

Mounting Instructions Steering Damper



Content

- 1x ball joint with 3 washers, nut and allen head screw (rod)
- 1x preassembled bracket
- 1x Mounting Instruction

Required tools

- 1x spanner 13mm
- 1x spanner 10mm
- 1x spanner 8mm
- 2x hex key wrench l4 (4mm)
- 1x drilling machine
- 1x drill 6mm

- 1x caliper rule
- 1x hammer
- 1x center punch
- 1x drill, 6mm
- 1x 90° reamer
- 1x flat file
- 1x drilling machine

Note

- Mounting of this kit requires skill and dexterity.
- If it is too risky to you better let a specialist mount this kit for you.

Dismanteling

- Unscrew the frontaxle from the swingarm (4 screws).
- Mark and center punch the bottom side of the left steering bracket to the dims. shown in fig. 2.
- Drill a 6mm bore and deburr it outside with the reamer and inside with the flat file.

Mounting of the axle and bracket

- Screw the axle back to the swing arm with the 2 outside screws only.
- Push the screws of the brackets (fig. 1) trough axle and swing arm and screw them tight.
- Unscrew the red bush from the bracket and take off the ball joint with the rod.

Mounting of the ball joint with allen head screw

- Screw tight the ball joint with the 3 washers at the new drilled hole in the left steering bracket. (the 3 washers should be placed between the shoulder of the ball joint and the steering bracket)
- Put the red bush on the tread at the bracket while placing the rod in the groove.
- Screw on the red bush. Be sure the rod remains in the groove of the red bush (fig. 3).
- Never unscrew the yellow bushing, because the bolt adhesive could fail!

Adjusting

- If all bits are screwed tight, slowly turn the wheelz to the left and the right.
- Check the lock nut at the ball cup not to touch the swingarm and
- check the rod not to touch the lock nut of the right steering bracket (fig. 4).
- If the lock nut does touch the swingarm, flip the red bush upside down.
- If the rod clashes with the steering bracket nut, screw the rod a bit more in the ball cup.
- Turn the wheelz to maximum left and right and
- check the allen head of the rod stops in front of the red bush (if not adjust the rod accordingly).
- Screw tight the lock nut of the rod.
- Adjust the damper to desired friction (screw tight = more friction / screw loose = less friction).

Safety Advice

- Beware of the reduced ground clearance!
- Beware of the steering may be not return to straight automatically!
- Never slide over obstacles or similar, because the steering could jam!
- Check all screws and nuts to be tight ever before you start riding.
- Check the rod to be running clear in all positions ever before you start riding.

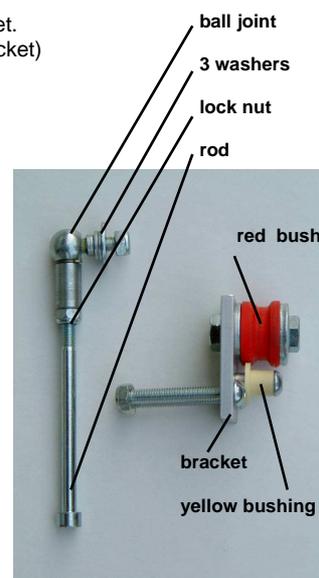


fig. 1

Underside of the left steering bracket

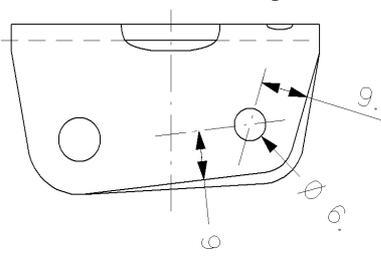


fig. 2



fig. 3



fig. 4