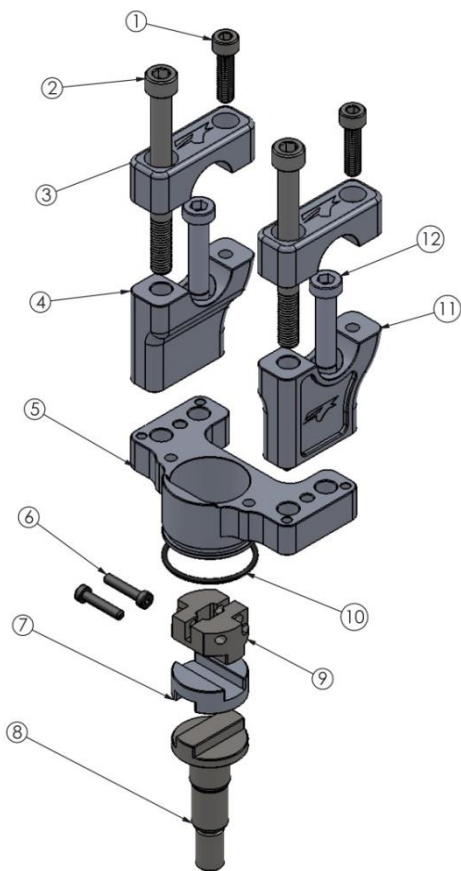


Instructions: ASS-DM-0801

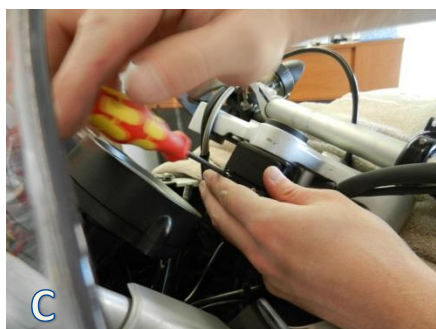
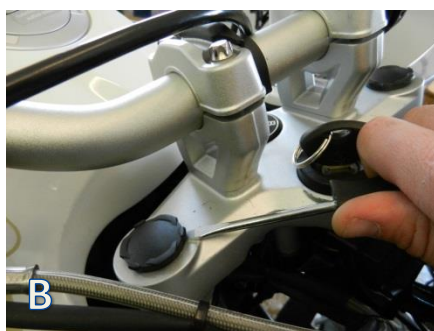
(Does not fit water cooled models)

Place bike on center stand on level solid ground.

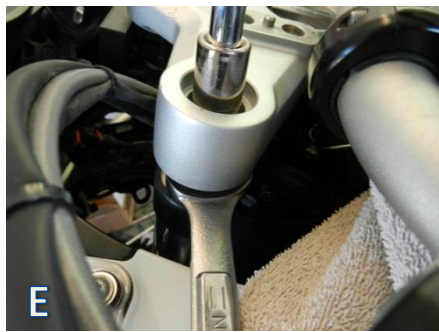


ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	70-2830	BOLT M8X30 SOCKET S/S	2
2	70-210110	BOLT M10X108 SOCKET S/S	2
3	LK-CL257_revA	Top Clamp	2
4	LK-CL256L_revA	Left Riser	1
5	LK-PL149_revA	UNDERBAR MOUNT	1
6	VC1-10,9-M5-0,8-25-BLZ	M5 bolt, 25mm long (1")	2
7	LK-MS025_revA	Coupler Disk	1
8	LK-MS151_revA	FRAME MOUNT SHAFT	1
9	LK-MS026_revA	Transfer Coupler	1
10	OR 2-130 N70	Rubber O Ring	1
11	LK-CL256R_revA	Right Riser	1
12	VC1-10,9-M10-1,5-70-BLZ	M10 bolt, 70mm long (2-3/4")	2

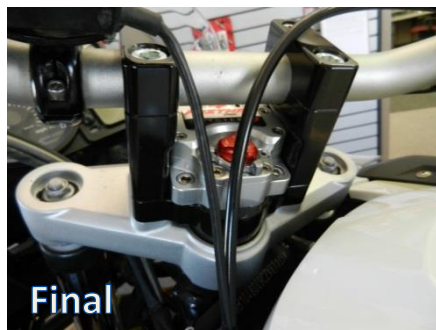
1. A small amount of semi-permanent thread locking fluid (Blue Loctite #243 or equivalent) should be applied to all fasteners included with the Underbar Kit. After a short ride, check that all bolts are still tight.
2. Cover the gas tank with a soft cloth or towel in order to protect it from being scratched during the installation.
3. Remove all 4 top clamp bolts holding on the handlebars. The Stock Risers as well as the Fastway Risers are adjustable. Take note of which orientation your risers are in. Picture A shows the stock risers in the stock position. Brace or support the handlebars while loosening. (Picture A)
4. Gently suspend the handlebars or rest them on the gas tank. Never put any of the cables in a pinching or tensioned position.



5. Using a small thin screwdriver, carefully remove the BMW center logo located in the triple clamp.
6. Using a small thin screwdriver, carefully remove the left and right fork covers in the triple clamp. The covers have a small notch for the flat head screwdriver to fit in. (Picture B)
7. Behind the ignition keyhole, remove the two bolts holding on the front cover. (Picture C)
8. Unclip both terminals going to the ignition keyhole assembly. (Picture D)



9. Using a 19mm wrench and a 14mm socket, unbolt the left and right fork legs from the triple clamp. (Picture E)
10. Using a 21mm socket and 7mm Allen, unbolt the center bolt located underneath the BMW center logo in the triple clamp. The nut underneath the triple clamp will come off while the center bolt remains with the triple clamp. (Picture F and G)
11. Carefully turn the front wheel to the left or right and slide the triple clamp and center bolt off the bike.
12. Remove the circlip from the triple clamp, located underneath the BMW triple clamp plaque.
13. From the underside of the triple clamp, press the bearing and bolt out. (Picture H)
14. Slowly press the bolt out from the bearing. (Picture I)
15. Press the Frame Mount Shaft (Item# 8) into the bearing, replacing the stock bolt. (Picture J)
16. Press the bearing and Frame Mount Shaft back into the triple clamp. (Picture K)
17. Reinstall the circlip that was removed in step 13. Check that it seats entirely in its groove.
18. Set the Triple Clamp back onto the frame.
19. Re-install both terminals to the back of the ignition keyhole assembly. (Picture D)
20. Reinstall the wire terminal cover to the back of the ignition keyhole assembly. (Picture C)
21. Slide the Frame Mount Shaft onto the frame. (Picture L)
22. Slide the left and right fork tubes back into the triple clamp, the forks can easily be compressed by hand.
23. Set the Coupler Disc (Item# 7) onto the frame mount shaft. Using a flat bar or wrench handle, brace the frame mount shaft and coupler disc while tightening the nut from the underside. **Make sure the raised center of the Frame Mount Shaft runs parallel with the bike (Picture L). Failure to line up the Frame Mount Shaft will result in improper stabilizer use and possible damage to your steering damper. Torque to 95 ft-lbs (130 Nm).** (Picture L and M)
24. With the wheels pointed straight, check that the slot in the Coupler Disk runs transverse to the bike when installed. (Picture M)
25. Bolt the fork tubes back onto the triple clamp. Torque both to 30 ft-lbs (41 Nm). (Picture E)



26. Check that the Rubber O-Ring (Item# 10) has been installed onto the groove of the Underbar Mount (Item# 5). (Picture N)

27. With the Coupler Disc still on the Frame Mount Shaft, install the Underbar Mount onto the triple clamp. (Picture O)

28. Bolt the Transfer Coupler (Item# 9) to the bottom of your steering stabilizer using both M5x25 bolts (Item# 6). After the bolts have been moderately tightened, ensure the coupler is flush to the stabilizer by lightly tapping it with a rubber mallet. (Picture P and Q)

29. Torque both M5 bolts to 8 ft-lbs (11 Nm).

30. Set the Steering Stabilizer onto the Underbar Mount with the Transfer Coupler resting in the Coupler Disc. Check that the Damper has properly seated into the coupler before continuing. (Picture R)

31. Bolt the Steering Stabilizer to the Underbar Mount with the two M6x16mm bolts provided with your Steering Damper. Torque to 12 ft-lbs (16 Nm). (Picture S)

32. Set both Handlebar Risers (Items# 4 and 11) onto the Underbar Mount. The handlebar risers are adjustable. The flat side of the risers facing the rider is the stock position; the curved side of the riser facing the rider shifts the bars back 20mm. Picture T shows the risers in the stock position.

33. Insert one M10x70mm bolt (Item# 12) into the middle hole of each riser. Torque to 30 ft-lbs (41 Nm). (Picture T)

34. Set the handlebars and Top Clamps (Item# 3) onto the Handlebar Risers.

35. Install both M10x108mm bolts (Item# 2) through the Top Clamps and Handlebar Risers and into the Triple Clamp. (Picture U)

36. Install both M8x30 bolts (Item# 1) through the Top Clamps and into the Handlebar Risers. (Picture V)

37. Torque each of the M10x108mm bolts to 15 ft-lbs (21 Nm).

38. Torque each of the M8x30mm bolts to 15 ft-lbs (21 Nm).

39. Reinstall both the left and right fork covers into the triple clamp.

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