

# Changing Coolant

The GL1800 2001 service manual states that coolant should be changed every 24,000 miles. That's using Honda coolant. If you are using a long life coolant you may be able to extend that interval. But that's a question for an expert as the Honda service manual makes no mention of it. It is extremely important that you change coolant regularly as lots of crap can build up in your cooling system if you don't. That crap can cause overheating and be much harder to remove if neglected.



The procedure is very much like that of a car. You'll need a gallon of 50/50 pre-mixed coolant. Most any brand will do these days as silicates are no longer found in coolant. I use Peak Global Lifetime 50/50 that I buy at Walmart. You'll also need an 8 mm socket and wrench to remove the drain bolt and a pan to collect the drained coolant.

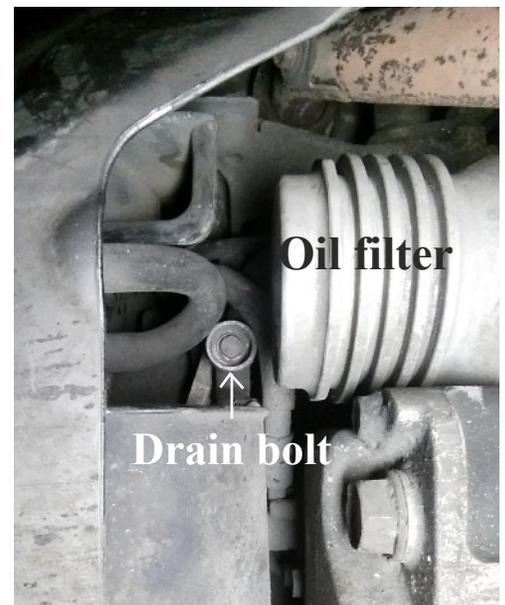
I use a vacuum tool that helps remove all the old coolant and to fill the system with the new coolant without adding much air to the system. If you are replacing old coolant with the same type it is not necessary to use this. But if you are changing from Honda brand coolant to Peak coolant or another type you'll want to get all the old coolant out of the system. I use it every time. Using it removes an additional cup or two of old coolant that gets trapped in the lower level nooks of the system. Follow the instructions that come with the tool in addition to the instructions I mention here. I'll be bringing the tool to Wrenching Day if you choose to wait until then to do this service.

The radiator filler neck is found under the right front pocket. Remove the pocket. Place the drain pan under the area of the oil filter. You'll find the drain bolt just in front of the oil filter within a shroud pointing downward. Remove the drain bolt and put the pan under the drain port. Now remove the radiator cap. The coolant will not drain until the filler cap is removed. Drain out all the coolant.

If you are using a vacuum tool you will want to replace the drain bolt, evacuate the system and remove the drain bolt repeating this procedure four or five times until no coolant drains out.

Remove all the old coolant from the reserve tank and rinse the tank with water. If you don't want to remove the reserve tank from the bike, leave it in place and siphon or pump out the old coolant.

When the coolant has completely drained out, replace the bolt. A new sealing washer is helpful but not entirely necessary. Slowly fill the system with new coolant. If using a vacuum tool, evacuate the system, prime the dip hose, then fill the system using the tool. When full, start the engine and let it idle for 2 or 3 minutes. Snap the throttle three or four times to bleed air from the system. Stop the engine and add coolant up to the filler neck. Replace the radiator cap. Fill the reserve tank to the full mark on its dip stick.



Remember to follow this procedure at your own risk.

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