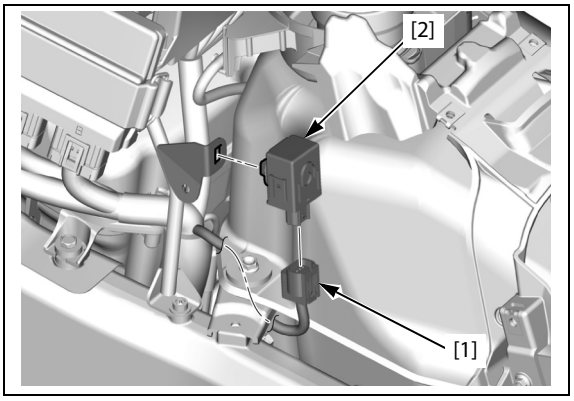


8. BUZZER REMOVAL

Disconnect the buzzer 3P connector [1].

Remove the buzzer [2].

Installation is in the reverse order of removal.

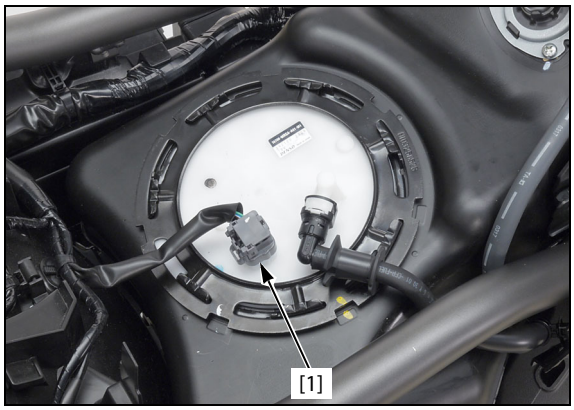


9. FUEL PRESSURE RELIEVING

Before disconnecting the fuel hose, relieve any fuel pressure from the system as follows.

Turn the ignition switch OFF.

Disconnect the fuel pump unit 4P (Gray) connector [1].



Turn the ignition switch ON and run the engine until it stalls.

Turn the ignition switch OFF.

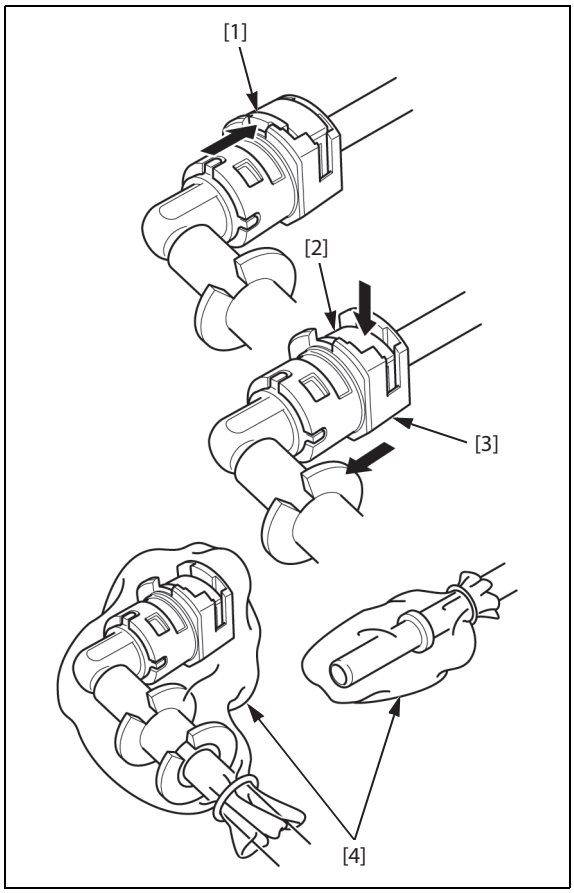
Installation is the reverse order of removal.

To test for fuel leaks:

- Turn the ignition switch ON.
- The fuel pump will run for about 2 seconds and fuel pressure will rise.
- Note: Do not start the engine.
- Turn the ignition switch OFF.
- Repeat these steps two or three times, and check that there is no leakage in the fuel supply system.
- Install the seat.

10. QUICK CONNECT RIGGING REMOVAL / INSTALLATION

Notes: Clean around the quick connect fitting before disconnecting the fuel feed hose, and be sure that no dirt is allowed to enter into the fuel system.
Do not bend or twist the fuel feed hose.



Disconnect the battery negative (–) cable.

Push the retainer tab [1] forward.

Press down the retainer [2] and disconnect the connector [3] from the fuel pump joint or fuel pipe.

Note: To prevent damage and keep foreign matter out, cover the disconnected connector and joint end with the plastic bags [4].

Installation:

Press the connector onto the fuel pump joint or fuel pipe joint until the retainer locks with a “CLICK”. If it is hard to connect, put a small amount of engine oil on the joint end.

Make sure the connection is secure; check visually and by pulling the connector.

Connect the battery negative (–).

11. BATTERY REMOVAL / INSTALLATION

Remove the bolt [1] and lower the battery holder [2].

Turn the ignition switch OFF.

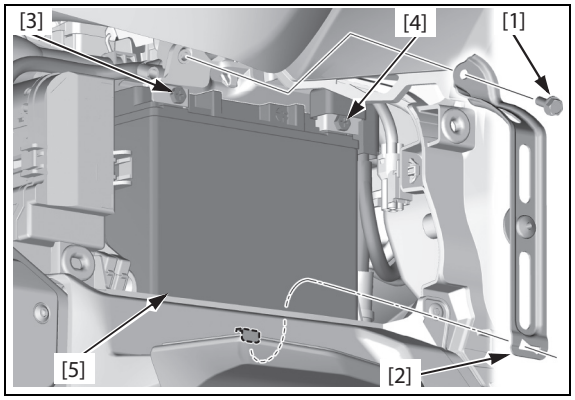
Wait 3 minutes.

Disconnect the negative (–) cable [3] first, then disconnect the positive (+) cable [4].

Remove the battery [5] from the battery case.

Install the battery in the reverse order of removal.

Note: Connect the positive (+) cable first, then connect the negative (–).



12. FUEL TANK REMOVAL / INSTALLATION

Note: The GL1800DA is equipped with the Airbag system.

Remove the bolts [1] and shelter stay [2].

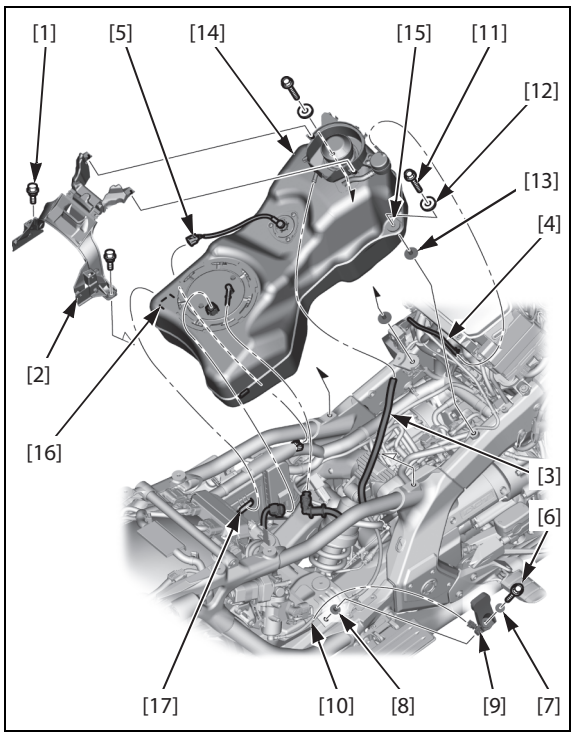
Disconnect the fuel tank drain hose [3], breather hose [4] and fuel level sensor 2P (Black) connector [5].

Remove the bolt [6], washer [7], collar [8] and rear stay [9], and release the shock absorber hose [10] from the clamp.

Remove the mounting bolts [11], washers [12], collars [13] and fuel tank assembly [14].

Installation is in the reverse order of removal.

Notes: If the mounting rubber [15] is removed from the fuel tank, install it with the "UP" mark facing up.
Align the mounting boss [16] with the slot [17] in the battery box properly.
Install the shelter stay by aligning the bosses with the holes in the fuel tray.
Route the hoses properly.

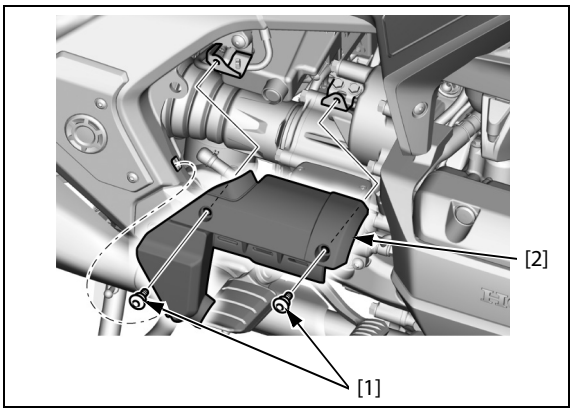


13. ENGINE SIDE COVER REMOVAL / INSTALLATION

RIGHT SIDE

Remove the socket bolts [1] and right engine side cover [2].

Installation is in the reverse order of removal.

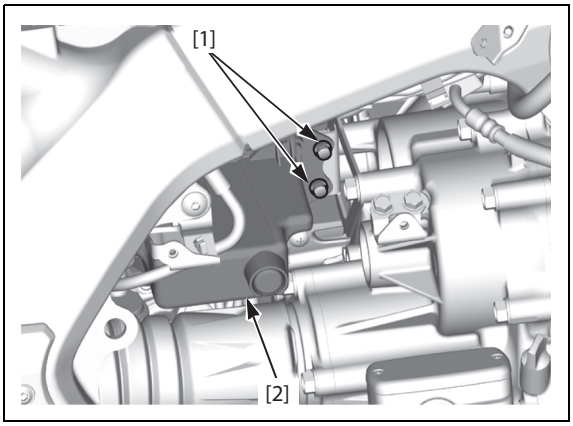


14. EVAP CANISTER REMOVAL / INSTALLATION

Note: The GL1800DA is equipped with the Airbag system.

Remove the following:

- AIRBAG model: Bolts [1] and airbag ECU [2]



- TRUNK model: Remove the wire clamp [1].

Disconnect the following from the EVAP canister [2]:

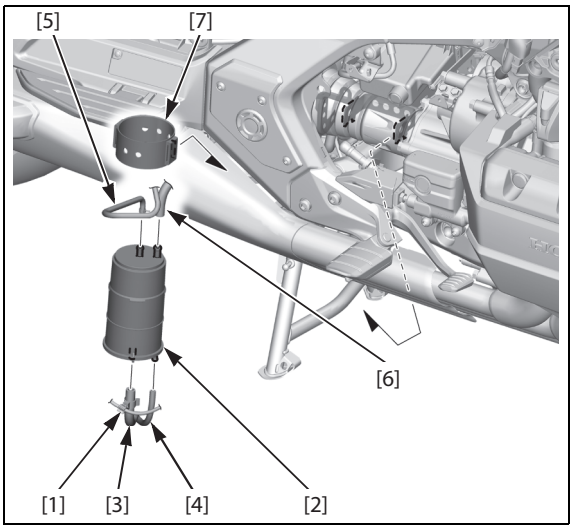
- Air hose [3]
- Drain hose [4]
- Fuel tank breather hose [5]
- Canister to solenoid valve purge hose [6]

Remove the EVAP canister from the stay.

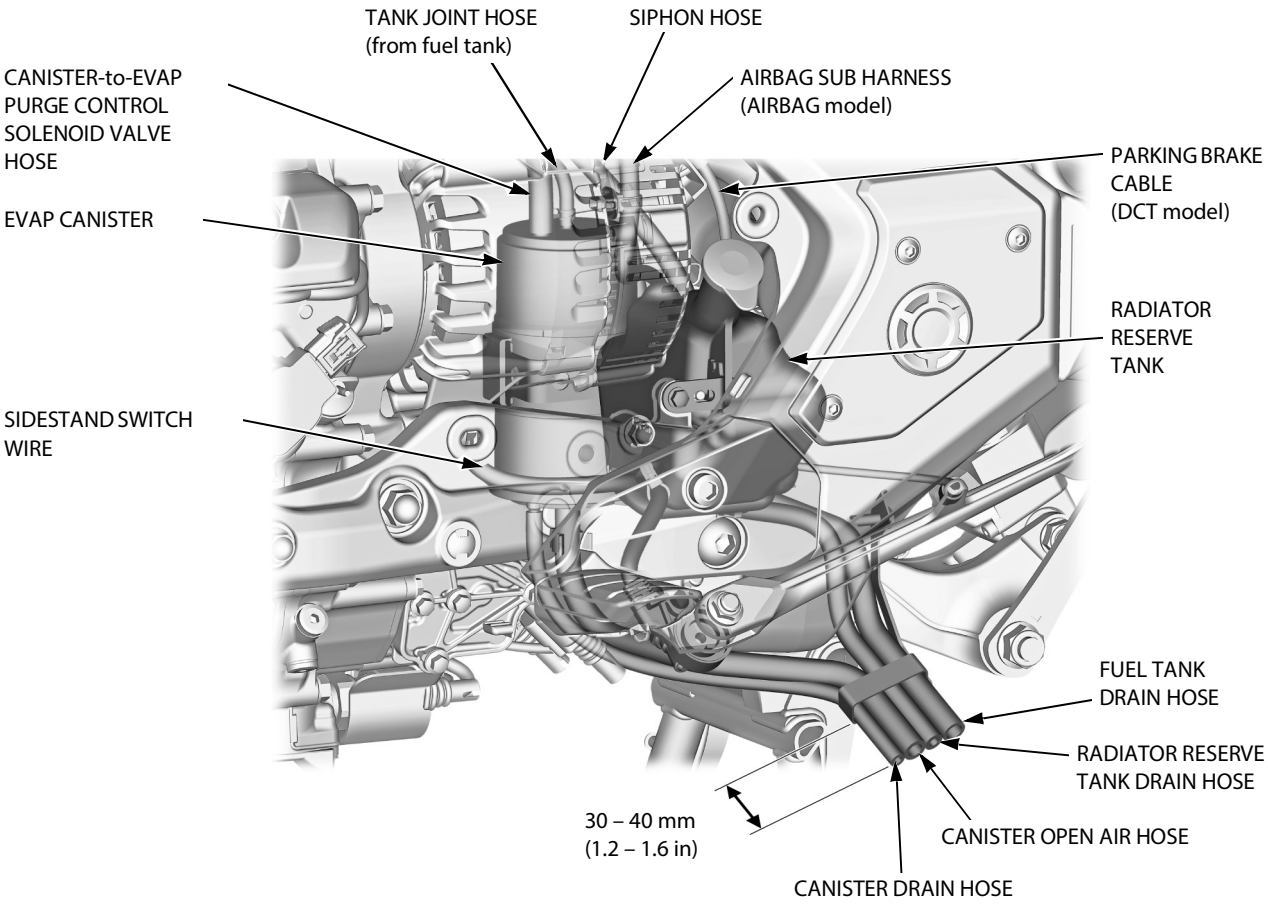
Remove the EVAP canister stay.

Installation is in the reverse order of removal.

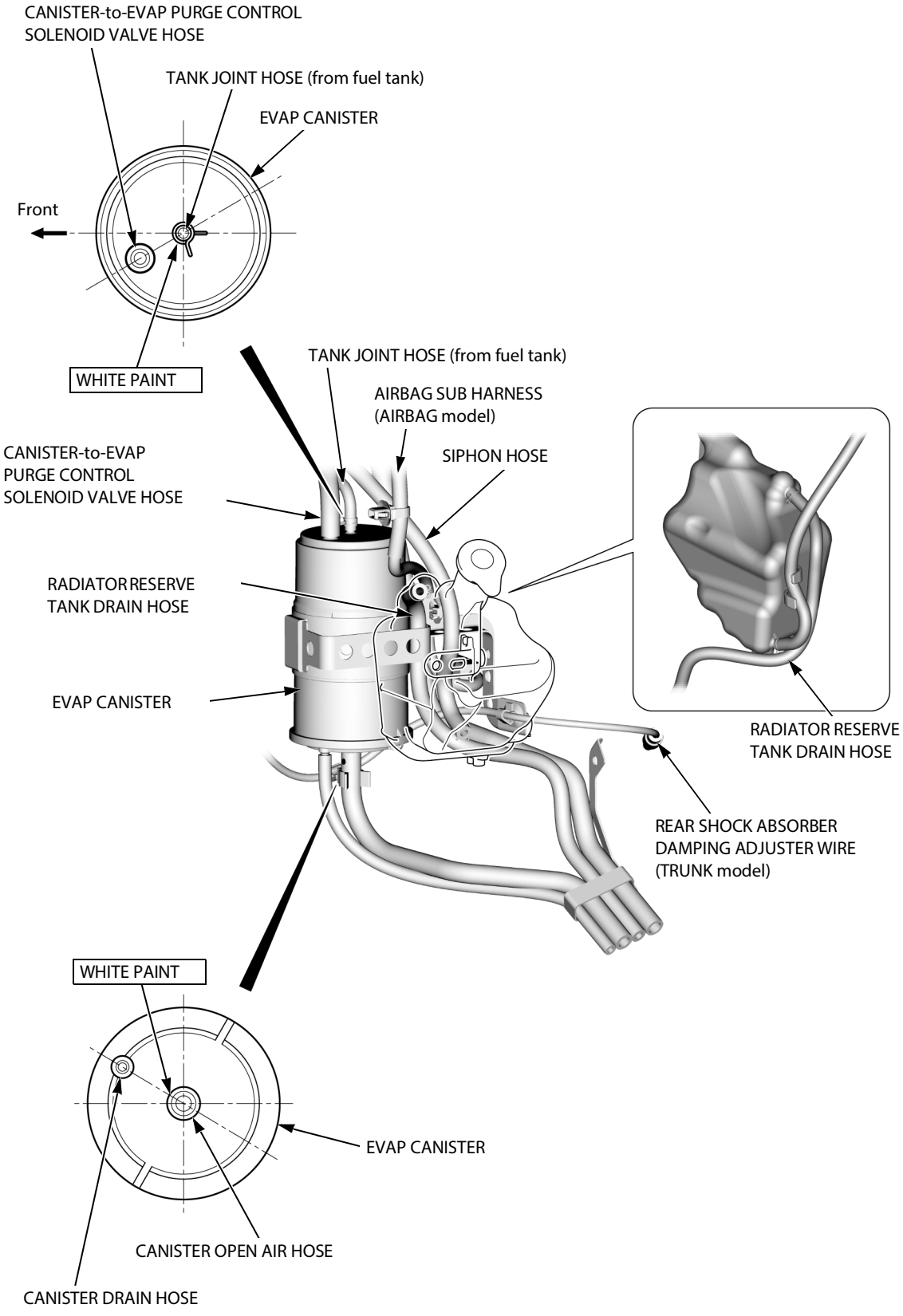
Note: Route the hoses and wires properly.



DCT model with AIRBAG shown:



DCT model with AIRBAG shown:



15. RADIATOR RESERVE TANK

REMOVAL

Note: The GL1800DA is equipped with the Airbag system.

Release the overflow hose [1] from the clamp and canister stay [2].

Remove the bolt [3] and canister stay from the frame.

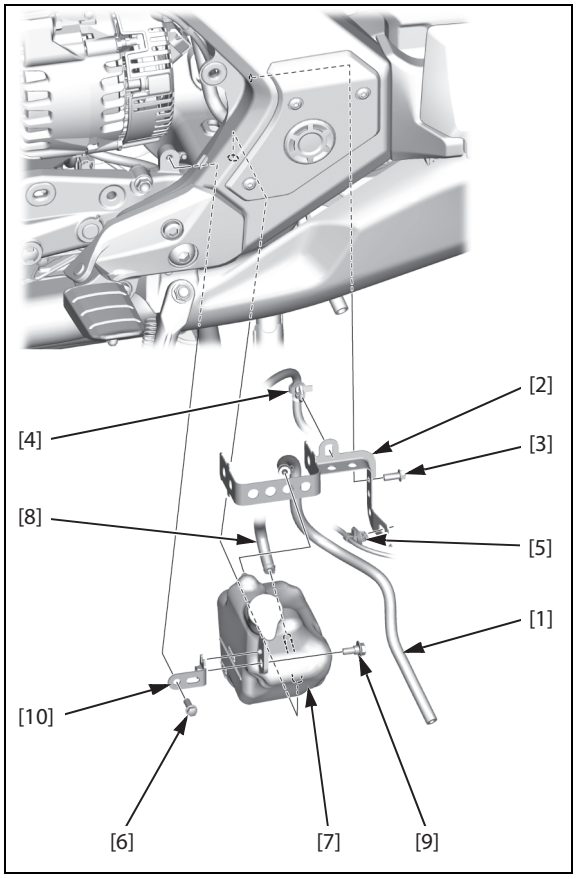
Remove the following from the stay:

- AIRBAG model: Airbag sub wire harness clip [4]
- TRUNK model: Rear suspension damping adjuster wire clip [5]

Remove the bolt [6] and radiator reserve tank [7] from the frame.

Disconnect the siphon hose [8] from the reserve tank and drain the coolant from the hose and tank.

Remove the bolt [9] and reserve tank stay [10] from the reserve tank.



INSTALLATION

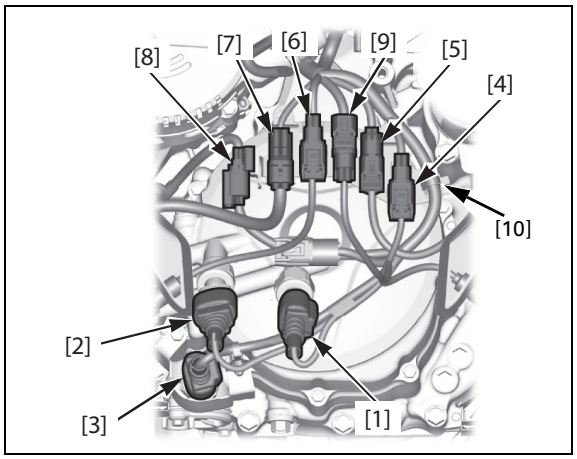
Installation is in the reverse order of removal.

Fill the reserve tank with the recommended coolant.

16. INTEGRATED STARTER GENERATOR (ISG) REMOVAL / INSTALLATION

Disconnect the following and remove them from the connector stay:

- DCT model:
  No.1 clutch EOP sensor 3P (Black) connector [1]
- DCT model:
  No.2 clutch EOP sensor 3P (Black) connector [2]
- DCT model:
  Clutch line EOP sensor 3P (Black) connector [3]
- Right O_2 sensor 4P (Black) connector [4]
- Rear brake switch 2P (Black) connector [5]
- Left O_2 sensor 4P (Blue) connector [6]
- Sidestand switch 2P (Green) connector [7]
- DCT model:
  Linear solenoid valve 4P (Black) connector [8]
- Remove the main harness clip [10]



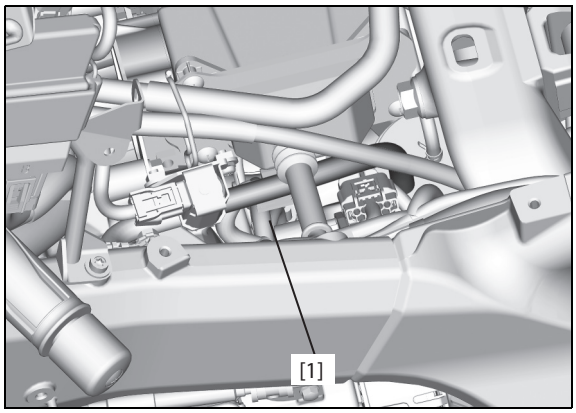
TRUNK model:

- Rear shock absorber damping adjuster 4P (Black) connector [9]
- Disconnect the canister-to-EVAP purge control solenoid valve hose [1].

AIRBAG model:

- Remove the bolts [1] and Airbag ECU [2].
- Disconnect the airbag sub harness 4P (Black) connector [3].

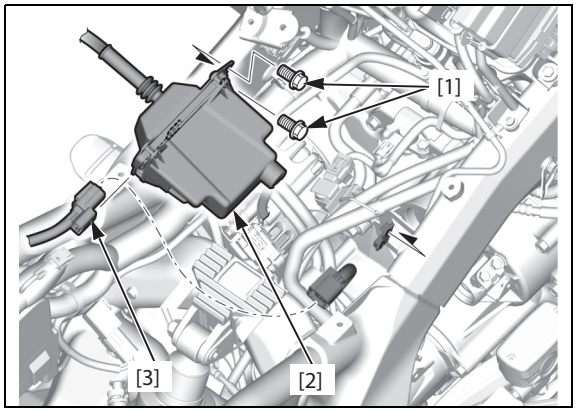
Disconnect the canister-to-EVAP purge control solenoid valve hose [1].



AIRBAG model:

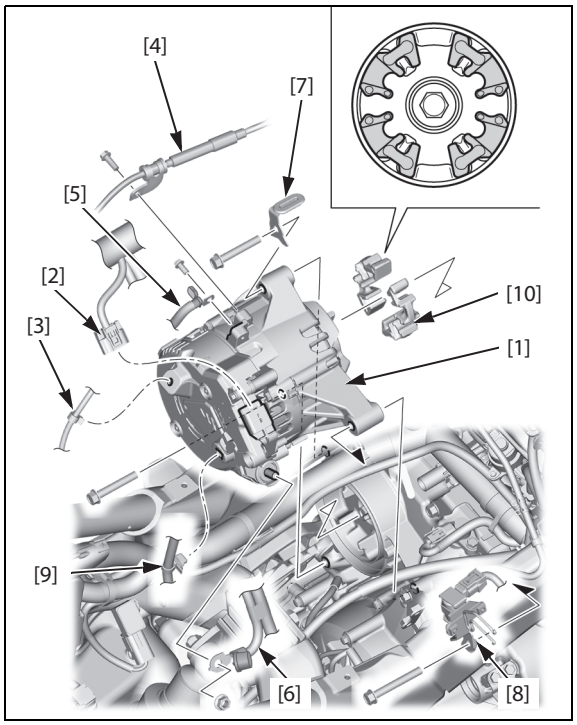
Remove the bolts [1] and Airbag ECU [2].

Disconnect the airbag sub harness 4P (Black) connector [3].



ISG [1] removal:

- ISG 5 P (Black) connector [2]
- Parking brake cable clip [3] (DCT model)
- Bolt and parking brake cable [4] (DCT model)
- Bolt and battery negative (–) cable [5]
- Rubber cap off from the ISG terminal
- Nut and ISG cable [6]
- ISG mounting bolts, stay [7], and purge control solenoid valve [8]
- Airbag sub harness clip [9] (AIRBAG model)
- Reverse motor cable clip [9] (REVERSE MOTOR SYSTEM model)
- ISG
- Coupling rubbers [10] from the coupling



Installation is in the reverse order of removal.

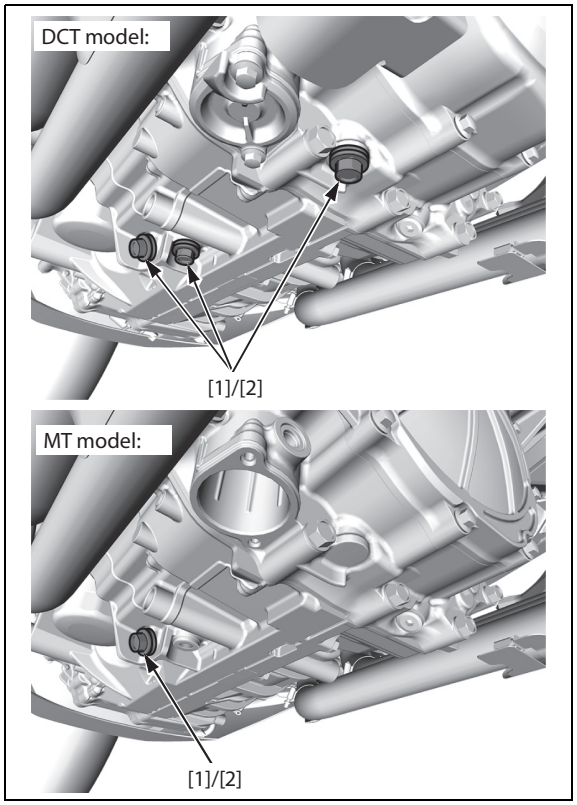
NOTES:

- Do not use an adhesive agent when install the coupling rubber.
- Tighten the ISG mounting bolts to the specified torque.

  TORQUE: 29 N·m (3.0 kg-m, 21 ft-lb)

17. DRAIN THE ENGINE OIL

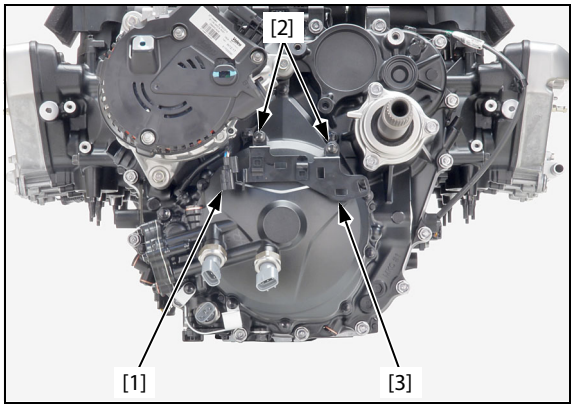
- DCT model: Remove the oil filler cap, dipstick and drain bolts [1]/sealing washers [2], and drain the oil.
- MT model: Remove the oil filler cap, dipstick and drain bolt [1]/sealing washer [2], and drain the oil.



18. CLUTCH COVER REMOVAL / INSTALLATION (DCT MODEL)

Remove the linear solenoid valve 4P (Black) connector [1] from the connector stay.

Remove the bolts [2] and connector stay [3].

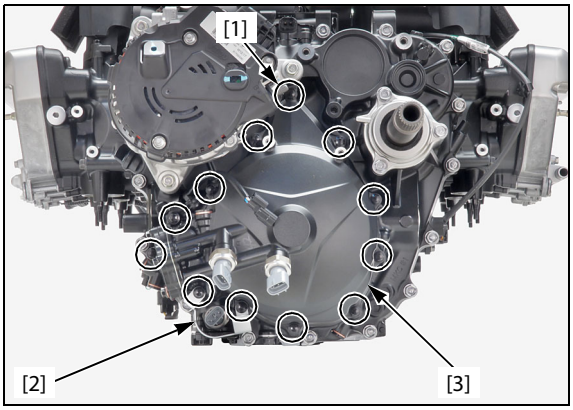


Loosen the twelve bolts [1] in a crisscross pattern in 2 or 3 steps.

Remove the bolt, sensor guard stay [2] and clutch cover [3].

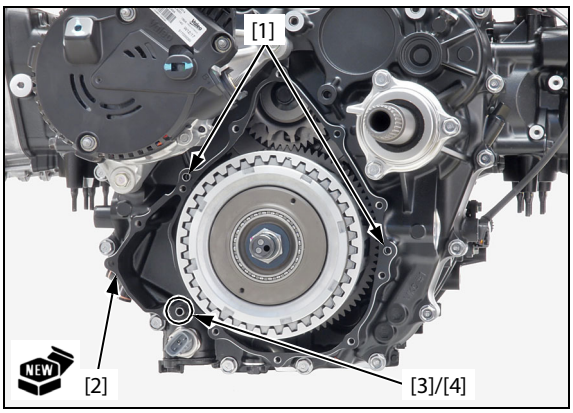
Clutch cover bolt:

TORQUE:12 N·m (1.2 kg-m, 88 in·lb)



Remove the dowel pins [1], gasket [2] and DCT oil line joint [3].

Remove the O-rings [4] from the DCT oil line joint.

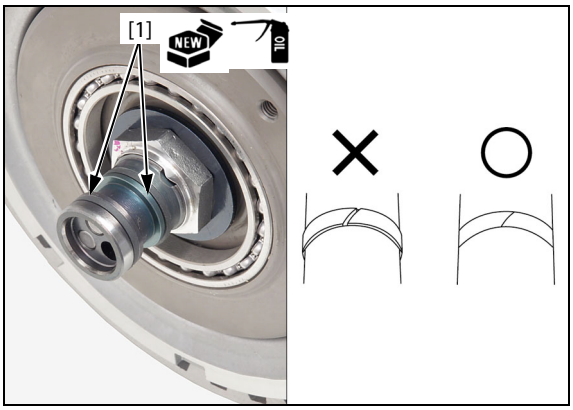


Remove the seal rings [1] from the mainshaft grooves.

INSTALLATION

Installation is in the reverse order of removal.

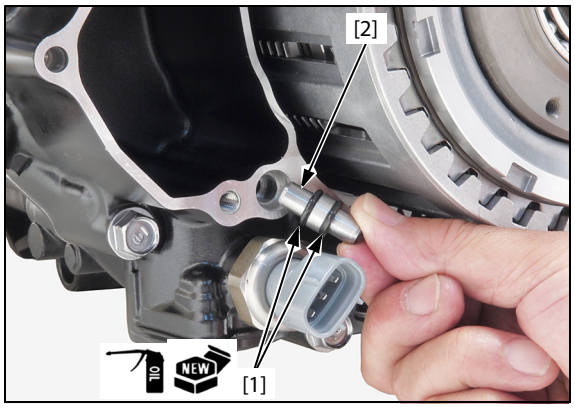
Note: Apply engine oil to new seal rings, install and push them into the groove to seat them.



Replace the O-rings [1] with new ones, coat them with engine oil and install them onto the DCT oil line joint [2].

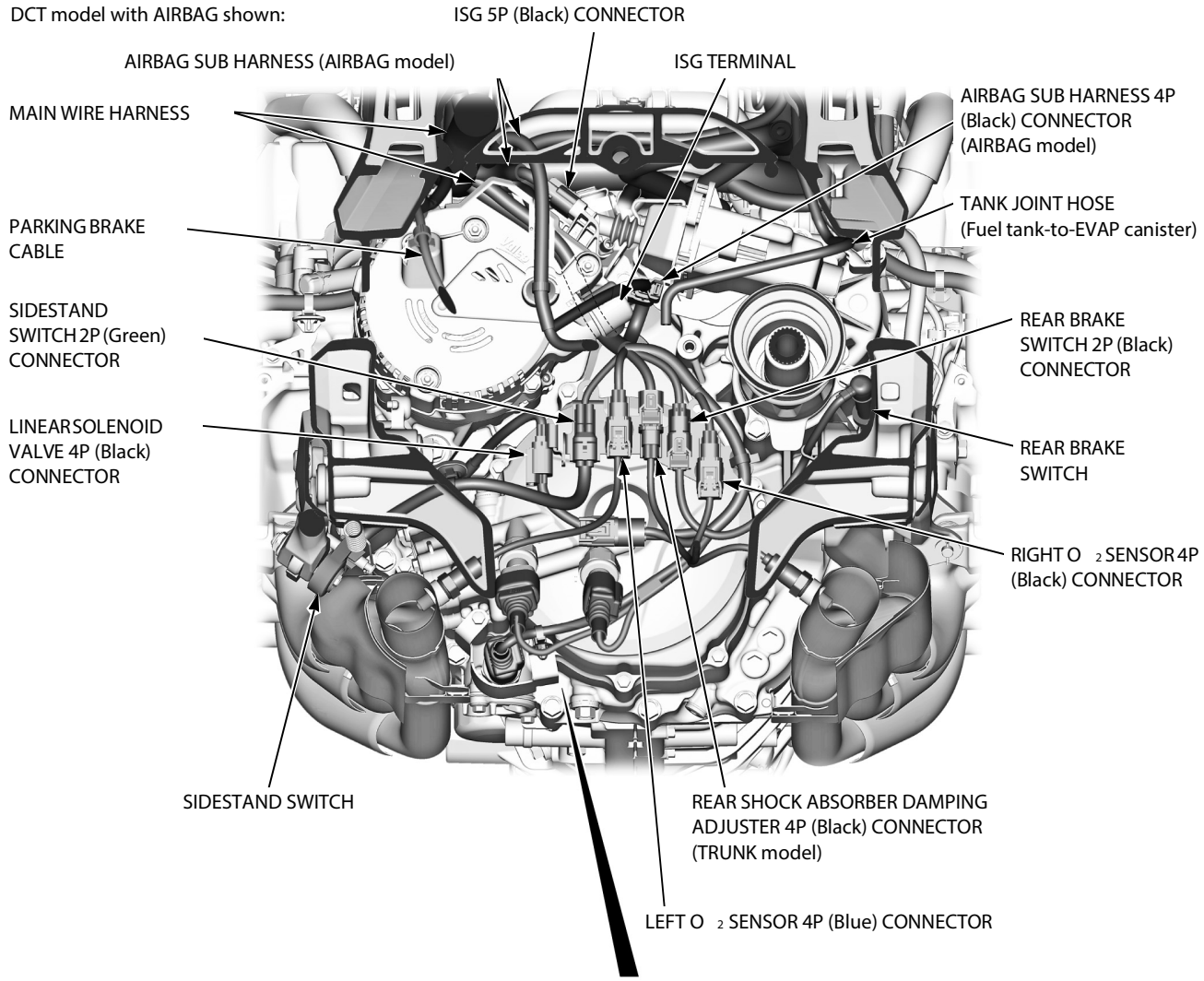
- Replace the gasket with a new one.
- Route the wires properly.

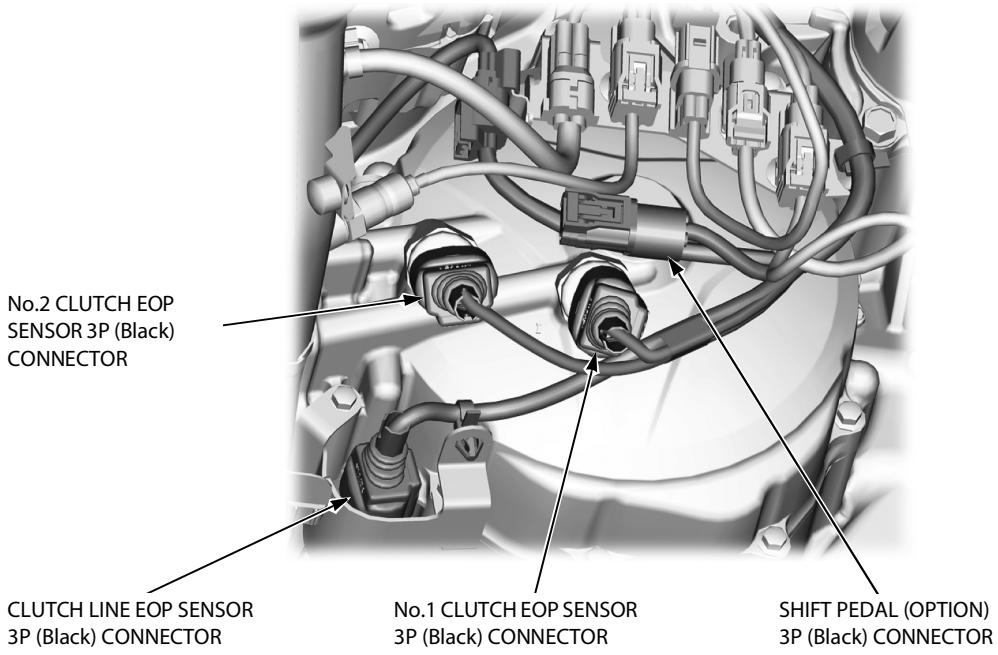
Fill the crankcase with the recommended engine oil.



DCT model:

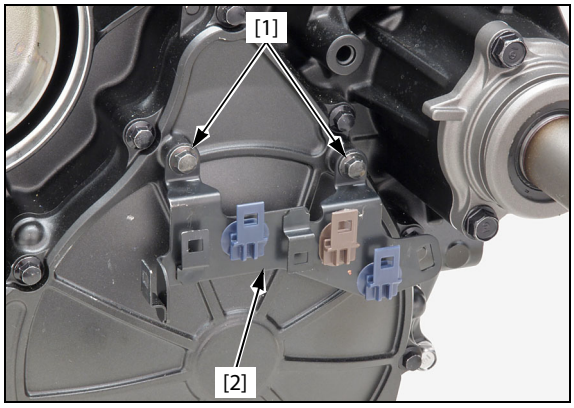
DCT model with AIRBAG shown:





19. CLUTCH COVER REMOVAL / INSTALLATION (MT MODEL)

Remove the bolts [1] and connector stay [2].

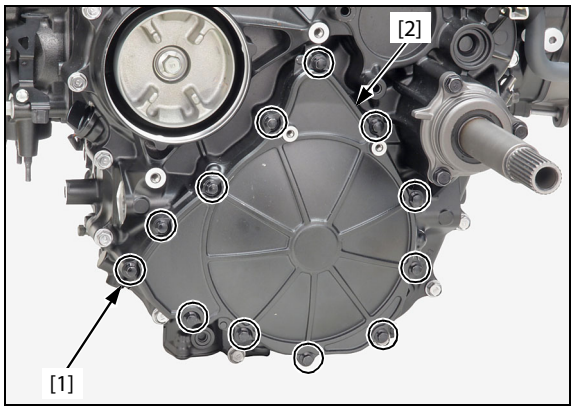


Loosen the twelve bolts [1] in a crisscross pattern in 2 or 3 steps.

Remove the bolts and clutch cover [2].

Clutch cover bolt:

TORQUE:12 N·m (1.2 kg-m, 106 in·lb)

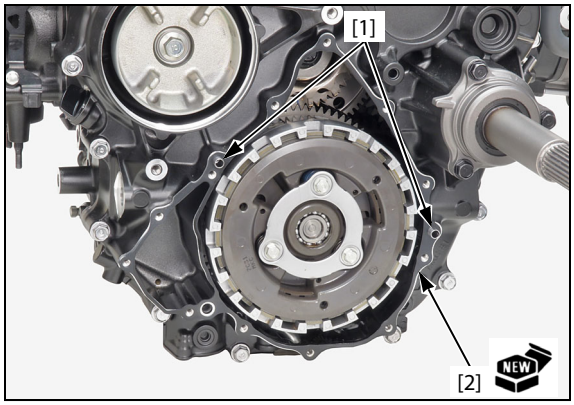


Remove the dowel pins [1] and gasket [2].

Installation is in the reverse order of removal.

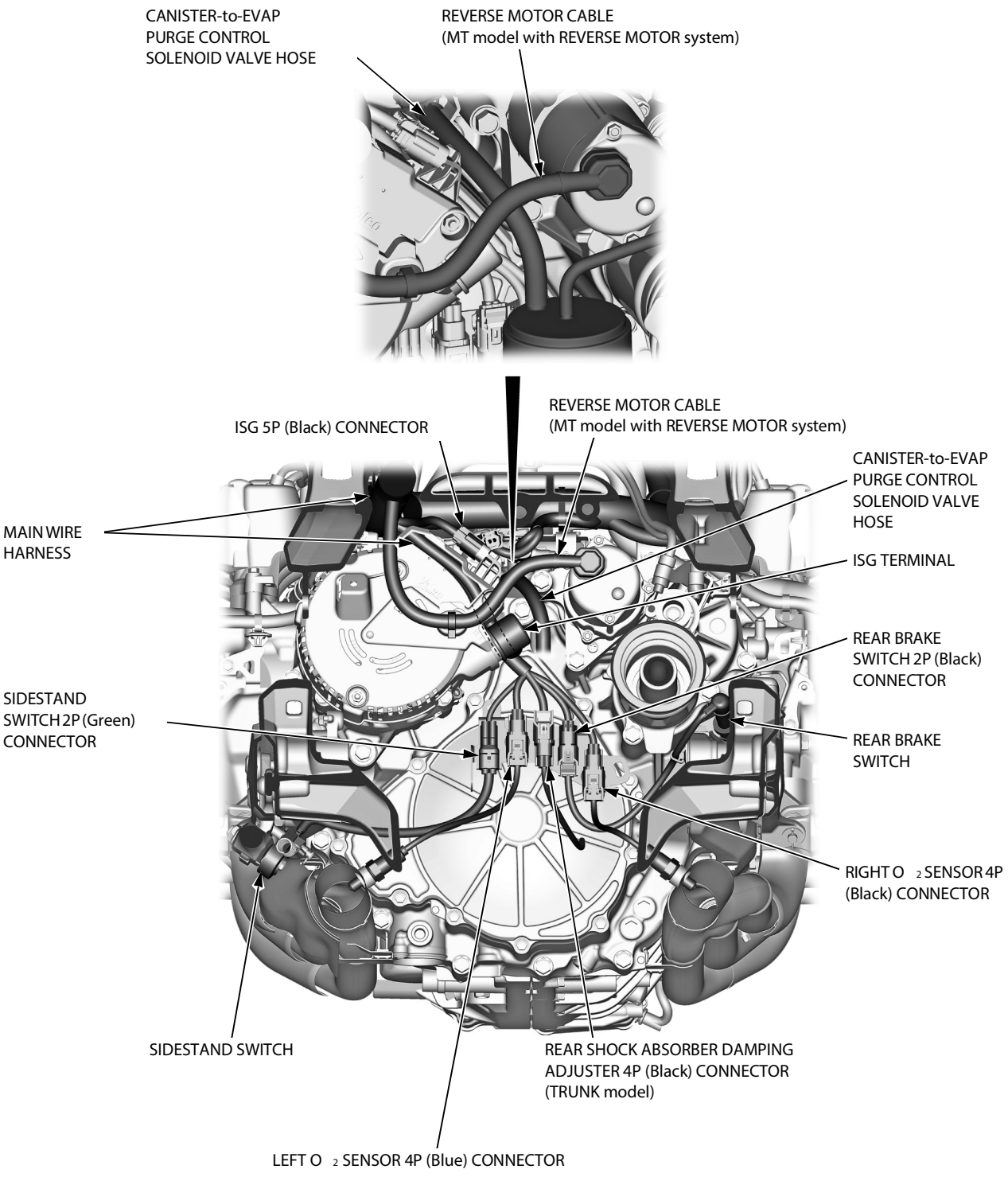
Notes: Replace the gasket with a new one.
Route the wires properly.

Fill the crankcase with the recommended engine oil.



MT model:

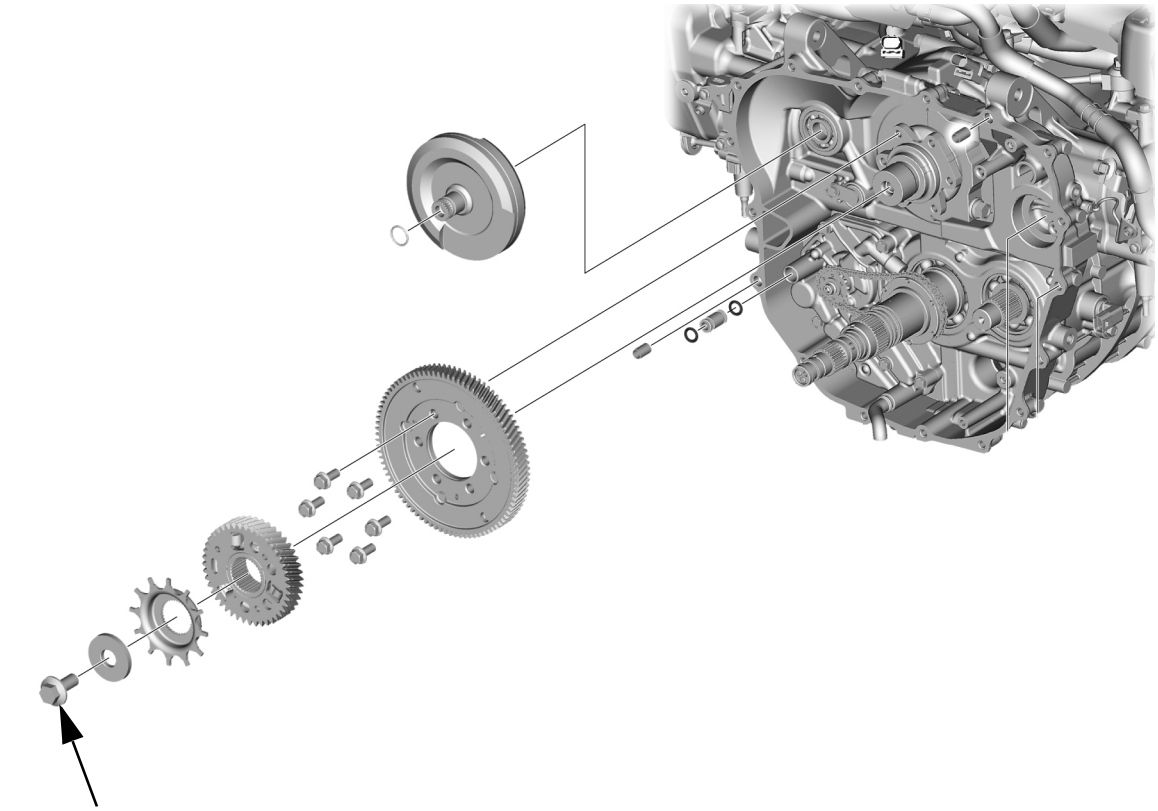
MT model with REVERSE MOTOR system shown:



20. PRIMARY DRIVE GEAR BOLT REMOVAL / INSTALLATION

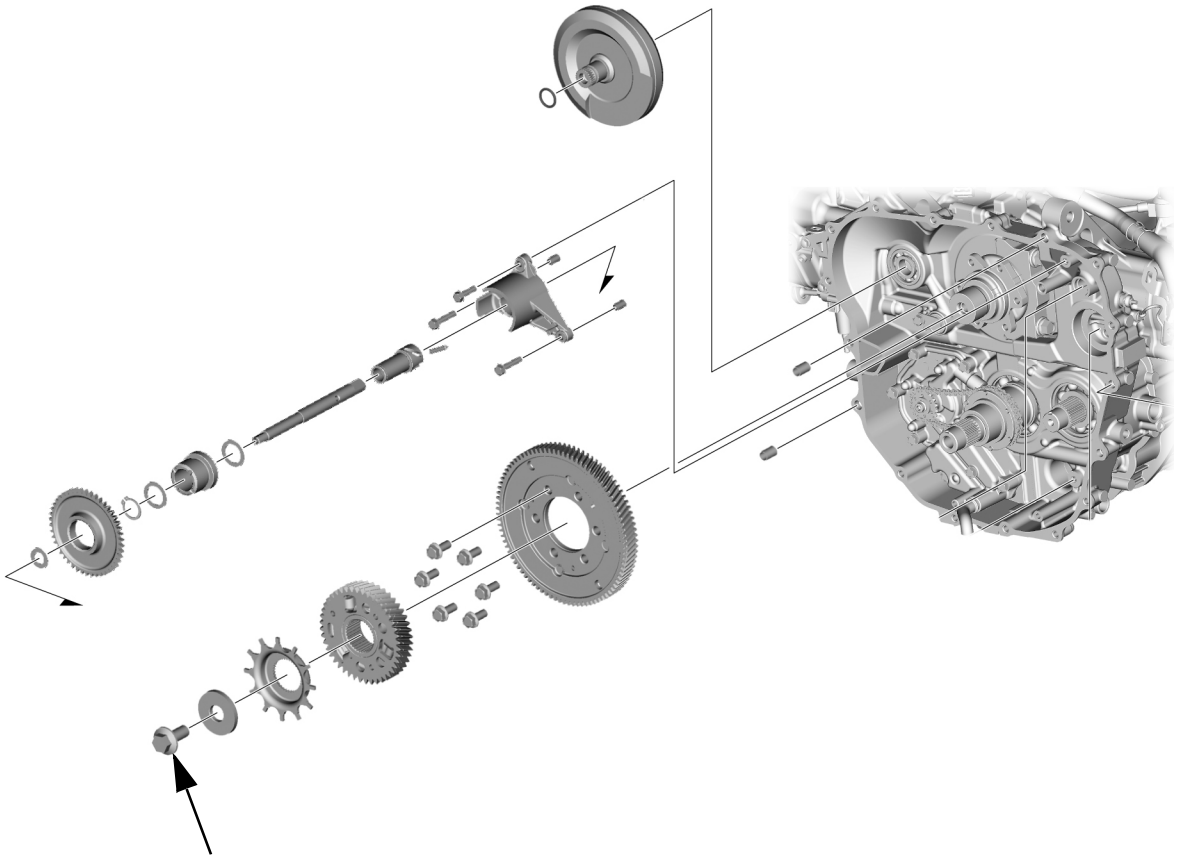
COMPONENT LOCATION

DCT model:



83 N·m (8.5 kg-m, 61 lb-ft)
Left-handed threads

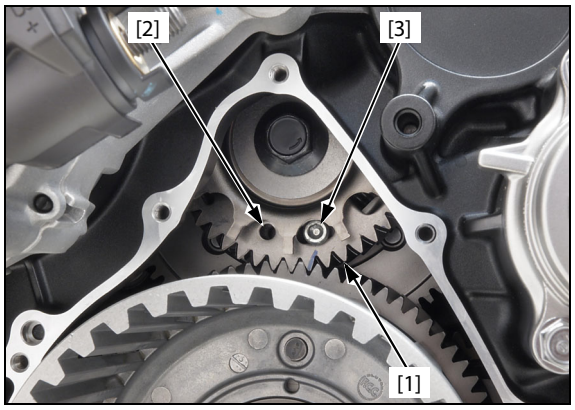
MT model:



83 N·m (8.5 kg-m, 61 lb-ft)
Left-handed threads

Note: Keep any items susceptible to magnetic fields or magnetic items away from the CKP sensor rotor.

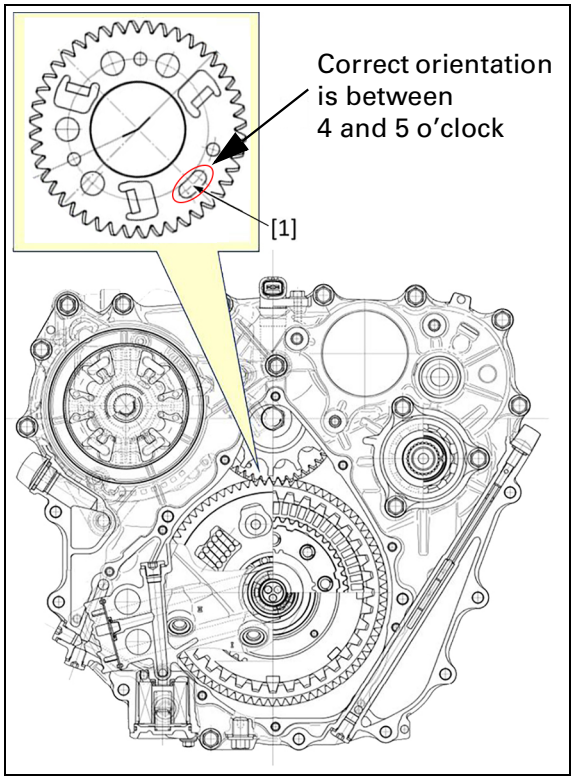
Align the gear teeth of the primary drive gear and subgear [1] by prying the gears through the holes [2] and hold them with the Special Tool-B.



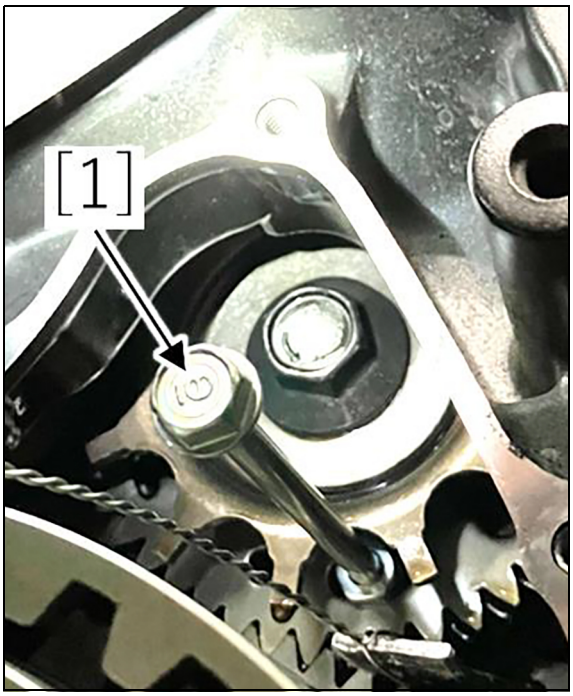
This primary drive gear on the back of the pulse rotor (CKP sensor rotor) consists of two gears.

There is only one oval hole [1] on the thin sub gear on the surface side.

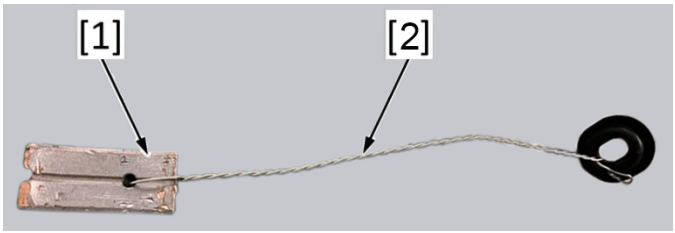
The engine may have to be rotated to put the oval hole [1] in the correct orientation. The correct orientation is between 4 and 5 o'clock.



Tighten the bolt of the Special Tool B [1] into the oval hole to secure the thin sub gear on the surface side of primary drive gear.

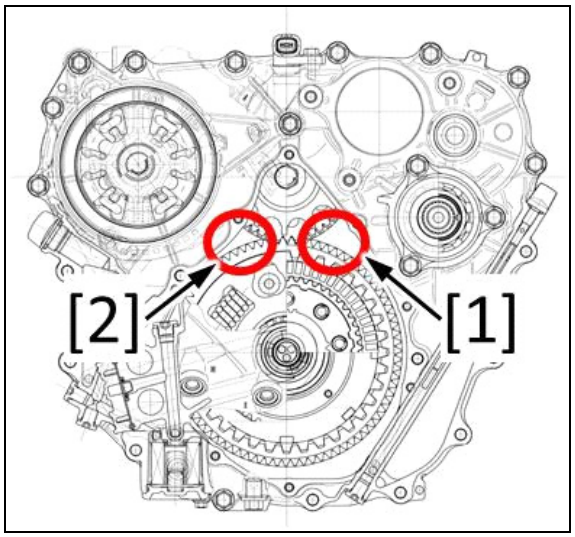


Insert the Special Tool-A [1] between the primary drive gear and the primary driven gear in order to lock the rotation of the crankshaft when loosening or tightening the primary gear bolt.



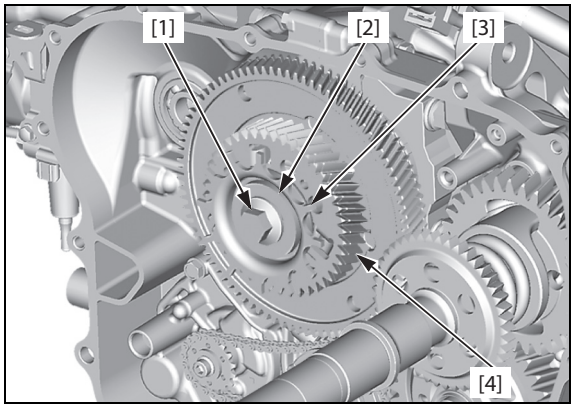
When loosening the bolt, set the Special Tool-A in the right side [1].

INSTALLATION: When tightening the bolt, set the tool in the left side [2].

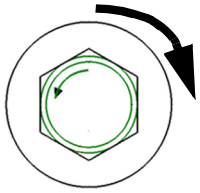


Remove the bolt [1] and washer [2] by turning the bolt clockwise.

Notes: The primary drive gear bolt has left-handed threads.
Do not disassemble the primary drive gear assembly.



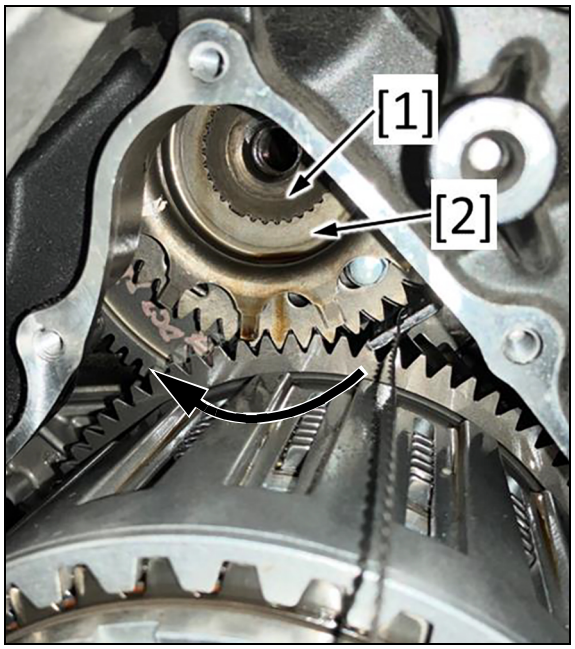
Loosen direction



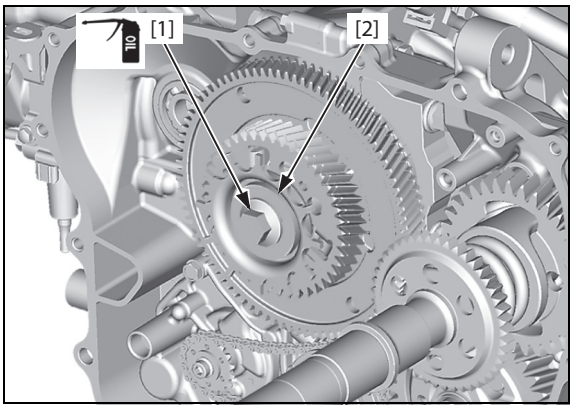
INSTALLATION

Before installing the primary drive gear bolt and washer, make sure that the end face of the crankshaft [1] and the surface of the pulse rotor (CKP sensor rotor) [2] are flush with each other without any steps.

Move the Special Tool-A to the left side.



Apply engine oil to the threads and seating surface of the primary drive gear bolt [1].

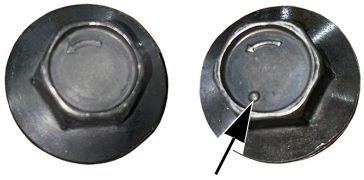


Install the washer [2] and primary drive gear bolt.

The primary drive gear bolt has left-handed threads. To tighten the bolt, the bolt must be turned to the left (counterclockwise).

TORQUE:83 N·m (8.5 kg-m, 61 ft-lb)

ORIGINAL **NEW**



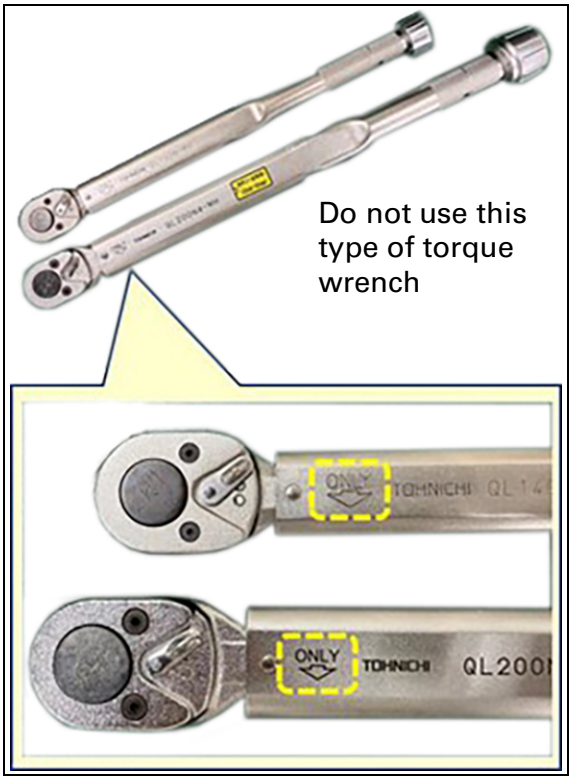
PROTRUSION

Note: Be sure you are installing the new primary drive gear bolt! The new bolt has a raised protrusion on the bolt head, as shown.

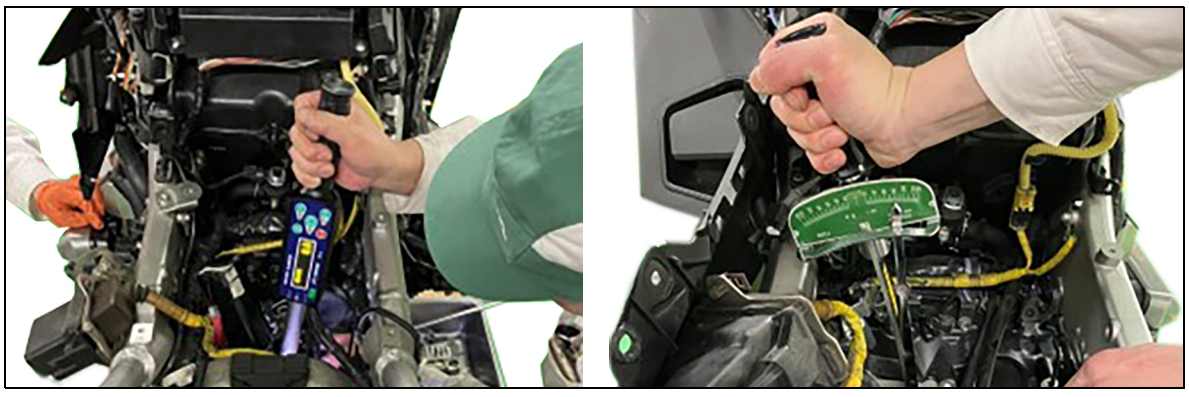
Notice:

Be careful not to damage the CKP sensor rotor. If it is deformed or has any damage to it, replace the CKP sensor rotor with a new one.

This kind of torque wrench is not allowed to use because the primary drive gear bolt has left-handed threads.



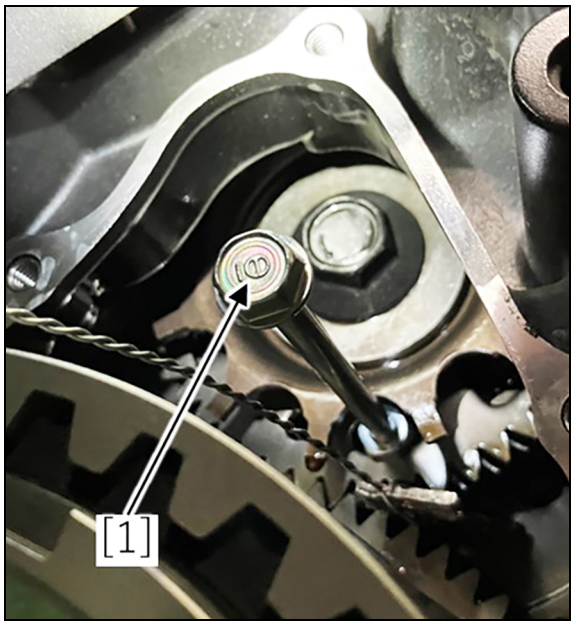
Make sure to use appropriate torque wrench that can accurately torque a reverse-thread (left-hand) bolt.



Remove the 6 mm Special Tool B [1] to free the primary drive gear and sub gear.

After the new primary driven gear bolt is installed, reinstall all parts in the reverse order of removal using the installation information and notes shown throughout this bulletin.

After the motorcycle has been reassembled, add engine oil using the information using the **21. Add Engine Oil** information below, and start the motorcycle and check for proper operation referring to the **23. TEST DRIVE** information on page 29.



21. ADD ENGINE OIL

- DCT model: Install the oil drain bolts [1] with new sealing washers [2] and tighten it.
- MT model: Install the oil drain bolt [1] with a new sealing washer [2] and tighten it.

TORQUE:30 N·m (3.1 kg-m, 22 ft-lb)

Fill the crankcase with the recommended oil.

DCT model OIL CAPACITY:

4.4 liters (4.6 US qt, 3.9 Imp qt) at draining

MT model OIL CAPACITY:

3.5 liters (3.7 US qt, 3.1 Imp qt) at draining

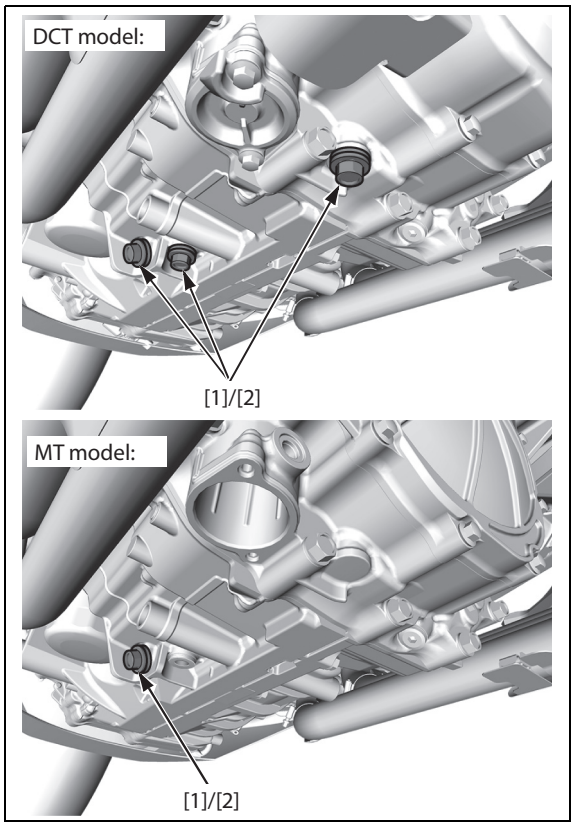
Recommended Oil:

Pro Honda GN4 4-stroke oil or an equivalent motor oil.

API service classification: SJ or higher

JASO T903 standard: MA

Viscosity: SAE 10W-30



Check the engine oil level following the steps on page 29.

Make sure there are no oil leaks.

22. ENGINE OIL LEVEL CHECK

- Centerstand model: Place the motorcycle on its centerstand on a level surface.
- Non-centerstand model: Place the motorcycle on its sidestand on a level surface.

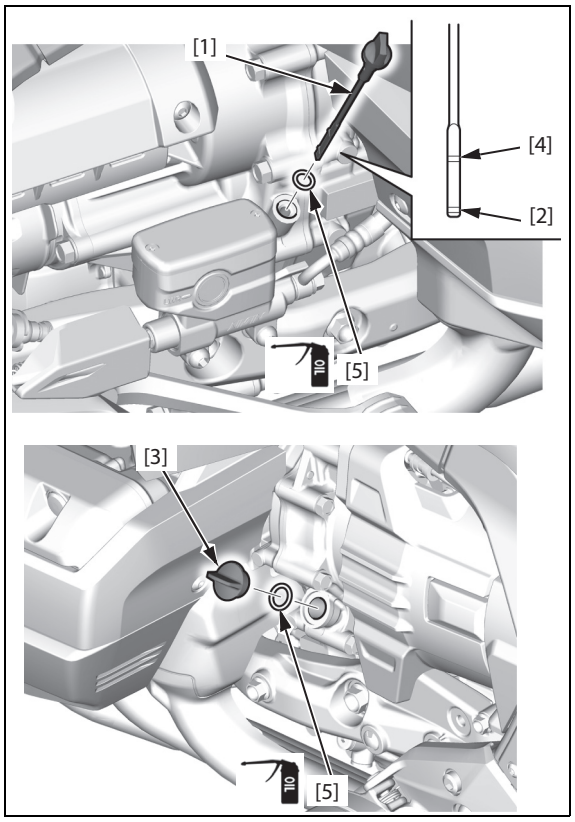
Start the engine and let it idle for 3 ~ 5 minutes.

Stop the engine and wait for 2 ~ 3 minutes.

- Non-centerstand model: Support the motorcycle in an upright position.

Remove the dipstick [1] and wipe the oil from the dipstick with a clean cloth.

Insert the dipstick without screwing it in, remove it and check the oil level.



23. TEST DRIVE

The motorcycle needs to be test ridden to be sure there are no leaks.

For DCT models, check that it shifts up and down through all gears with no issues.

The repair is now complete. Proceed to the WARRANTY CLAIM INFORMATION section.

CONTROLLED PARTS ORDER PROCEDURE

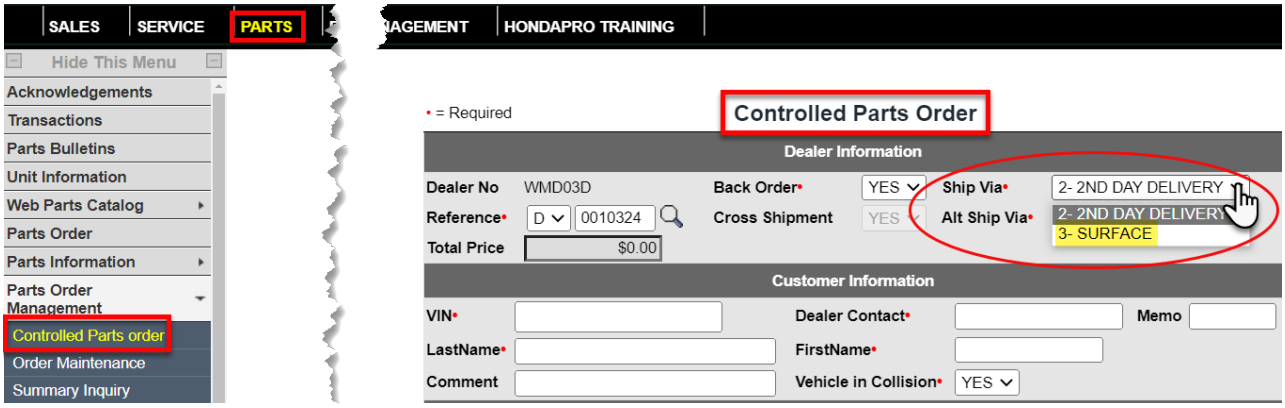
To order parts through the Controlled Parts Order process, follow the steps below:

1. From the ***iN*** home page go to:

   Parts > Parts Order Management > Controlled Parts Order

   Select the desired shipping method from the ***Ship Via*** drop down list.

   NOTE: The default *Ship Via* is 2ND DAY DELIVERY, which will incur additional freight charges to the dealer. Normal freight charges apply if the order does not meet the pre-paid freight minimum.



2. Enter the required information: *VIN, Dealer Contact, Customer Name, Part Number* and *Quantity* (you may order only one (1) part per part number).
3. Set *Vehicle in Collision* and *Specification Label Request* to *NO*.
4. Click Submit.