

Here are instructions with pictures of a rear shock rebuild on a GL1200 Goldwing. Filmed and performed by Gambler, from San Jose California, and copied from the Steve Saunders Goldwing page forums at this link: [http://www.goldwingfacts.com/forums/view\\_topic.php?id=14189&forum\\_id=1&highlight=gl1200+shocks](http://www.goldwingfacts.com/forums/view_topic.php?id=14189&forum_id=1&highlight=gl1200+shocks)

All credit and thanks are given to "Gambler" from San Jose, California. ***Many Thanks!!!***

I rebuilt the **shocks** this weekend on the 1200, after a short ride, worth the work. I will post some pics, I think I see more shock questions then anything else. Maybe help someone doing the same thing. The fluid that came out was brown and smelled burnt. Also there was less than the recommended 10.5 oz's in there. I used a hand pump to pop the seal after removing the circlip.



this is a shot of the stock springs and the progressive springs (progressive springs are the gold ones)



this is the tool I made to compress the springs. it consists of 2 1&1/2 inch floor flanges, the top flange is bored out to 2.125(approx. 2&1/8 inch diameter). the bottom flange has a standard plug screwed in to hold the shock end. the threaded rods are 3/8 by 16 allthread, 2 foot long. I double bolted the top flange with grade 8 nuts and hardened washers. The drive nuts are grade 8 with 2 greased hardened washers to reduce galling and friction. use at your own risk, but it worked for me.



another shot of the tool. bottom of the tool.



this is the top.oh just in case anyone is still using that old outdated metric system, the top plate hole is 54 mm.



better view of the top plate hole. I stuck the tool into two holes in my workcenter, the holes were just a little too close together and this helped to hold the tool upright.



this is how it works, you have to compress the shock about 2 inches, then pop the top mounting off the shock body.



this is how I popped the top after compressing the shock about 2 inches.



and this is what you should get



and this, yes a posed shot.



then you have to unscrew the top from the lock nut. you need a 23mm wrench to hold the locknut, and a several sixteenths wrench(aka, adjustable) to loosen and remove the top mount.



then you back off the nuts on the tool and releive tension to remove the springs. then wash everything. this is what you will have

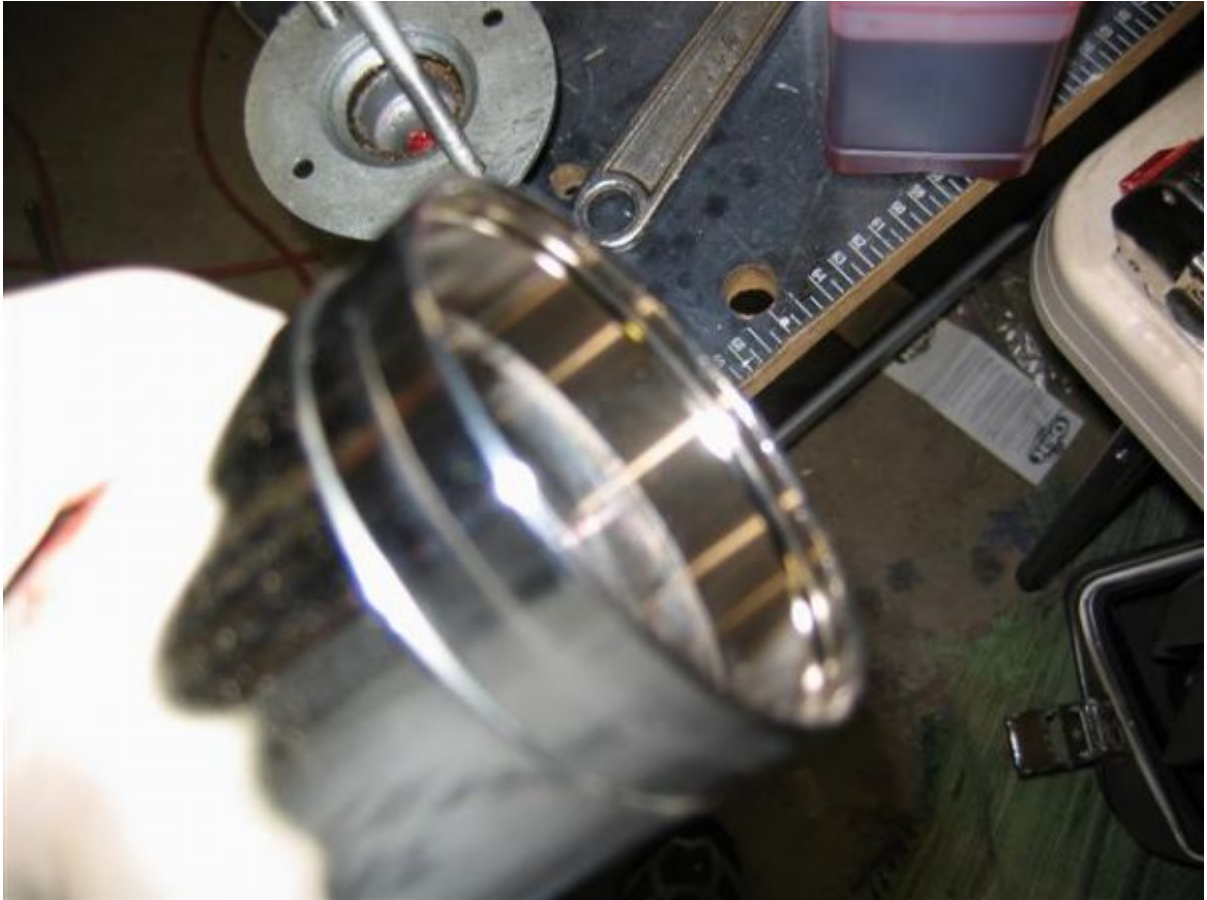


you will need a 11mm by 1.25 thread pitch tap to clean the old locktight from the top mount or it won't thread back on properly.





make sure you pump the damper and turn it horizontal to drain the old oil, I washed everything but the damper in simple green. I just wiped down the damper. this area is where I think some people make a mistake. if you scratch the area where you pry out the lower circlip, it will damage the outside of the seal, resulting in a leak when you reinstall it, so clean this area up with crocus cloth or fine emery paper.



ok, so you put the spring seat back on the damper and it should seat on the small circlip on the damper body, then load the springs with the plastic separator on the large spring. small spring inside.



next the body goes on, slide the black rubber bumper down and extend the damper so it sticks up. this was shot after compressing the spring until the locknut was above the body.



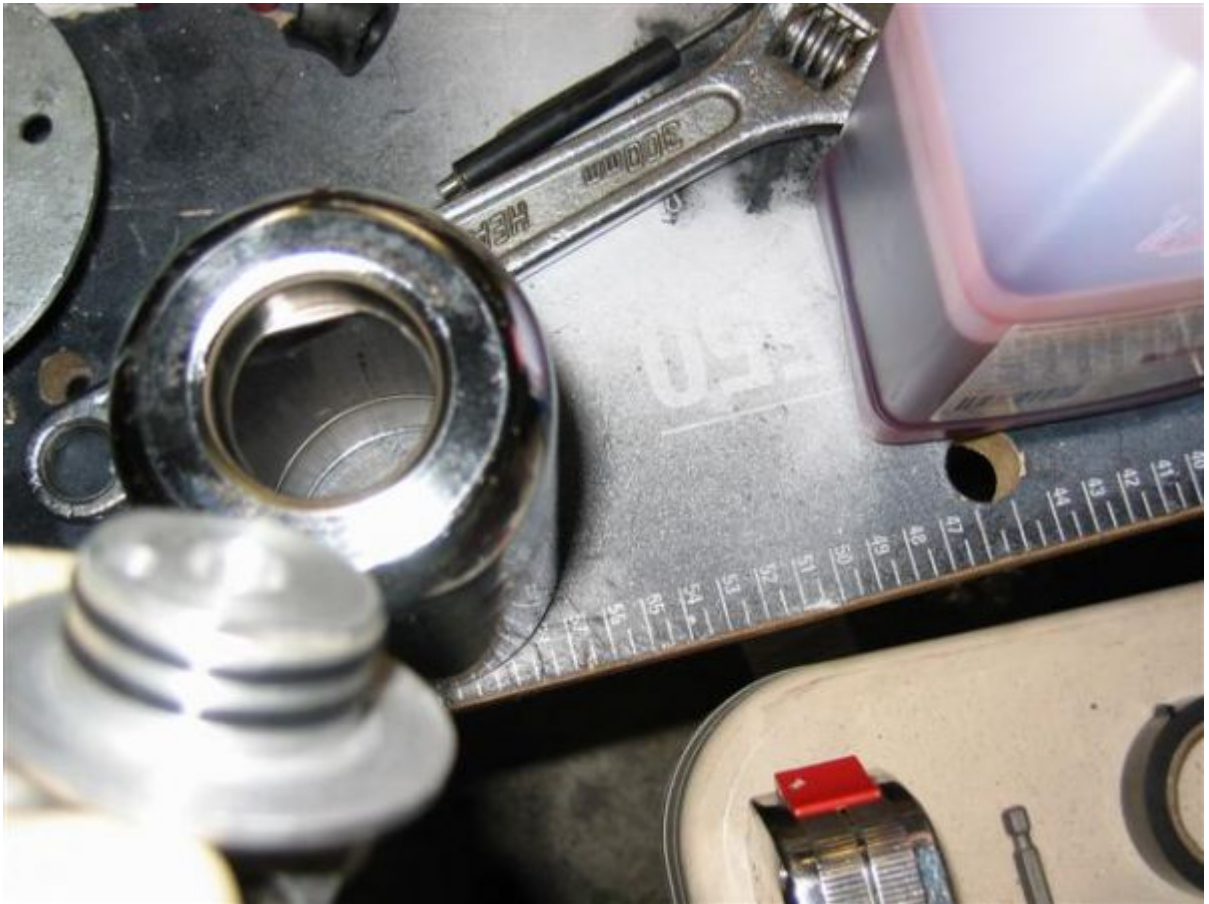
almost forgot, install the plastic guide bushing from the bottom before compressing the springs, it helps to keep the body from tilting. thats the gray ring right above my hand, push it up into the body.



next, put grease on the 2 o-rings and locktight into the threaded hole for the damper shaft



screw it on, notice that the body and the top mount are keyed by 2 flats, they must align.  
don't worry it's easy.



screw down the topmount and then tighten the locknut against the mount.



then loosen the nuts to uncompress the springs, as soon as the topmount gets close to the body of the shock push it down and rotate it to engage the 2 keyed flats, once you seat it and engage the flats you will only be able to rotate it slightly. then loosen the nuts to release tension on the springs. wa-laa (as the french would say).



next, install the 8mm by 1.00 thread pitch bolt in the air line hole and turn the shock upside down. remove the gray plastic guide ring and (you can grab it with pliers), fill with 10.5 ounces of atf.



next install the guide ring, then tape the bottom of the shock near the lower eye where the crimp is to prevent damage to the seal. then grease the inside of the seal and wet the outside with atf and push in into place. next install the steel seal seat and tap it down, then the circlip.



tapping the steel seal seat down to get room for to seat the circlip, wrap the damper shaft to protect it.



seal going on with the plastic guide.



I also changed the eye bushings. I used soap to slide them in. and a hammer handle to seat the lower eye sleeves



hey presto



thats it, any questions, post up and let me know. goodnight.

also, I got all the parts from Bike Bandit. they had to back order the rear shock springs, but they got them to me in about 8 days. I think progressive may be selling off new old stock and they may not make them anymore. I tried to buy the tool but they don't make that anymore either hence the homebuilt tool. the seals and bushings from bikebandit were original honda fwiw.

after riding for 2 days, I like the firmer ride, better control, less wallowing in sweepers. I haven't put any air in the front or rear and have not bottomed. also, the ride height is actually a little lower than stock springs with air. maybe a 1/2 inch. I recommend them, control is everything.

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"an update. I took the gf for a ride up to the mom's house and it felt like the bike was off a little. so I added 35 psi to the rear **shocks** and that made a major difference to the ride quality. one up and no air it was firm(maybe a little too firm), now two up it was harsh, but with the addition of air it was much more supple. soft, but with control and no wallowing. I hope that helps if anybody was thinking about doing the same thing."