

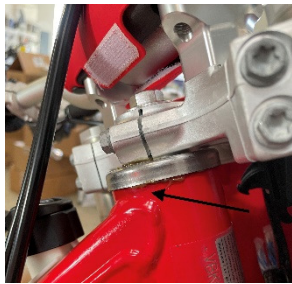
PRECISION RACING PRODUCTS KTM / Husqvarna / Beta / Gasgas

For detailed instructions please go to our website's information page or our YouTube page to watch an install video.

Point your iPhone's camera at the QR code, for Android download QR code app.



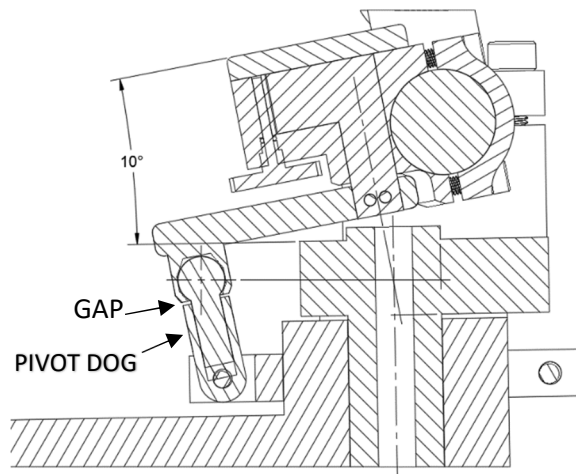
QR code install video / Ball adjustment tool for maintenance if needed / Speedometer spacer if needed



If you have a 3mm or larger gap between the bottom of the stock bearing cap and the top of the weld shown, you will not need to make any modifications to the mount or the weld. If the gap is under 3mm modifications may be needed to the clamps or to the weld.

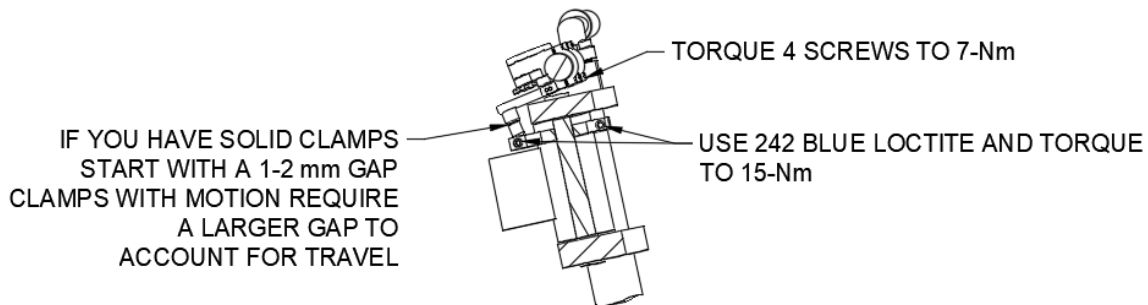
It is recommended that you have a qualified professional motorcycle mechanic install this damper. Please watch the video before installing the parabolic damper.

- 1) If your bike has rubber coned handlebar clamps you will need to replace them with the solid cones and bolts that were provided. Torque the locking nuts provided to 40 Nm.
- 2) Remove the top triple clamp, the O-ring and stem bearing cap.
- 3) Install the damper frame mount. Center it to the frame.
- 4) Torque the frame mount bolt to 15-Nm use 242 blue Loctite.
- 5) Pay attention to the direction the seal sits between the bearing cap and frame, grease the seal.
- 6) Install the shorter bearing cap that was provided, reinstall the O-ring on top of the bearing cap.
- 7) There needs to be clearance between the bottom of the cap and the mounting plate. If the cap is rubbing on the mounting plate, try tapping the mounting plate down with a soft hammer.
- 8) Re-install the top triple clamp and torque to factory specs.
- 9) Slide the rubber boot provided onto the pivot dog, smaller hole down.
- 10) Slide the pin that protrudes from the damper lever into the pivot dog. It is a tight tolerance fit.
- 11) Position the damper onto the handlebar, center the damper between the handlebar clamps. If you run solid non flexing handlebar clamps, rotate the damper down so there is a 1-2mm gap between the bottom of the lever and the top of the pivot dog. If you have flexing clamps like PHDS or Shock & Vibe you will want to have a larger gap approximately 6mm or however much motion your clamps have. Snug the 4 mounting screws.



The Damper is shown here with a 10-degree angle between the damper and the top of the triple clamp. This is a reference; the angle increases if the bars are positioned closer to the rider and decrease if the bars are further from the rider (position 3 and 4). In these further positions a larger gap between the lever bottom and the pivot dog is acceptable. The essence of the parabolic damper is that the center of the ball is perpendicular to the intersection of the steering stem and the damper's centerline. You will know if you have this correct in step 13.

- 12) Check to see that you can hit your steering stops, if you can not hit your stops try rotating the damper further down.
- 13) As the bars are rotated the pivot dog should only pivot 0-4mm. The pin will slide up and down several millimeters, this is normal.
- 14) Once you are sure you can hit your stops and the damper is centered you can tighten the 4 handlebar mounting screws to 7-Nm.

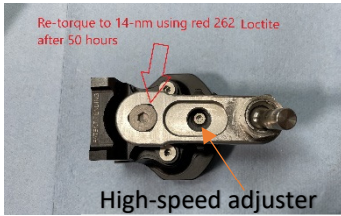


- 15) Slide the rubber boot up onto the bottom of the lever. Use the provided zip tie and tubing to keep the cables off the damper.



- 16) To ensure the mounting plate is seated well; turn the low-speed adjuster to 9, then slowly turn the handlebar to each side 3 times. It should be difficult to turn the bars. Check to see the mounting plate is still centered to the frame. Re-torque the mounting plate screw toward the front of the bike to 15-Nm

17) After 50 hours of use red 262 Loctite and re torque the flat head screw under the lever to 14-Nm. If you have an older unit with writing on the screw replace the screw with our new stronger screw that can be purchased on our website. The older screws cannot withstand 14-Nm of torque.



18) Setting the high-speed damping. This damper has a high-speed adjustment screw on the bottom side of the low-speed knob. A 2.5mm hex key is provided to adjust the high-speed adjuster. The low-speed adjustment affects the high-speed setting (just like your rear shock). The high-speed is preset at the factory to work well with the low-speed set to 5 (large knob). Refer to our video for a detailed description on this adjustment.



1) There are 6 lobes per turn of the high-speed adjuster (not clicks) If you cannot feel the lobes count 1/6 turns or the flats of the hex wrench. Here are some starting points to adjust your dampers high-speed. Turn high-speed screw full clockwise to off, and count lobes as you turn the 2.5mm hex counterclockwise. If you ride with 2 different low-speed settings, Set the high-speed adjuster based on the higher number of the two.

Low speed set to: Set the high-speed the number below:

0	13
1	11
2	9
3	7
4	5
5	4 Approximate
6	3
7	2
8	1
9	0

Maintenance: It is recommended that the oil is changed, and the linkage is greased every 100 hours to ensure a long damper life. Go to our website for instructions or send your damper to us for maintenance and rebuilds.

