



# INSTALLATION INSTRUCTIONS

Monotube Cartridge Fork Kit 2001-2017 Honda GL1800



## ATTENTION!

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



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



This symbol means there is the possibility of damage to the vehicle.

### NOTE:

*Information of particular importance has been placed in italics.*

## IMPORTANT NOTICE

**Caution:** Removing and replacing fork components must be performed by a qualified mechanic or according to steps outlined in a professional workshop manual that related to your particular make, model and year motorcycle.

The vehicle must be securely blocked to prevent it from dropping when the forks are removed. Failure to do so can cause serious damage and / or injury.

Progressive Suspension Monotube Cartridge Fork Kits are designed to work with the OEM (Original Equipment) forks. Use of this product on any forks other than OEM may produce an unsatisfactory ride and void the warranty.

## LIFETIME LIMITED WARRANTY

Progressive Suspension warrants to the original purchaser this part to be free of manufacturing defects in materials and workmanship with a lifetime limited warranty. 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.





## INSTALLATION

- Read all the instructions carefully before installing this kit on your motorcycle. Use your factory authorized service manual as a reference while installing this kit. Special tools (such as a 45mm fork-seal driver) may be required.
- Support and lift the motorcycle securely so the front wheel is off the ground. The lift point should be toward the front of the engine.
- Remove forks according to instructions contained in your factory authorized shop manual.



*For maximum performance we highly recommend that the forks be disassembled, thoroughly cleaned, and inspected. When installing Progressive Suspension Monotube Cartridge fork kit, only a small amount (330cc left fork & 200cc right) of Honda SS-8 Suspension Fluid, which is required in the forks - **DO NOT USE MORE THAN 330cc IN THE LEFT FORK & 200cc IN THE RIGHT!** - This is used only for lubricating the internal moving parts. The cartridge dampers are sealed. Changing the volume or viscosity of the oil is **NOT** recommended and could cause damage and/or loss of control.*

- The Progressive Suspension Monotube Cartridge fork kit is a direct replacement of your stock internal fork components. You will however be re-using the stock bottoming-cone in the right fork, as well as the piston rings, wire rings and check-valve components from the anti-dive system in the left fork.



While the installation of this Monotube Cartridge fork kit will not change the compressed length of the front forks, we have found that some bikes may not have adequate clearance between the fender, fairing and / or accessories. So we recommend with the forks springs removed from both forks, re-install the forks, fender, wheel and anything else you may have removed and lift the front forks, or lower the bike to completely compress the front forks. With the forks fully compressed, check for adequate clearance between the tire, fender, fairing, crash bar, accessories, etc. while turning left to right - lock-to lock. You must correct any clearance issues prior to installing this kit to avoid vehicle damage and/or vehicle control problems.

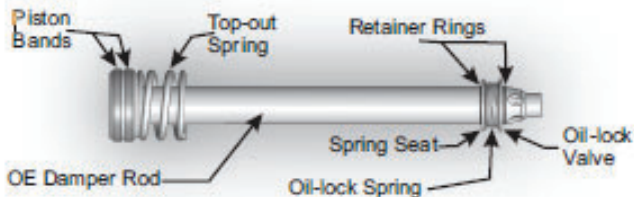
- After removing both forks, start with the left non-cartridge fork and remove the fork cap, then remove the spacer, washer, & fork spring.



**CAUTION: the fork cap is under spring pressure and care must be taken as it is removed to avoid injury!** Keep downward pressure on the cap as you unscrew the final threads, this will minimize the spring “jump” that will occur as soon as the cap is fully un-threaded.

**BE CAREFUL!**

- Drain the fork oil, and completely disassemble the left fork per a factory authorized shop manual. Remove the bottom fork center bolt and sealing washer. If the damper rod spins, temporarily re-install the spring, spacer and cap and then try again.
- Then remove the dust seal and fork stopper snap-ring. Slide the inner fork tube out of the lower slider.
- Carefully remove the two retainers rings, oil-lock valve, oil-lock spring, and spring seat from the protruding portion of the damper rod and set them aside - you will be re-using them. Now you can remove the damper rod & top-out spring from the fork. Carefully remove the two piston bands from the top of the damper rod as you will be re-using them as well.



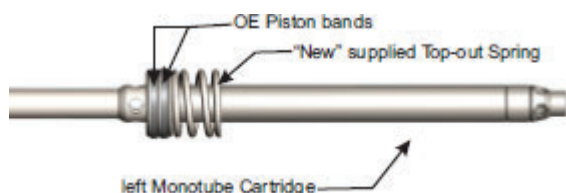
- The Monotube Assemblies come fully assembled with the proper amount of spring pre-load per fork. No additional pre-load spacers may be added to these assemblies.



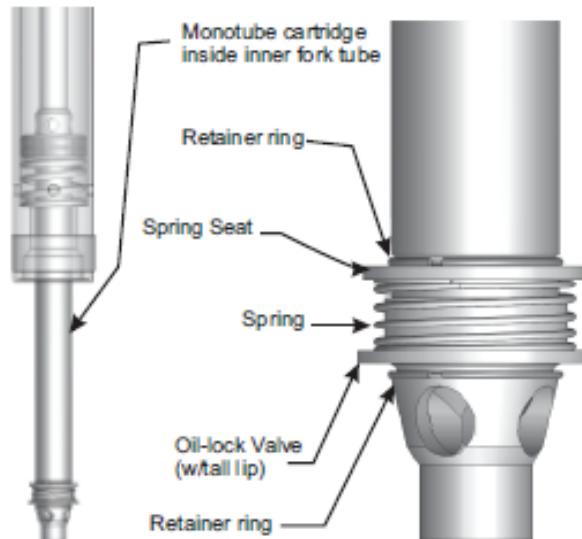
**DO NOT ADD ANY ADDITIONAL PRE-LOAD SPACERS OF ANY TYPE TO THE MONOTUBE ASSEMBLIES. DOING SO MAY CAUSE THE SPRINGS TO COIL BIND WHICH COULD DAMAGE THE FORK INTERNALS AND LEAD TO LOSS OF CONTROL.**



- Now put the damper-rod piston-bands (removed from the OE damper rod earlier) and one of the supplied top-out springs onto the left monotube assembly as illustrated. Align piston-band gaps 180 degrees from each other. **NOTE:** the left monotube assembly is the one that looks similar to the stock damper-rod on the end (see illustration below).



- Slide the left Monotube assembly into the fork tube, and install the oil-lock retainer ring, spring seat, spring, oil-lock valve, and the other oil-lock retainer ring (all removed earlier from the stock damper-rod) onto the end of the Monotube assembly protruding out the fork tube. It has to be assembled in that order - the same order it was on the stock damper-rod - as illustrated.



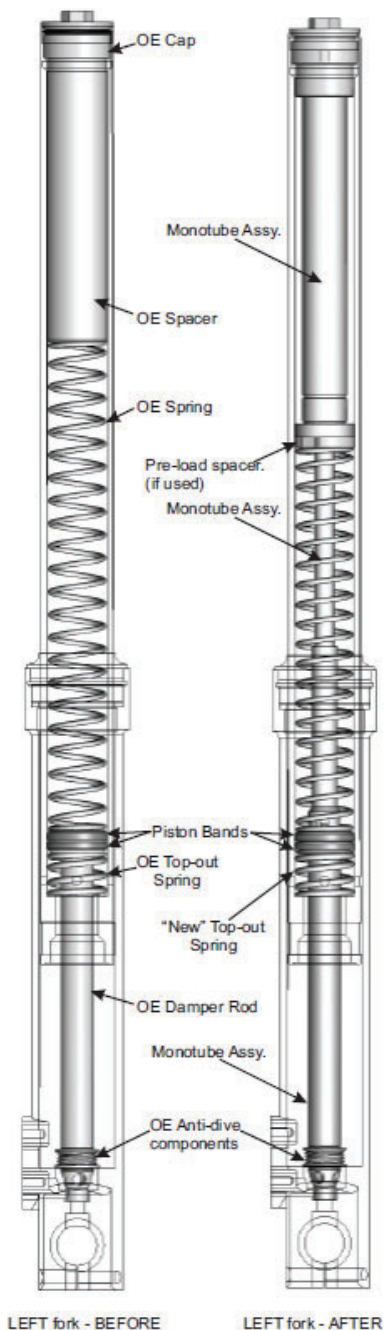
- Slide the inner fork assembly back into the left outer slider until the Monotube assembly is seated in the bottom of it, then put a drop of red thread-locking agent on the bolt that came out of the bottom of the fork and reinstall it (along with the sealing washer), tightening it up into the Progressive Suspension Monotube cartridge. Torque the bolt to the factory recommended specification of 20 N-m (14 ft. lbs.).
- Using a 45mm Fork Seal driving tool reinstall the guide bushing, back-up rings, oil and dust seals, and snap-ring back into the slider in the same order they came out per your factory authorized manual.
- Secure the fork assembly so you can fill it with fluid. This requires stroking the assembly to draw fluid from the inner fork tube in to the outer fork slider.



- **DO NOT USE MORE THAN 330cc OF FORK OIL IN THE LEFT FORK LEG WITH THE INSTALLATION OF THIS KIT. FILLING THE LEFT FORK WITH MORE THAN 330cc OF FORK OIL MAY CAUSE THE FORKS TO HYDRAULIC LOCK, WHICH MAY CAUSE SEAL FAILURE, POOR PERFORMANCE AND/OR LOSS OF CONTROL.**

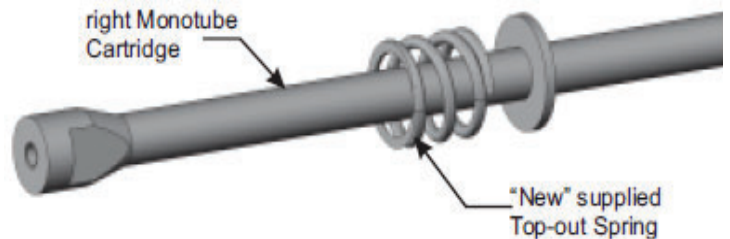
## LEFT FORK INSTALLATION (CONTINUED)

- Pour 330cc of Honda SS-8 Suspension Fluid in the **LEFT** fork, pausing to stroke the assembly to get the fluid into the outer fork slider. Failure to do this will cause the required amount of fluid to overflow. This fluid is to lubricate moving parts and to assure proper function of the stock anti-dive system.
- Once the proper amount of fluid is in the fork assembly, slide the inner fork tube up and install the supplied fork cap. Torque the cap to the factory recommended specification of 23 N-m (17 ft. lbs.)
- Below is an illustration of “before” and “after” basic assembly of the left fork.



## RIGHT FORK INSTALLATION

- Installation of the Progressive Suspension Monotube kit in the right fork requires less disassembly of the right fork. There's no need to separate the inner fork tube and outer slider, thus no need for fork seal removal and re-installation.
- Loosen the right fork cap from the inner fork tube and separate the two components. Before sliding the inner fork tube down too far, tilt the right fork assembly over and pour out as much of the fork oil as possible.
- Since you're replacing the entire stock cap, spacer, spring, and cartridge assembly there's no need to disassemble these components. Once you've drained as much oil as possible, slide the inner fork tube all the way down and while keeping it there remove the bottom fork center bolt.
- Keeping the inner fork tube compressed (to hold the bottoming cup in place), slide the stock cap, spacer, spring, and cartridge (including the stock top-out spring) out as a unit. Allow any remaining oil to drain as well.
- Prepare the right Monotube cartridge assembly by sliding one of the supplied top-out springs over the bottom to the Monotube cartridge assembly as illustrated below.



- Then guide the right Monotube cartridge assembly into the still compressed stock right fork assembly, seating the bottom of the Monotube cartridge assembly in the bottoming cup in the stock fork assembly. Put a drop of red thread-locking agent on the bolt that came out of the bottom of the fork and reinstall it (along with the sealing washer), tightening it up into the Progressive Suspension Monotube cartridge. Torque the bolt to the factory recommended specification of 20 N-m (14 ft. lbs.)
- Secure the fork assembly so you can fill it with fluid. This requires stroking the assembly to draw fluid from the inner fork tube in to the outer fork slider.



**DO NOT USE MORE THAN 200cc OF FORK OIL IN THE RIGHT FORK LEG WITH THE INSTALLATION OF THIS KIT. FILLING THE RIGHT FORK WITH MORE THAN 200cc OF FORK OIL MAY CAUSE THE FORKS TO HYDRAULIC LOCK, WHICH MAY CAUSE SEAL FAILURE, POOR PERFORMANCE AND/OR LOSS OF CONTROL.**

- Pour 200cc of Honda SS-8 Suspension Fluid in the RIGHT fork, pausing to stroke the inner fork tube to get the fluid into the outer fork slider. Failure to do this will cause the required amount of fluid to overflow. This fluid is to lubricate moving parts only. Changing the volume or viscosity is not recommended and may result in poor performance, damage, and/or loss of control.
- Once the proper amount of fluid is in the fork assembly, slide the inner fork tube up and install the supplied fork cap. Torque the cap to the factory recommended specification of 23 N-m (17 ft. lbs.)
- Reinstall the forks and all the other components on the motorcycle per your factory authorized manual being sure to double check all the fasteners for proper torque per said manual.
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics.

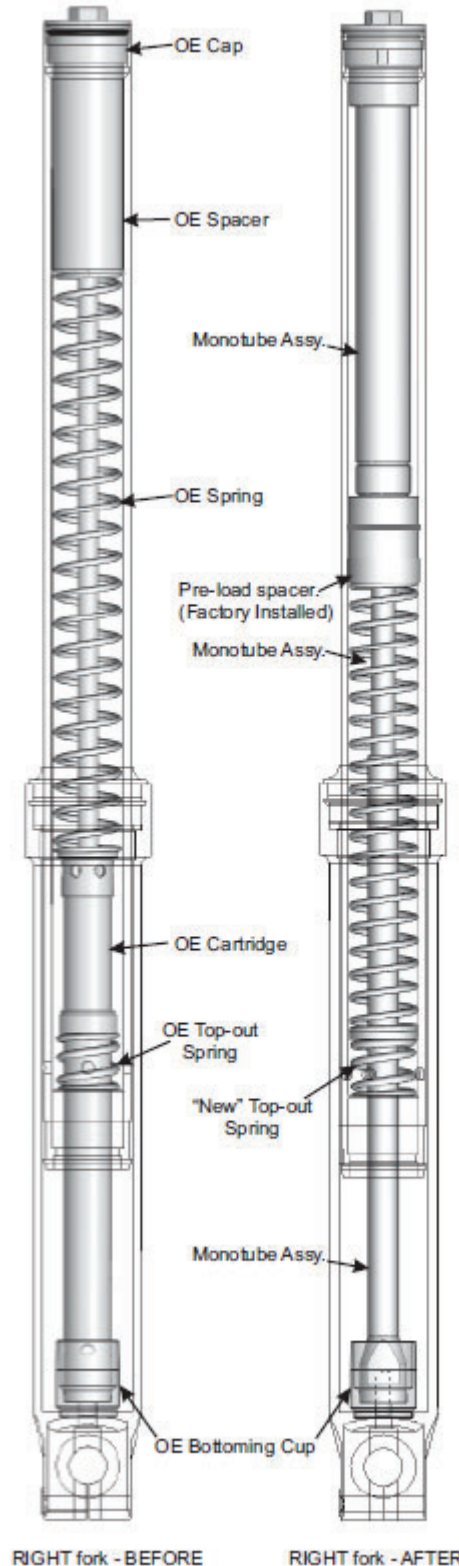


**DO NOT ADD ANY ADDITIONAL PRE-LOAD SPACERS OF ANY TYPE TO THE MONOTUBE ASSEMBLIES. DOING SO MAY CAUSE THE SPRINGS TO COIL BIND WHICH COULD DAMAGE THE FORK INTERNALS AND LEAD TO LOSS OF CONTROL.**

### TECHNICAL INFO

Our technical staff will assist you if you have any problems or questions. Call (714) 523-8700 from 8am to 4pm PST.

- Below is an illustration of the “before” and “after” basic assembly of the right fork.





714.523.8700

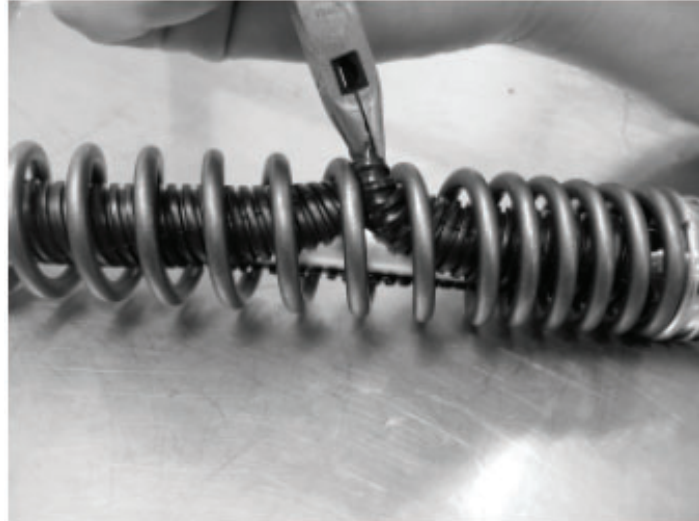
## Fork Monotube Kit Packaging Supplement

### VERY IMPORTANT!

BE SURE TO REMOVE THE PLASTIC TUBING FROM INSIDE THE MAIN SPRINGS ON BOTH MONOTUBE ASSEMBLIES PRIOR TO INSTALLING THEM INTO YOUR FORKS!

THESE PLASTIC TUBES ARE FOR SHIPPING PURPOSES ONLY.

ONCE THE TUBES ARE REMOVED - CARE SHOULD BE USED TO NOT ALLOW THE SPRINGS TO STRIKE THE DAMPER ROD SHAFT AS DAMAGE TO THE SHAFT MAY OCCUR WHICH COULD LEAD TO SEAL FAILURE.



[HTTP://WWW.PROGRESSIVESUSPENSION.COM](http://www.progressivesuspension.com)



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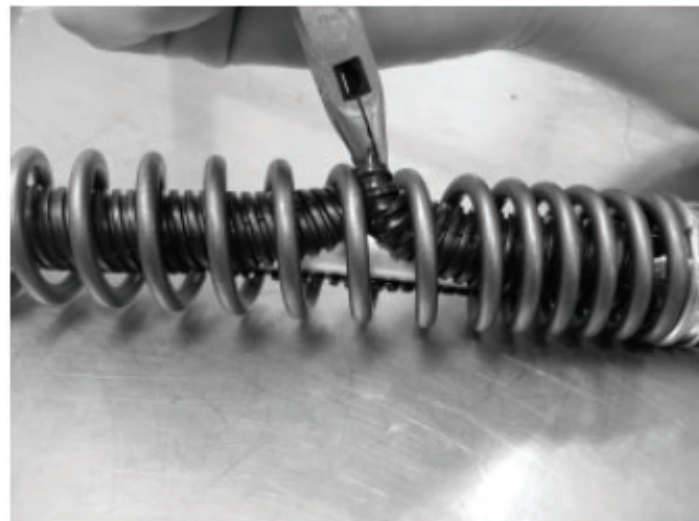
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## Monotube Fork Kit

# WARNING

THIS KIT REQUIRES FORK OIL VOLUMES THAT ARE DIFFERENT THAN FACTORY SPECIFICATIONS.

CAREFULLY FOLLOW INSTALLATION INSTRUCTIONS USING THE FORK OIL VOLUMES AS SPECIFIED IN THE INCLUDED INSTRUCTIONS.

**DO NOT USE MORE FORK OIL THAN SPECIFIED  
IN THE INCLUDED INSTRUCTIONS!**

LOSS OF VEHICLE CONTROL AND / OR DAMAGE TO YOUR FORKS OR THE CONTENTS OF THIS KIT MAY RESULT

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Instr# 3081-031 Rev B

## Monotube Fork Kit

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