



Air Shocks

GL1500 Installation Instructions

Caution: In order to function properly, it is extremely important that the installation instructions be thoroughly read before installation starts.

Note: A small amount of oil seepage from the air fitting may occur during shipment. This does not affect the performance of the shock. Under **no** circumstances should you add any additional oil.

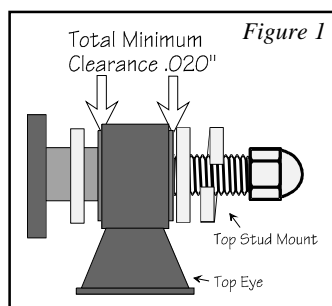
Caution: The GL1500 must be securely positioned on the center stand before the stock shocks are removed.

1. The entire tail/trunk/saddlebag section can be removed in one piece with a helper. Please refer to your Honda service manual for detailed instructions.
2. Release any air pressure in the stock Honda air system. Remove the stock air line from the right side shock and then remove both shocks.
3. With the exception of the shock mounting sleeves (see figure 1), it is mandatory that the shock absorbers do not make contact with any part of the motorcycle. Damage can result if they are not mounted with adequate clearance.

Warning! Tire-to-fender clearance may be affected when tires other than original equipment are installed. If the non-stock tire diameter and/or width is larger than stock, the non-stock tire could touch the underside of the fender resulting in an unexpected braking action which could cause an accident and possible injury.

Warning! The use of lowering blocks is not recommended and will void the warranty.

4. Progressive Air Shocks are mounted in the same location as the stock GL1500 shocks. Make sure the air fittings face to the rear.
5. **Caution:** A minimum clearance of .020" must be maintained between the shock bushing and the mounting brackets (See figure 1) on the top shock mounts. Use supplied washers (one on each side of bushing) to adjust for this clearance. If the minimum clearance is not maintained, the shocks could bind causing damage and/or handling problems.

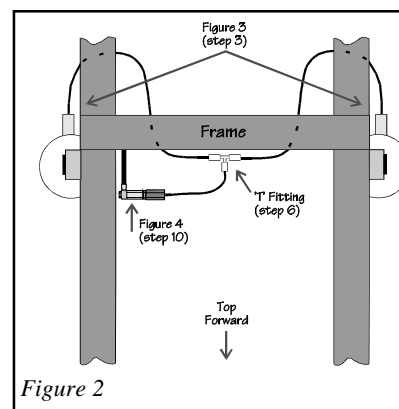


6. Install one 14mm sleeve into each lower eye.
7. After bolting up the Progressive Suspension shocks, check for clearance around the fender, frame, disc brake, shaft drive unit, swingarm, accessories and any other possible obstruction that could cause interference with the shock. Remember that the shock pivots slightly during compression and this must be taken into consideration.
8. Tighten bolts/nuts according to the torque specifications in your GL1500 service manual.

Note: For complete, balanced suspension, we highly recommend the installation of our progressive rate fork springs (order #11-1152) for your 'Wing'. Also, an extension fill hose that allows you to fill tires, etc. from your air compressor is also available (order #EXT-3).

Air Line Installation

1. Run a sufficient length of air line from left shock to the right shock. Leave a small amount of slack in hose near each shock absorber to allow for the slight movement of the shock. Do not install hose near exhaust system, battery or any other sharp edge or seat movement. See figure 2 for air line and "T" fitting diagram.
2. Keep hose ends clean during installation because dirt can cause air leaks.
3. Install hose connector, tube clamp and two O-rings onto one end of the air hose (see figure 3). Apply rubber lubricant (soap solution *not* oil!) to the O-rings to ease installation on the air hose and into the shock absorber inlet. Plastic connector should just bottom on fitting. **Do not over tighten!** The function of the nut is to hold everything together, the O-rings do the sealing. Finger tighten only. (Maximum of 10 in./lb.)
4. Repeat step 3 on the other shock fitting.



5. Cut the air line near the right shock and install the "T" fitting. When cutting the line, be sure the cut is "square" for proper fitting.
6. Insert each air line through nuts on "T" fitting and tighten snugly. **Do not over tighten!**
7. Locate stock air line that ran from air compressor to the stock right air shock.
8. Screw the supplied adaptor onto the air line (see figure 3). Tighten by hand as far as you can go, then lightly snug it tight with a wrench.
9. Run a short piece of air line from "T" fitting to adaptor and install to the "T" fitting per #6.
10. Install hose connector, tube clamp and two O-rings onto end of air line that will attach to adapter (see figure 4). Apply lubricant (soap & water) to the O-rings to ease installation. Hand tighten only. (Maximum of 10 in/lb.)
11. Do not allow air lines to have excess slack and/or sag below the frame.
12. Testing: Inflate system to 50 psi. Apply soapy water solution to all-connections and check for air leaks. If there are any leaks, disconnect the suspected fitting and check for dirt or damage to the air line or O-rings. Remove any dirt or foreign matter, re-lubricate the O-rings and reinstall.

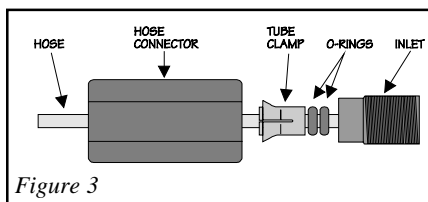


Figure 3

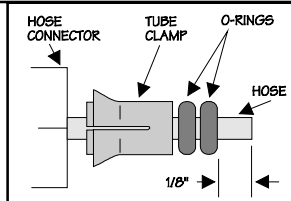
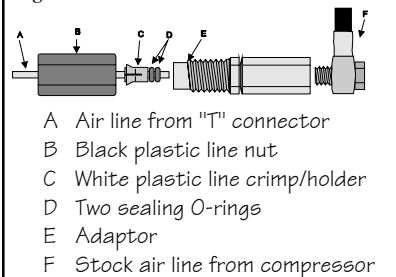


Figure 4



- A Air line from "T" connector
- B Black plastic line nut
- C White plastic line crimp/holder
- D Two sealing O-rings
- E Adaptor
- F Stock air line from compressor

Air Pressure Recommendations

1. Minimum air pressure: 0 psi, recommended maximum: 100 psi. All air pressure readings should be taken statically (motorcycle on the center stand, rear wheel off the ground). We recommend using the same air pressure gauge consistently as readings may vary from gauge to gauge.
2. Ride height. With the motorcycle on the center stand (rear wheel off the ground). Measure the distance from the center of the rear axle to point vertical on the frame (see figure 5). Now take the bike off the centerstand and load the motorcycle with the rider, passenger, luggage, accessories and trailer (if any) and re-measure the same points. With the motorcycle loaded, this measurement should decrease

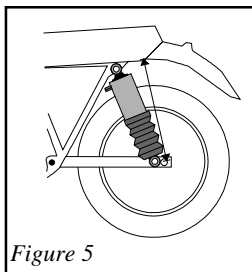


Figure 5

by approximately (1.0"-1.50"). Add or subtract air pressure to reach this recommended ride height (see step 4).

3. Now put the motorcycle back on the center stand (unload rear wheel) and take a new pressure reading with the same gauge. You now have a "ballpark" figure to refer to while on the road.
4. If you add or subtract weight from step 3, a "ballpark" air pressure recommendation is to increase/decrease air pressure 10 psi for each 50 lbs of weight variation.
5. Trailer tongue weight or accessories mounted behind the rear axle may require slightly more than the 10 psi per 50 lbs recommended ratio due to the weight being behind the axle.

Note: Achieving proper ride height is important for two main reasons:

1. Proper geometry and maximum stability.
2. To allow maximum suspension travel so the motorcycle will respond comfortably and safely to all road conditions.

Caution: Air pressure requirements above 70 psi will decrease shock life and indicates loads may be in excess of motorcycles recommended GVW (gross vehicle weight).

Caution: Under no conditions should more oil be added to the air chamber. The maximum recommended volume of oil with Progressive Suspension air shock or replacement damper cartridge is 6 oz. Use only Dextron ATF fluid or Progressive suspension shock oil. Order no. 5081

Miscellaneous

1. Seal Replacement: If it becomes necessary to replace the seal on a Progressive Suspension air shock, it can be done according to Progressive Suspension's Instructions #3065. Use Progressive Suspension Seals (Part #30-5041). If unavailable, Honda seals (Honda code 1062975 or 1534627) may be substituted.
2. Progressive air shock's are totally rebuildable for parts and instructions, contact your local dealer or Progressive Suspension if rebuilding becomes necessary. For air line spare part components, contact Progressive Suspension directly. Air line components are standard Gabriel automotive air shock parts so they may also be obtained at any auto parts store that carries Gabriel air shock components.
3. Fork Springs: For total suspension balance, we highly recommend installing a pair of Progressive Suspension Fork Springs, also available at your local dealer.
4. Thank you and good riding...