



Installation Instructions 12 Series Rear Shocks HONDA GL1000/1100/1200/1500

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.

Warranty

Progressive Suspension warrants to the original purchaser this Part to be free of manufacturing defects in materials and workmanship for a period of one (1) year from the date of purchase. In the event warranty service is required, you must call Progressive Suspension immediately with a description of the problem.

If it is deemed necessary for Progressive Suspension to make an evaluation to determine whether the part is defective, a return authorization number will be given by Progressive Suspension. The parts must be packaged properly so as to not cause further damage and returned prepaid to Progressive Suspension with a copy of the original invoice of purchase and a detailed letter outlining the nature of the problem. If after the evaluation by Progressive Suspension the part was found to be defective it will be repaired or replaced at no cost to you. If we replace it, we may replace it with a reconditioned one of the same design.

Progressive Suspension shall not be held liable for any consequential or incidental damages resulting from the failure of a Progressive Suspension part. Progressive Suspension shall have no obligation if a part becomes defective as a result of improper installation or abuse.

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.

Follow instructions in an authorized shop manual or take the motorcycle to a competent dealer.

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

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..

