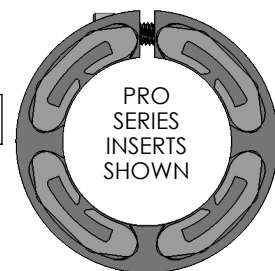
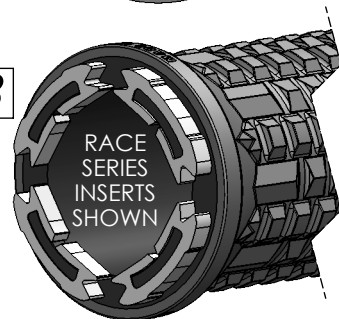


FIG. 2



PRO SERIES INSERTS SHOWN

FIG. 3



RACE SERIES INSERTS SHOWN

* SHOCK ABSORBING INSERTS WILL WEAR OUT OVER TIME. YOU'LL KNOW THEY NEED TO BE REPLACED WHEN YOUR GRIP STARTS TO MOVE (TWIST) BACK AND FORTH MORE THAN USUAL.

- BEFORE ASSEMBLY, PLEASE READ IMPORTANT INSTALLATION TIPS TO THE RIGHT. MAKE SURE THAT YOUR CLAMPS ARE PROPERLY FASTENED AFTER ASSEMBLY AND GIVE THEM A QUICK CHECK BEFORE EVERY RIDE.
- THREAD SCREW(D) INTO CLAMP(E) USING A 2.5MM HEX BUT DO NOT TIGHTEN
- CUT SHOCK ABSORBING INSERTS(C)* FROM TREE (FIG.1 ABOVE)
- INSTALL INSERTS(C) 1 OF 2 WAYS: **1.** PLACE INSIDE CLAMPS(E) (FIG.2)
2. SLIDE OVER EXTENSIONS ON GRIP SLEEVE(A) (FIG. 3)
- READ "TUNING THE GRIP" (PRO SERIES ONLY, RACE SERIES DOES NOT INCLUDE TUNING WASHERS) SLIDE TUNING WASHER(B) OVER EXTENSIONS ON GRIP SLEEVE(A) ACCORDING TO DESIRED SETTING
- ALIGN GRIP SLEEVE EXTENSIONS (A) WITH CORRESPONDING CAVITIES IN CLAMP(E) AND PUSH TOGETHER WHILE TWISTING BACK AND FORTH TO ENSURE PROPER ALIGNMENT. REPEAT FOR EACH GRIP END. MAKE SURE CLAMP SCREWS/SLOTS ARE ALIGNED ON EACH SIDE OF THE GRIP.
- SLIDE OVER HANDLEBAR BUT DO NOT TIGHTEN
- INSERT BAR END(F) INTO HANDLEBAR AND TIGHTEN (3MM HEX) WHILE FIRMLY PRESSING INWARD. GO AHEAD AND GET AFTER IT. YOU'LL WANT THE BAR END NICE AND TIGHT!
- FACE CLAMP SCREWS DOWNWARD AND PUSH/PULL GRIP OUTWARD TOWARD BAR END TORQUE THE **OUTER** CLAMP SCREW(D, 2.5MM HEX) TO **15 IN.-LB(1.7NM)**
- PUSH/PULL INNER CLAMP TOWARD BAR END, TORQUE **INNER** CLAMP SCREW(D) TO **15 IN.-LB(1.7NM)** THERE SHOULDN'T BE A GAP BETWEEN THE CLAMP AND GRIP SLEEVE WHEN PROPERLY INSTALLED
- REPEAT FOR OTHER SIDE AND **DOUBLE CHECK THAT ALL BAR ENDS AND CLAMP SCREWS(D) ARE TIGHT**
- REMINDER TO PLEASE READ "IMPORTANT INSTALLATION TIPS" ON THIS INSTRUCTION SHEET**

IMPORTANT INSTALLATION TIPS

- USING A 2.5MM HEX WRENCH (IN NEW CONDITION), CHECK CLAMP SCREWS BEFORE EACH RIDE AS PART OF YOUR STANDARD MAINTENANCE ROUTINE.
- GRIPS WILL NOT PERFORM PROPERLY WITH SIDE TO SIDE PLAY BETWEEN THE GRIP SLEEVE AND CLAMPS. BOTH CLAMPS SHOULD ALWAYS BE RIGHT AGAINST THE GRIP.
- IN SOME INSTANCES, A SMALL AMOUNT OF FRICTION PASTE IS NEEDED BETWEEN THE CLAMP AND BAR TO ENSURE THE CLAMP STAYS IN POSITION WHILE RIDING.
- OUR BAR ENDS ARE A KEY COMPONENT TO THE GRIP ASSEMBLY (ALTHOUGH THEY MAY SEEM OPTIONAL). IF A CLAMP IS NOT PROPERLY FASTENED AND LOOSENS UP WHILE RIDING, THE BAR END WILL HELP KEEP YOUR GRIP IN PLACE.
- INDUSTRY STANDARD HANDLEBARS ARE .875 DIAMETER. OUR LOCK-ON CLAMPS HAVE A WORKING RANGE FROM .865-.880. IF YOUR BARS ARE TOO SMALL THE CLAMP WILL TIGHTEN AGAINST ITSELF, AND NOT YOUR HANDLEBAR. THERE SHOULD ALWAYS BE A GAP BETWEEN THE TWO HALVES OF THE CLAMP WHEN FULLY TIGHTENED.

TUNING THE GRIP

THE GRIP WILL FEEL SOFTER (IN ALL DIRECTIONS) AS TUNING WASHERS ARE INSTALLED

FIRM: ZERO TUNING WASHERS

MEDIUM-FIRM: ONE .010 (THIN) WASHER (B) ON ONE SIDE

MEDIUM: ONE .010 (THIN) WASHER (B) ON EACH SIDE (**RECOMMENDED STARTING POINT**)

MEDIUM-SOFT: ONE .020 (THICK) WASHER (B) ON ONE SIDE AND ONE .010 (THIN) WASHER (B) ON THE OTHER SIDE

SOFT: ONE .020 (THICK) WASHER (B) ON EACH SIDE

ALTERNATIVE TUNING OPTION: RACE/PRO/ELIMINATOR INSERTS CAN BE COMBINED FOR EVEN MORE CUSTOMIZATION WITH AND WITHOUT THE USE OF TUNING WASHERS