

GL1800 Heavy Duty Spring Instructions

Part #01-1179B

The Progressive Suspension Heavy Duty Spring (#01-1179B) is designed to replace your stock spring. To safely remove and re-install the spring, we recommend using Progressive Suspension's part number (#32-5509) or something similar. There are great forces in the form of spring preload involved and it is important to perform this procedure properly to prevent damage and/or injury from occurring. Please read all instructions before beginning this procedure. If you are uncertain about any part of the procedure, then have the work done by a qualified mechanic.

1. Adjust preload to the minimum setting. This will make the removal and re-installation of the spring easier.
2. Remove rear shock according to the steps outlined in your factory authorized shop manual. Be sure **NOT** to disconnect any hydraulic lines from the adjuster itself.
3. Clamp the shock upright in a vise— with the adjuster at the top. There is a set screw that goes through the adjuster casting and tightens onto the shock body to keep the adjuster from rotating. Mark the location of the set screw relative to the shock eye, then be sure to loosen the screw several turns before compressing the spring (see figure 1).

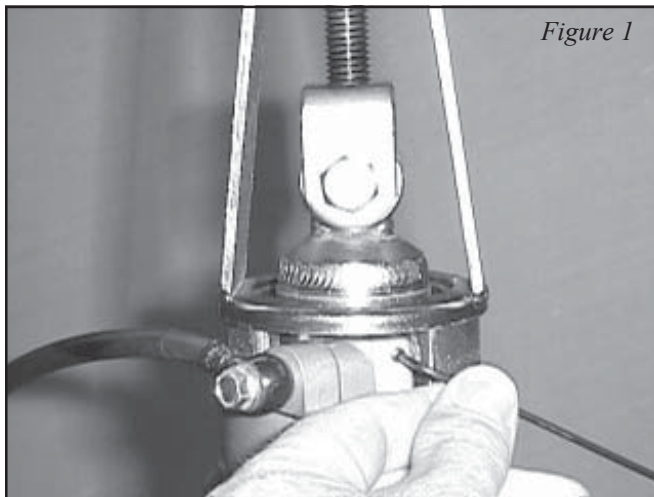


Figure 1

4. If you are not using Spring Tool (#32-5509), then you will need to compress the spring safely, without damaging the hydraulic preload adjuster. Compress the spring just far enough to remove the retaining ring just below the top edge of the preload adjuster (see figure 2).



Figure 2

5. Remove the retaining ring and carefully release the tension on the spring. Once the tension is completely released remove preload adjuster and the spring.
6. To install the new spring, simply reverse the process. Note that the smaller end goes toward the hydraulic preload adjuster.

Once you've re-installed the shock back on the motorcycle (according to the factory authorized manual) you'll need to properly set your "sag". Generally speaking, you want the difference between fully extended and the rider sitting on the bike, ready to ride, to equal about one third of the total wheel travel. This measurement needs to be made from the axle to a fixed point on the chassis directly above it. Go Ride!