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GL1800 Rebound Adjustable Fork Cap Installation Instructions

READ THESE INSTRUCTIONS ENTIRELY BEFORE YOU GO ATTEMPT TO SERVICE YOUR AK-20 EQUIPPED GL1800!!!

These instructions assume you are willing to purchase proper tools, and do a professional quality job. These instructions will only show you how to correctly do this job, without “shortcuts”, and without home-rigged devices and improper tools.

YOU WILL NEED A HONDA GL1800 SERVICE MANUAL TO PROCEED!!!

- You must preset the rebound adjuster before you install the fork cap. This will prevent you from having different adjustment ranges on each fork. Back the rebound screw all of the way out until it stops. **DO NOT FORCE IT**, it should lightly top out.
- Turn the screw in **three full turns**.
- Pull the cartridge rod up out of the fork and install compressor tool kit.
- Back the jam nut as far down the damping rod as it will go. This will allow you to fully thread the fork cap onto the damping rod.
- Thread the cap on until it stops turning. **DO NOT FORCE IT**.
- Tighten the jam nut to the fork cap. **DO NOT OVERTIGHTEN THIS NUT!!!** Firm pressure on the wrenches is all that is required. You will break the cartridge rod if you use too much pressure, no more than 12lbf-ft. Do NOT use Loctite!
- Slide the fork tube up to the fork cap and thread the fork cap down into the tube. Be careful not to cross-thread the cap. Do not use any thread locking agent. **DO NOT OVERTIGHTEN THE FORK CAP!!!** 6 ft/lbs of torque is all that is required (like a little tiny screw!!!).

WARNING!!!: Failure to back the rebound screw out from “full in” or “full hard” position can cause the fork to **respond slowly** and seem to “lock up”. The motorcycle will be **dangerous to ride** and a **crash can occur!!!**

Reassemble your motorcycle, and torque all fasteners to factory specification. **Do Not Overtighten!**