

Steering Head Bearings Replacement

Suzuki 1500LC Intruder

Disassembly

1. Remove the Front Brake Master Cylinder from the Handlebars (wrap in a towel or sock to protect from damage).
2. Lay a thick towel on the console and fake tank covers
3. Remove the handlebars by either removing them from the risers or removing the risers from the upper triple tree and lay them on the console/fake tank covers or you can tie them up in the air hung off a rafter or something.
4. Remove the Steering Stem nut with a 30mm socket.
5. Remove the 2 Fork Tube nuts with a 27mm socket.
6. Remove the 4 upper bolts on the Chrome cover behind the Headlight.
7. Using a Rubber Mallet tap upward on the Upper Triple Tree and remove
8. Remove the Headlight
9. Remove the Turn Signal Bar
10. Remove the 4 lower bolts on the chrome cover and slide the Chrome Cover up and off.
11. Remove the Steering Stem adjuster nut using a pair of Channel Lock Pliers, Vise Grips, or the actual tool if you have it.
12. Remove the upper Bearing Seal
13. Jack the Bike up slowly and the Front end should drop down. The whole front end can be removed as an entire assembly or if you prefer you can remove the front fender and wheel to lighten the load if working by yourself. Remember to hold onto the assembly while you jack the bike up and guide the assembly out.

Upper Bearing and Bearing Race Removal

To remove the bearing:

1. The upper Bearing can just be lifted off of the race

To remove the race:

1. Use a punch going through the bottom of the Steering stem tube and set it on the edge of the race a tap it out moving the punch around the race to knock it out fairly evenly.

Lower Bearing and Race Removal

The Lower bearing is pressed onto the Steering Head shaft and must be cut off.

1. Knock the roller cage off of the bearing and removed the rollers
2. Using a dremel tool with a cutoff wheel installed cut a vertical slot on the front part of the race cut deep as you can without damaging the stem.
3. Using a sharp chisel align it in the vertical slot you cut and hit with a hammer. The bearing should split open and slide off the stem.

To remove the race:

1. Use a punch or a 3/8" 1 1/2" or larger extension going through the top of the Steering stem tube and set it on the edge of the race a tap it out moving the punch around the race to knock it out fairly evenly. (there is a bump in the steering stem tube right before the race you may have to grind a notch in your punch to get around the bump.)

Installing Lower Bearing and Race

To install the Race:

1. Either use a bearing race installation tool or you can use a piece of 2x4 wood, a large socket and a hammer. (If you use the 2nd method take your time and work cautiously) Using the 2x4 and hammer carefully and evenly tap the race back into the steering stem tube. Using the large socket and hammer to ensure it is fully seated in the Steering stem tube.

To install the bearing:

1. Grease the bearing as you would a wheel bearing
2. Apply a small amount of grease or oil to the steering stem
3. place the grease seal on the steering stem and slide it all the way down
4. Place the bearing on the steering stem and slide it down
5. Using a piece of 1 1/4" ID pipe about 5" longer than the steering stem carefully drive the bearing down till it seats on the lower Triple Tree

Installing the Upper Bearing and Race

To install the Race:

1. Either use a bearing race installation tool or you can use a piece of 2x4 wood, a large socket and a hammer. (If you use the 2nd method take your time and work cautiously) Using the 2x4 and hammer carefully and evenly tap the race back into the steering stem tube. Using the large socket and hammer to ensure it is fully seated in the Steering stem tube.

To install the bearing:

1. Carefully place the steering stem back into the steering stem tube and lower the bike till the lower bearing is positioned in the lower race.
2. Now simply slide the bearing down the steering stem until it seats in the upper race.
3. Install the upper grease seal
4. Install the steering stem adjuster nut.
5. Tighten the SSA nut
6. Move the forks back and forth several times then adjust the SSA nut to the right feel (*Do not over tighten!*) If you don't have the correct tool for the nut your going to have to guess on the torque of the nut.

Assembly

Start at step 10 of the Disassembly procedure and work your way back to Step 1.

Torque specs for the 30mm Steering nut = 65 ft. lbs.

Torque specs for the 2 Fork Tube nuts = 65 ft. lbs.