



**2018 – UP GL1800
Gold Wing &
Gold Wing Tour**

**Power Trak
Installation
Instructions**

**California Sidecar Parts & Technical Support
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Warnings and considerations:

1. **Disclaimer** - These instructions assume a level of understanding of motorcycle repair and maintenance beyond that of a “beginner” and/or “novice” and California Sidecar cannot be liable for an installer’s failure to understand or follow these instructions as written. Likewise, California Sidecar cannot be responsible if any of the steps are omitted or shortcuts are taken, or parts other than those supplied by California Sidecar, are used in installing this trike kit.
2. **“WARNINGS”** are all printed in bold type and capitalized. They mean to use extreme care in a given step so as not to damage the part, motorcycle, and/or yourself.
3. **Always** wear safety glasses when using hand and/or power tools.
4. When working in and around the fuel system, **always** work in a well-ventilated area, free from sparks and open flames.
5. All directional references to the “right side” and the “left side” are as you were seated on the motorcycle.
6. All directional references to “forward” mean to the front of the motorcycle while “back” means the rear of the motorcycle unless otherwise stated.

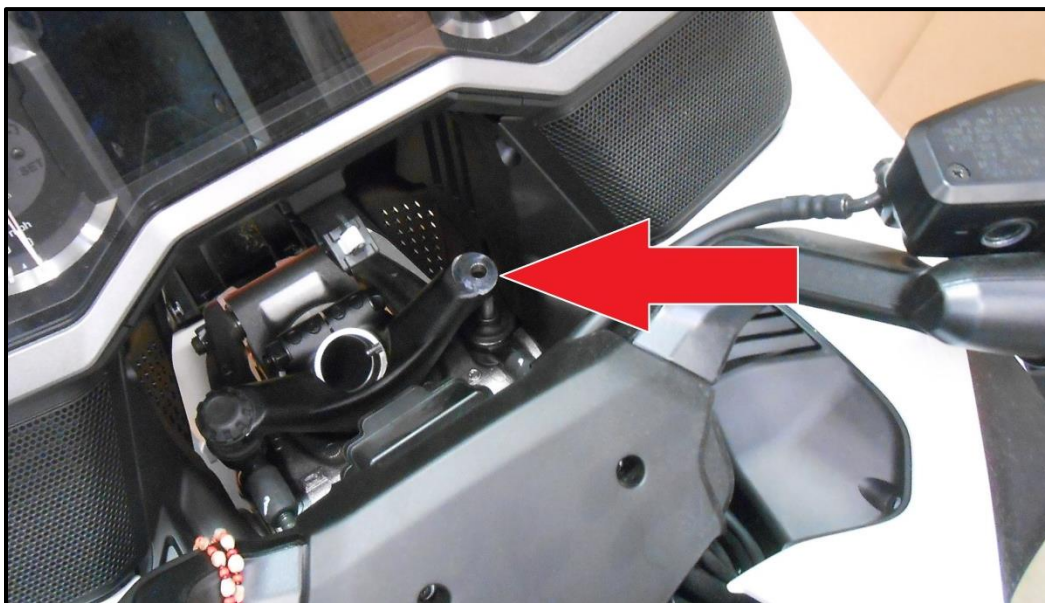
Disassembly of Motorcycle:



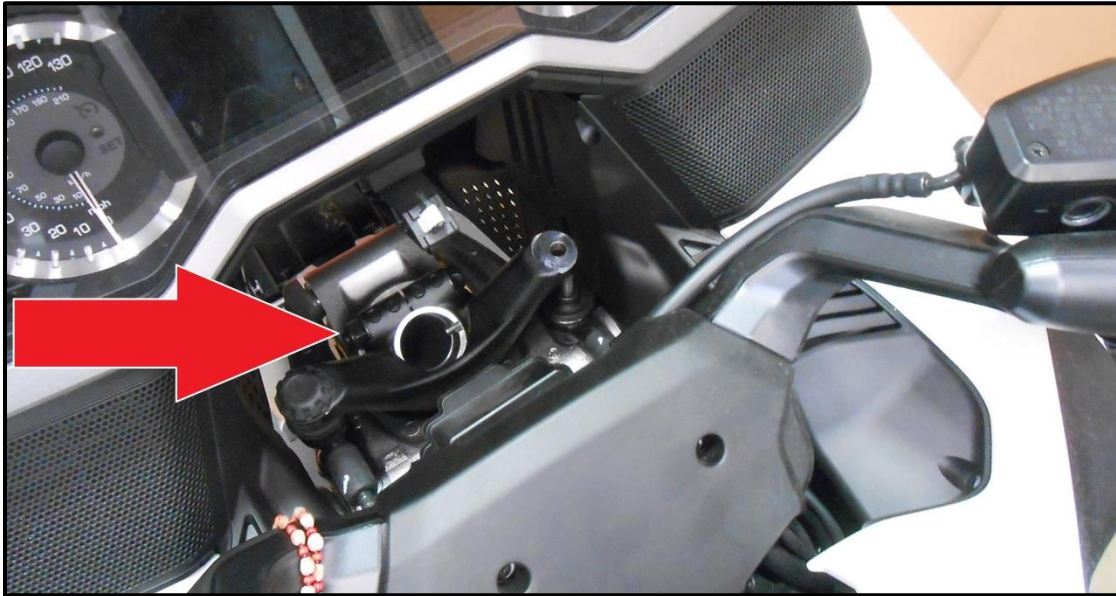
- 1. Remove the front fender**
- 2. Remove the Brake calipers**
- 3. Remove the Brake line clamps on the fork and the stem.**
- 4. Remove the ABS Sensor**
- 5. Remove the axle nut, axle, front wheel, spacers and pinch bolts.**



6. Remove 2 clips to pull up on the shelter, then remove 2 more push clips and 2 SHCS.
7. Slide the dash forward and pull up on the front, then stand it up as shown.



8. Remove the rubber cap on the right front Tie Rod nut and the plastic cap from the steering stem.
9. Remove the Tie Rod nut and washer. **RED ARROW.**
10. Washer is below on the stud of the Tie Rod.



11. Remove the steering arm bolt and nut. **RED ARROW.**
12. Pull up on the steering arm and place it to the left as shown below.



13. Remove the rubber seal and Lock washer.
 14. Loosen the steering stem nut.
- NOTE: The Fork WILL fall if you remove the nut. Use caution as you now remove the nut.**

- 15. Now that the fork is removed from the bike.**
- 16. Transfer the lower ball bearing from OEM to CSC Fork.**
- 17. Remove the inner fender, rubber plugs, reflectors and the 4 hollow dowel pins.**
- 18. Install all of these parts onto the new CSC Fork.**
- 19. Install the new CSC fork up into the front fork holder.**
- 20. Install the upper fork bearing, inner race and dust seal.**
- 21. Install and tighten the upper nut to 35 FT.LBS.**
- 22. Turn the fork lock to lock at least 5 times to seat the bearings.**
- 23. Again torque the nut to 35 FT.LBS. If the nut turns repeat step 22 and 23 until the nut does not turn while torqueing.**
- 24. Install the lock washer with the R on the right side aligning its boss with the groove in the stem.**
- 25. If it does not align you will have to tighten the nut until it aligns.**
- 26. Reinstall the rubber seal and then the steering arm.**
- 27. Insert the bolt and nut.**
- 28. Tighten the steering arm nut to 47 FT.LBS.**
- 29. Reinstall the Tie Rod, make sure the washer is on the stud, then through the steering arm and secure with the nut. Tighten to 27 FT.LBS.**
- 30. Reinstall the rubber cap and plastic cap.**
- 31. Reinstall the dash.**
- 32. Reinstall the front wheel, axle, calipers and ABS sensor.**
- 33. Reinstall the brake line holders with supplied washers on the fork but not on the front fork holder.**
- 34. You must remove the clip from the ABS sensor wire up close to where it plugs into the wire harness for wire length.**
- 35. Reinstall the fender and test ride.**