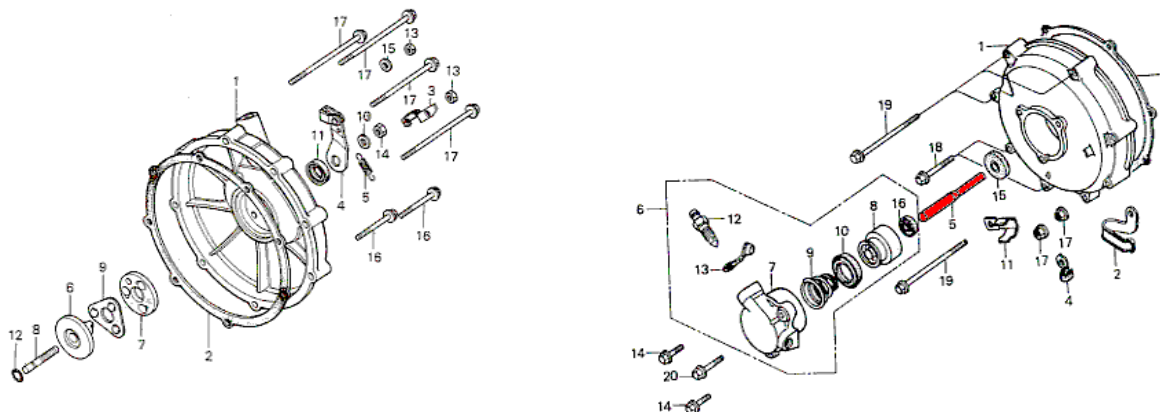


GL1000 hydraulic clutch conversion.

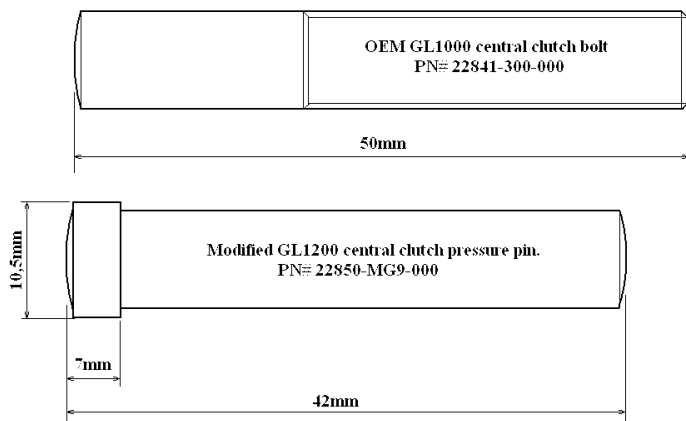
After riding my 1978 GL1000K3 for about 14 years and having to renew my clutch cable every year and a half or two due to most cables for sale are too short I wanted to have a better option.

I thought of a hydraulic operated clutch, like a GL1200. And so I went on search if there are parts I could modify for my 1000. Well I was lucky. The GL1200 clutch cover is almost the same casting as on a GL1000, but with another operating mechanism, instead of a lever it's by a hydraulic cylinder. Below you see the pictures from a parts manual of those two. Left GL1000, right GL1200.



You can discard all things you see in the left picture, and for the modification you need all parts you see in the right picture. Just the whole 1200 clutch cover with pressure pin and slave cylinder. And on the handlebar you need the GL1200 clutch master cylinder with lever and the piping from master to slave cylinder.

The only real modification is **PN# 5** in the right picture (middle), you need to shorten this one and put a sleeve on it on one side to center it in the clutch lifter guide. See next picture.



For the sleeve around the modified 1200 pin I used a piece of pipe from the hardware store which was a pressure fit around the pin with an external diameter of around 10,5mm. To get a snug fit into clutch lifter I sanded it down in a electric drill using a file and smoothed it afterwards. You can also use locktite for the tighter fit, the sleeve must not get loose while in the engine. The sleeve is just there to center the pressure pin into the clutch lifter and pressure bearing.

With this done you can put the clutch cover and slave cylinder back together, install the new pressure pin with the sleeve towards the engine.

I also used new seals for the clutch cover and overhauled the slave cylinder. At the handlebars I overhauled a GL1200 clutch master cylinder, bought the set of piping from the slave cylinder towards steering stem, and a flexible hose from the pipe towards master cylinder. I also connected the 1200 choke on the handlebar to the GL1000 carb, and discarded the OEM choke cable.

Perhaps you need to adjust the measurements of the pin, these are as I got 'em, but every clutch is different because of wear. This setup is now on my bike for almost 3 years and it's working just fine.

I can write down lot more, but the main thing is that pressure pin you need to modify. And if people gonna do this they know what they need and what to do....I hope.

I hope it'll work when you're done with it.

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