



**POWER TRAK 1500
REVISED 1 - 10**

- 2 - Fork Tubes
- 1 - Upper Triple Tree
 - 2 - M8 - 1.25 x 35 Hex Head Cap Screw
- 1 - Lower Triple Tree
 - 2 - M8 - 1.25 x 40 Socket Head Cap Screw
 - 4 - M10 - 1.25 x 35 Socket Head Cap Screw
 - 1 - Steering Stem
 - 1 - Bearing, lower
 - 1 - Race, lower
 - 1 - Dust Seal, lower
- 2 - Spacers
- 4 - Glycor Bushings (p/n 51415-NM5-003)
- 2 - Fork Seals - 2 per package (p/n 51490-MN8-305)
- 1 - Signal Cancel Switch Spacer

**ALL ORDERS ARE DOUBLE CHECKED TO
ELIMINATE SHIPPING ERRORS.**

FILLED BY: _____

CHECKED/PACKED BY: _____

For installation assistance, call Parts & Service @ 434.263.8866

POWER TRAK 1500

INSTALLATION INSTRUCTIONS

STEP 1. REMOVING FENDER AND WHEEL

- 1. Block rear wheels so that the bike will not roll back. (You may also put the bike in reverse). Put floor jack under engine and raise the front wheel about 5 inches off the ground. Stack up blocks under engine for support if jack fails.**
- 2. Remove both left and right front fender side covers. Remove the three (3) bolts, two (2) collars, and brake line clamp from each disk cover; then remove disk cover. Remove front fender upper cover by popping out the two (2) socket bolt chrome caps and removing both the socket cap screws and collars. Remove two (2) socket bolts, two (2) flange bolts, and the collars in order to remove the front half of the fender. Disconnect the speedometer cable, two (2) socket bolts, and flange bolts to finish removing the fork stay and back half of the fender.**
- 3. Remove the caliper bracket bolt and the anti-dive piston bolt from both Left and Right calipers and remove from the forks. Remove the axle bolt and remove two (2) pinch bolts from**

both forks. Pulling from the left side, remove the wheel axle from the forks and roll front wheel out.

Step 2. FORK TUBE REMOVAL

- 1. Remove speedometer cable clamp from the left side of the lower triple tree. On the Aspencade and SE models, remove the air valve. On the Interstate, remove fork bolt caps. Loosen, but do not remove, fork cap bolts. Remove the two upper fork tube pinch bolts, and then loosen the four lower pinch bolts being careful not to drop fork legs while loosening the bolts.**
- 2. Using the proper tools, such as Honda's Fork Bolt Assembly Tool #07KMF-MT 20300, to finish removing the fork bolt cap from each fork tube. Empty the contents, spacer, fork spring or springs, depending on year and spring joint plate. Remove any remaining oil by pumping fork tube up and down several times.**
- 3. Place lower slider in vice with soft jaws or wrap slider in a shop towel. Remove the dust seal and stopper ring. On the bottom of the lower slider, remove socket bolt. Pull the fork tube out until resistance from the slider bushing is felt, then move in and out vigorously, tapping the bushing lightly until the fork tube separates from the slider. The slider bushing will be**

forced out by the fork tube bushing. Remove the slider bushing from the fork tube. Remove the stopper ring, oil lock valve, oil lock spring, and spring seat from the fork piston. Remove the fork piston from the fork tube.

4. Clean cover slider, fork piston, oil lock, and stopper rings.

Unwrap new fork tube and install two (2) new Glycor bushings, making sure the seams are 180° from each other. Drop fork piston down into fork tube and reinstall stopper rings and oil lock piece, spring seat, spring and stopper ring. Repeat above steps for other fork tube.

5. With both tubes done, reinsert them into the lower slider leg and reinstall slider bushing and back-up ring. Lightly cover oil seal with fork oil and slide over fork tube, inserting completely into lower slider leg. Install stopper ring and coat dust seal with fork oil and install. Push fork tube all the way into lower slider and reinsert bottom piston socket bolt with small amount of sealant and torque to 14 foot pounds.

6. With fork tube and slider fully extended, replace fork spring or springs, spring plater and spacer. Fill with 330 cc's of 20 weight suspension oil, top off with Power Trak spacer provided and fork cap bolt. On Aspencade and SE models, reinstall the air valves removed in Step 2.1

Step 3. REMOVING THE TRIPLE TREE

- 1. First remove ignition switch cover and then center handle bar cover. Apply a soapy water solution to the wire harness surface to allow the steering stem grommet to slide all the way forward to the frame. Last, remove the steering stem under cover from below.**
- 2. From below, under the lower triple tree, remove the black plastic splash cover and the three (3) retaining screws that hold the turn signal cancellation control unit. Pull unit down far enough to disconnect the plug. Remove the control unit out of the steering stem.**
- 3. Undo plastic wire harness straps on the bottom of handle bar and on frame so that you can move wire harness out of the way. Remove top stem nut and remove upper triple tree.**
- 4. Using towels, rags, or shirts wrap the handle bar ends and secure with some type of tape. This will prevent you from scratching the faring when lowering handlebars. Hold handlebars up while you remove all four (4) bolts that hold handle bar clamp blocks to upper triple tree. Carefully lower handle bar down until it lays on the faring.**

- 5. Straighten the lock washer tabs. Remove the lock nut and lock washer. Hold the lower triple tree while removing steering stem adjusting nut. Remove nut and upper stem adjusting nut and upper stem bearing. Inspect bearing & race for damage and replace as necessary.**
- 6. Pack the bearing cavities with new grease and reinstall lower triple tree with upper bearing and adjusting nut. Torque this adjusting nut to 29 ft. lbs. and then move back and forth four or five times. Loosen the adjusting nut until its finger tight only and then re-torque. Repeat this step three (3) times with final torque at 29 ft.lbs. Install lock washer and lock nut and hand tighten to align its grooves with the lock washer tabs. If lock nut grooves cannot be easily aligned, then remove nut, turn it over, and reinstall it. Bend the other two lock washer tabs up into the lock nut groove. Install new upper triple tree and start steering stem top nut.**
- 7. Install aluminum spacer supplied with kit to lower mount post of turn signal cancellation switch.**
- 8. Remove and discard both left and right lower brake hose retaining clips.**

STEP 4. INSTALLING FORK TUBES

- 1. Place finished fork tubes back into triple trees and align upper surfaces of the fork tube and fork tube upper triple tree, tighten the lower triple tree pinch bolts to 40 foot pounds torque upper pinch bolts to 8 ft. lbs. torque fork cap bolts to 17 ft. lbs., and torque steering stem top nut to 72 ft. lbs.**
- 2. Using the removal instructions, reinstall the speedometer clamp, front wheel, brake calipers, and front fender.**

**From all of us at California Sidecar.
Enjoy the ride!**