



ATTENTION

Statements in these instructions that are preceded by the following words are of special significance:

Warning

This means there is the possibility of injury to yourself or others.

Caution

This means there is the possibility of damage to the motorcycle.

Note

Information of particular importance has been placed in italics.

Warning

Raising or lowering the rear of your motorcycle will affect the steering and initial ground clearance. If the motorcycle is lower to the ground care should be taken to avoid bottoming, especially over bumps or in turns. Raising the rear of a motorcycle can change the steering head angle. Always use extreme caution when riding after a change is made and take time to get accustomed to any handling change.

IMPORTANT NOTICE

Note: Please read the following instructions completely before starting installation!

These shocks are designed to operate with the shock shaft up. Damage to the shocks may occur if fitted with the shock shaft down.

Warning

The motorcycle must be securely blocked to prevent it from tipping over when the shocks are removed. Failure to do so can cause serious damage and/or injury.

The use of lowering blocks on Progressive Suspension shocks is not recommended. Use of a lowering kit may void the warranty or damage the shock/motorcycle.

Make sure that proper bushings/sleeves are installed in the shocks. Improper bushings/sleeves can cause unsatisfactory and/or unsafe operation (see the instructions packaged with the mounting hardware).

Installation

- Place the motorcycle on the centerstand or block the motorcycle securely so the rear wheel is slightly off the ground.
- Remove the old shocks and note location of mounting hardware. If additional accessories are installed on your motorcycle, please refer to their mounting instructions for removal to gain access to the shocks.
- Install one 12 series shock (without springs) and check clearance (#A in Fig. 1). Raise wheel into fender well until shock bottoms. There should be a minimum of 1" of clearance between the tire and fender.
- If clearance (#A) is sufficient, remove the shock and install the springs onto the shock (See Spring Installation) and reinstall the shock onto the motorcycle.

Warning

This step requires a spring compression tool (available from Progressive Suspension, part #32- 5508). If a smpting to compress the springs without the proper tool may result in serious injury!

Installation (cont.)

- Now check clearances (B & C) in figure 1.

(B) Shock to frame at mounting points.

(C) Shock to chain/chain guide, disc caliper and linkage. Also check clearance to any accessories.

Note: The lower shock mounts are offset to allow between the shocks and the motorcycle. Install the shocks with offset towards the motorcycle.

Note: Due to assembly requirements, the bump rubber and washer on the shock shaft are positioned where the washer may rattle slightly. A few miles of normal riding will position the washer where it will cease to rattle. The rattle (if any) will not damage or have any adverse effect on the shock.

Spring Installation (see figure 2):

- Install cam adjuster to the minimum setting (lowest point on preload ramps).
 - Install plastic body protector insuring that the protrusion seats into the cam adjuster.
 - Make sure piston rod is fully extended and bump rubber/washer are pulled down at least 1 inch (25mm).
 - Mounting Springs:
 - If shocks come equipped with single spring only, mount spring on shock and go to Procedure E below.
 - If shocks come with dual springs, install short spring, plastic separator, long spring and go to Procedure E.
 - Install top cap (with decal) and using a spring compressor tool, compress the spring(s) enough to install the retaining clip (F), release the spring slowly, making sure the spring retainer clip seats fully in the top cap and the shock spring.
- Install assembled shock absorbers onto motor cycle and tighten mounting nuts/bolts to proper torque specifications (consult your service manual for correct specifications).
 - Reinstall any accessories removed in accord with their mounting instructions, while watching for possible clearance issues. The bushings in the shock eyes are designed to allow a certain amount of rotation and deflection necessary for proper operation, and binding and/or metal-to-metal contact must NOT occur throughout this range of movement. If any accessories bolt to – or near – the shock mounting points it is crucial that there is no metal to metal contact with a minimum clearance of .02” from the shock be maintained through its range of motion to insure no binding or contact occurs.
 - Make sure both cam adjusters are adjusted to the minimum setting (see figure 3).
 - Test ride.
 - If excess bottoming occurs, adjust preload cam to a higher setting on both shocks. (See Figure 3) If bottoming persists after adjusting to the highest setting, a spring with a higher rate may be required. For easier spring preload adjustments, put a small amount of cam adjuster lube (supplied) on the sliding surface prior to rotating the cam (see figure 4). If excess topping occurs with the cam at the minimum setting, a spring with a lighter rate may be required. Note: The 12 Series Shock has a hydraulic anti-topping design which slows the rebound damping dramatically towards the end of the shock travel. This damping feature helps keep the motorcycle stable as the shock returns from compression.
 - Maintenance: Shock bushings should be checked and cleaned at periodic intervals.
 - For balanced suspension, we highly recommend the installation of a pair of our progressive rate fork springs.

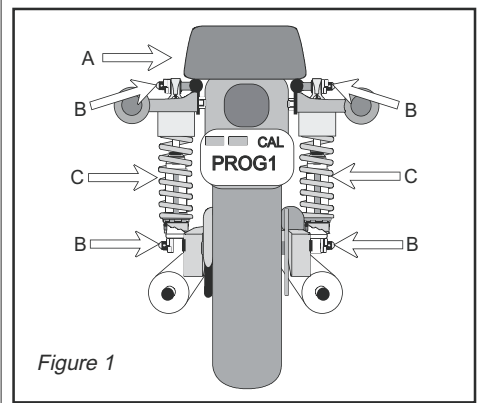


Figure 1

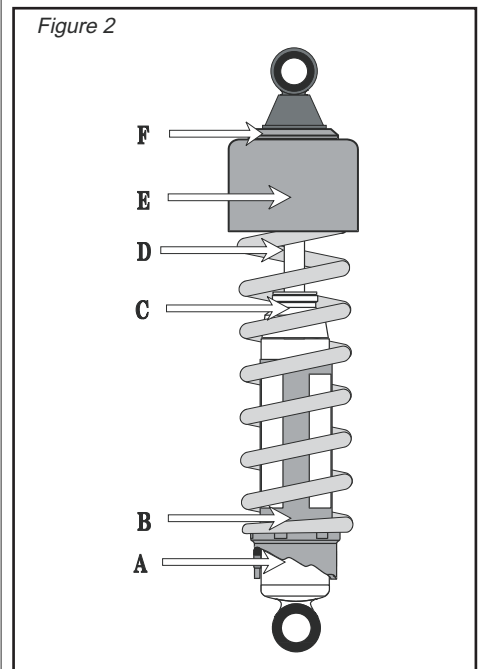


Figure 2

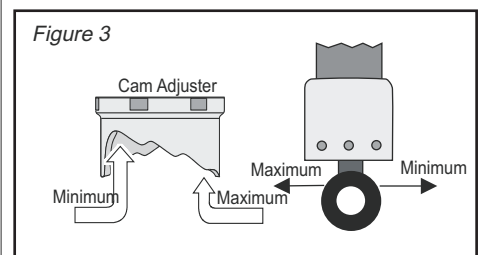


Figure 3

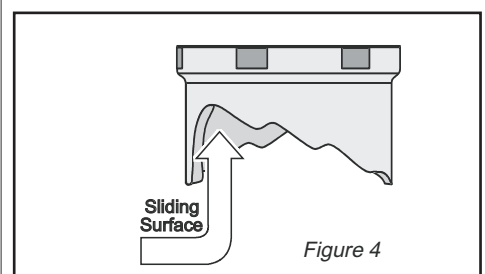


Figure 4



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The use of lowering blocks on Progressive Suspension shocks is not recommended. Use of a lowering kit may void the warranty or damage the shock/motorcycle.

Make sure that proper bushings/sleeves are installed in the shocks. Improper bushings/sleeves can cause unsatisfactory and/or unsafe operation (see the instructions packaged with the mounting hardware).

Installation

NOTE: Due to assembly requirements, the bump rubber and washer on the shock shaft are positioned where the washer may rattle slightly. A few miles of normal riding will position the washer where it will cease to rattle. The rattling will not damage the shock or have any adverse effect on shock operation.

1. Place the motorcycle on the center stand so the rear wheel is slightly off the ground.
2. Using a current Honda shop manual remove the old shocks and note location of mounting hardware. If additional accessories are installed on your motorcycle please refer to their mounting instructions for removal to gain access to shock.

GL1000 (all) skip steps 3-6, go directly to step 7.

3. On GL1100/1200 it will be necessary to remove the airlines, 3-way joint and low pressure switch(80-82).

Caution: Make sure to reinstall bolts removed from 3-way joint as they secure rear brake linkage.

4. To eliminate the low pressure warning light ground the light blue wire disconnected from the pressure switch.(80-82 only)
Note: warning light will momentarily come on when ignition is activated.

Installation (cont.)

5. On GL1100 install one 10mm sleeve into lower left shock eye.(Fig. 1)
 6. On GL1200/1500 install one 14mm sleeve in the lower eyes.
 7. On GL1000 install two 10mm washers between clevis and shock mount on swing arm. (Fig. 2)
 8. Install one (1) washer to each side of the top eye. (Fig. 3)
 9. Before installing shock assemblies onto motorcycle the following cam adjuster settings are recommended. (Fig. 4)
 - A. Minimum to 1st notch-rider weight up to 180lbs, light luggage, occasional passenger.
 - B. 2nd, 3rd Notch- rider weight 180lbs-up, full dress, trailer, occasional passenger.
 - C. Maximum- full dress, two up, trailer, side car, etc.
 10. Install shock assemblies onto motorcycle and tighten mounting bolts/nuts to proper torque.
 11. Reinstall any accessories removed in accord with their mounting instructions, while watching for possible clearance issues. The bushings in the shock eyes are designed to allow a certain amount of rotation and deflection necessary for proper operation, and binding and/or metal-to-metal contact must NOT occur throughout this range of movement. If any accessories bolt to – or near – the shock mounting points it is crucial that there is no metal to metal contact with a minimum clearance of .02” from the shock be maintained through its range of motion to insure no binding or contact occurs.
 12. Test ride: if excess bottoming occurs, adjust cam to a higher setting.
- For easier spring preload adjustments, put a small amount of cam adjuster lube (supplied) on the sliding surface prior to rotating the cam (see figure 5).
13. Ride and enjoy.....Safely..

