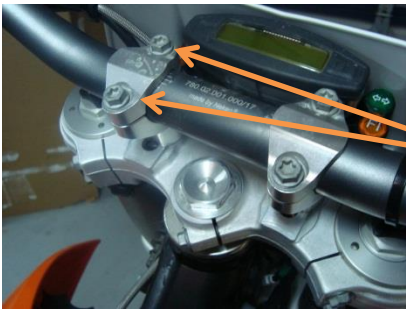


XRC STEERING DAMPER FITTING INSTRUCTIONS



STEP 1

Remove handle bar crash pad.



STEP 2

Remove both left hand handle bar clamp bolts and remove clamp.



STEP 3

Fit left hand XRC handle bar clamp with new longer M8 XRC front bolt.

Lightly tighten front bolt only sufficient to stop handle bars from rotating, when removing right hand handle bar clamp.



STEP 4

Remove stock right hand clamp and fit XRC right hand handle bar clamp with new longer M8 XRC front bolt. Also lightly tighten.

XRC STEERING DAMPER FITTING INSTRUCTIONS

The handle bars have 4 different positions they can be set in.

1. Front hole on triple clamp, bottom bar clamp rotated forward.
2. Front hole on triple clamp, bottom bar clamps rotated to the rear.
3. Rear hole on triple clamp, bottom bar clamp rotated forward.
4. Rear hole on triple clamp, bottom bar clamps rotated to the rear.

If using handle bar positions 1 or 2 follow **STEP 5** for fitting head stem clamp. Then go to **STEP 6**

If using positions 3 or 4 then follow **STEPS 5A – 5D**



STEP 5

Screw in the Head Stem pin and fully tighten locknut.
Then go to **STEP 6**.



STEP 5A

Apply Loctite the M6 countersunk screw.
Thread locker Loctite 263 or similar product.



STEP 5B

Screw extension arm to head stem
bracket with M6 countersunk screw.

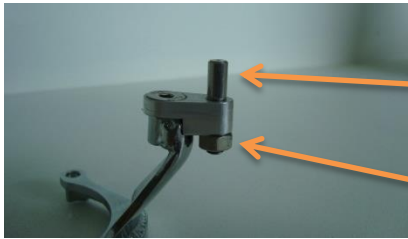
XRC STEERING DAMPER FITTING INSTRUCTIONS



STEP 5C

Tighten up M6 countersunk screw to 16Nm.

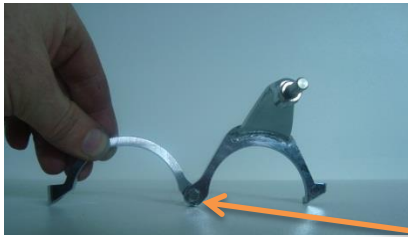
Note. Extension arm may try to spin while being tightened keep it as straight as possible.



STEP 5D

Insert M6 head stem pin with M6 nut underneath extension arm.

Tighten nut to 12Nm.



STEP 6

Assemble the 2 piece head stem clamp by sliding the 2 pieces together when fully opened, and then rotate towards fully closed position.



Note the clamp will not separate when the rotation has started.



STEP 7

Rotate handle bars fully toward the left hand side. Then slide the head stem clamp around the motorcycle frame tube, take care to ensure all wiring is clear of clamp.

Note. Some frames may have some excessively high welded area's that need to be filed or ground off a little. It is rare but can happen.

XRC STEERING DAMPER FITTING INSTRUCTIONS



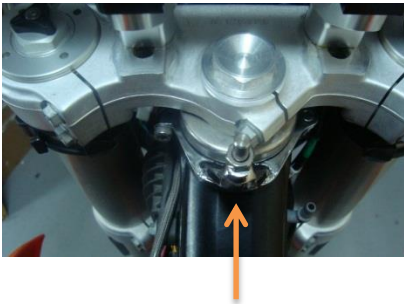
STEP 8

Close clamp around frame and rotate steering around fully to the right hand side.



STEP 9

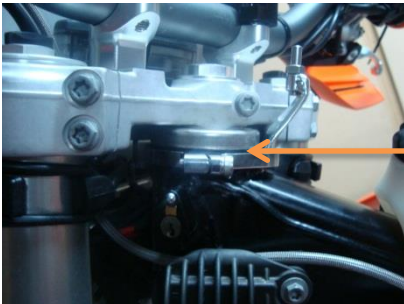
Fit M6 cap screw. Very lightly tighten so that head stem clamp can still slide around frame.



STEP 10

Line up the head stem pin with the centre of motorcycle frame.

Carefully by eye will be good enough.



STEP 11

Ensure that the head stem clamp and the frame tin shield are sitting as close to parallel as possible.

Not rubbing at the front or at the back.



NOTE.

Repeat steps 10 and 11 until they are both correct at the same time.

Only then tighten the M6 head stem cap screw to 12Nm.

XRC STEERING DAMPER FITTING INSTRUCTIONS



STEP 12

Apply Loctite to the 2 x M5 cap screws.

Thread locker Loctite 263 or similar product.



STEP 13

Insert the steering damper into position between handle bar clamps with the damper arm over the head stem pin.

Insert 2 x M5 cap screws with Loctite. Tighten to 8Nm.



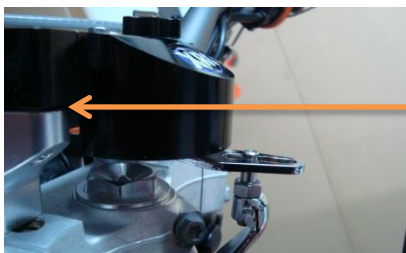
Note.

You may have to loosen slightly one or both of the front handle bar clamp bolts to get the damper to fit into its slot correctly.



STEP 14

Fit 2 x new longer M8 XRC rear clamp bolts, leave loose.



STEP 15

First tighten 2 x front bolts to 20Nm, this ensures that the damper will be sitting flat and flush in its mounting. This will leave a gap at the rear of clamps for pinching up the handle bar. Tighten 2 x rear bolts to 20Nm.

XRC STEERING DAMPER FITTING INSTRUCTIONS



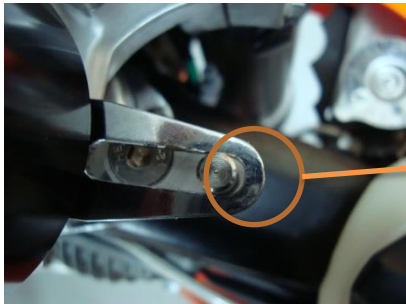
STEP 16

Double check all of the bolts have been tightened correctly.

Place the motorcycle on a centre stand & cycle the handle bars through their full range of movement, both to the left & right 10-12 times with the damper set on the lightest setting (counter clockwise) & then firmest setting (clockwise) 10-12 times. Ensuring that there is no binding of parts & the steering is functioning properly. You will feel a small amount of resistance from the steering damper while you are performing this test.

If using handle bar positions 1 or 2 go to **STEP 17**.

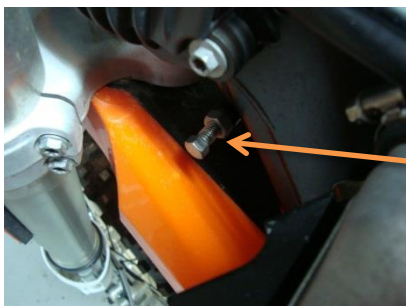
If using positions 3 or 4 follow **STEPS 16A – 16B**.



STEP 16A

Check that the damper does not run out of travel on rotation or at the end of slot.

When steering is on full left or full right.



STEP 16B

If damper does run out of travel unscrew the steering stops a little until they touch the bottom triple clamp before end of damper travel.

This will have little or no effect on how your bike turns when being ridden

XRC STEERING DAMPER FITTING INSTRUCTIONS

STEP 17

All that is left to do now is to go out and test ride your motorcycle and test out the XRC steering damper. Start off slowly ensuring that you get a feel for any changes in the handling. Give the damper a really good test.

Experiment with the full range of adjustment, minimum all the way on through to the maximum dampening. The adjuster has 1 full turn of adjustment.

Over a short period of time you will find your sweet spot on the adjuster, this will be your go to setting for the most part of your riding. From time to time over adverse track conditions you may dial up a bit more or less.

Most riders tend to find their sweet spot then leave it set there for 90% of their riding.

All of the handling changes you will feel are subtle and you may not notice a lot of them which is the way it should be. The damper should just do its job smoothing out your ride and straightening up the bike when it deflects off rocks, tree stumps, acceleration bumps, braking bumps, ruts etc, and of course stopping the dreaded head shake. This will lead to much less rider fatigue and a more enjoyable riding experience for you. In most cases your bike will feel more stable allowing you to charge harder and faster through obstacles without that uneasy feeling that you are about to get thrown off course at any second.

The best way to feel the difference the XRC steering damper makes to the way your motorcycle handles is to go down to your local test track and put in some laps. After 30mins or until you are really comfortable with the track where all good lines are and how your bike is handling. When you are at the point that you are really comfortable with the handling of the bike pull in to the pits and remove the head stem threaded pin, hit the track again you will feel the difference straight away. Cut a few laps then treat yourself pull in and re fit the head stem threaded pin and enjoy.

Here at XRC we believe in our product and how it improves the handling of your bike. We also believe that you should not really notice a great steering damper fitted to your bike. It should just do its job well without any negative trade-offs but you should sure as hell notice when you have taken it off your bike. The handling will just feel unstable and take away any of the confidence inspiring feeling when hitting all those obstacles that an offroad track throws at you. Now get out there ride and **have fun!**