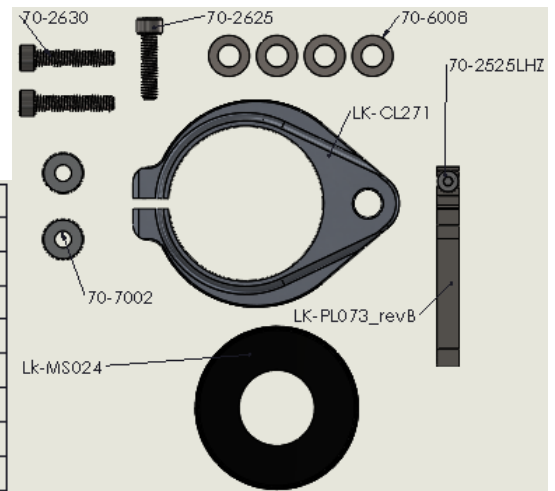


## Instructions: ASS-FC-0112

Note: Enduro models refer to step 5

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	LK-PL073_revB	Transfer Arm	1
2	70-2525LHZ	BOLT M5 X 0.8 X 25 LOW HEAD ZINC	1
3	LK-CL271_RevB	STABILIZER FRAME CLAMP	1
4	70-2625	BOLT M6X25 SOCKET S/S	1
5	LK-MS024_revA	Dust Seal Cap	1
6	70-6008	WASHER M8 FLAT SS	4
7	70-2630	BOLT M6X30 SOCKET S/S	2
8	70-7002	SPACER 6X16X11 ALUMINUM	2



- Place the bike on a stand and secure it to prevent it from falling over during the installation procedure. Use a tie-down strap to support the weight of the front wheel when the triple-clamp is removed as seen in figure 1. (Different model shown)



Figure 1



Figure 2



Figure 3

- A small amount of semi-permanent thread locking fluid (Blue Loctite #243 or equivalent) should be applied to all fasteners included with stabilizer kit. After a short test ride, check that all bolts are still tight.
- Slide the transfer arm (Item #1) onto the stabilizer. The arm should fit snugly onto the stabilizer. DO NOT hammer the arm onto the stabilizer. If necessary, rock the arm back and forth into place. Secure the transfer arm to the stabilizer using the M5 bolt (Item #2).
- Remove the number plate and set it aside (Remove any wire connections connecting the number plate to wiring harness)
- Remove the two bolts holding the gauge cluster (figure 2) and replace them with (Item #7) and add (item #8) to the back side of each bolt (figure 3). **(Add 2 Item #6 to each bolt if you do not have enough clearance after you have finished installed the frame clamp and stabilizer)**
- Remove the handlebar top clamps and lay the handlebars on the front fender.
- Overbar Installation Skip This Step:** Loosen the 2 nuts under the triple-clamp that hold the handlebar risers.
- Remove triple-clamp by loosening the pinch bolts and removing the center nut. Make sure that the front wheel is supported before removing the top triple-clamp. **Once the center nut is removed, the front wheel and forks will want to fall unless secured in place as seen in step 1.**

9. Remove the stock dust seal.
10. Gently spread the frame clamp (Item #3) by sliding a flat screwdriver into the slot at the front of the clamp and twisting. With the clamp spread apart, slide it down onto the frame. It may be necessary to hit any high spots in the head tube weld with a file to achieve a quality fit (Figure 4). If preferred, you may lightly remove material from the frame clamp in the areas that have weld irregularities with a rotary tool.



**Figure 4**

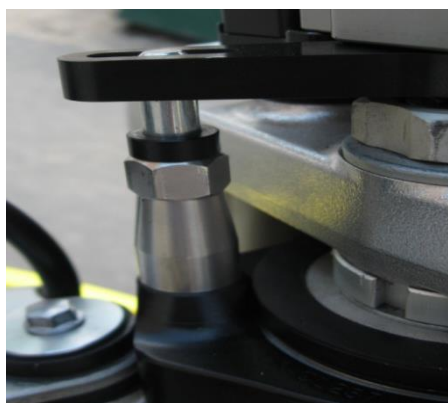


**Figure 5**



**Figure 6**

11. Install the new dust seal that is provided (Item #5). Make sure the dust seal sits all the way down on the frame clamp and then insert and tighten the M5 bolt (Item #4).
12. Thread the frame clamp tower into the frame clamp and tighten (Figure 4). Be sure to use Loctite Red 271.
13. Apply a light coat of grease to the tower pin and slide it into the frame clamp tower. Grease should also be applied to top of the tower pin where it inserts into the transfer arm.
14. **The red aluminum spacer on the tower pin is adjustable!** Gently tap on the top of the pin with a hammer to adjust height (figure 4). The top of the tower pin should be flush with the top of the transfer arm (Figures 7).
15. Reinstall triple-clamp; torque the center nut to factory specifications and then torque pinch bolts to factory specifications.
16. Install handlebars and overbar mount. Make sure to maintain an even gap between the overbar mount and the handlebar risers when tightening bolts.
17. The overbar mount includes a sliding plate. Adjust the sliding plate so that the stabilizer knobs are centered over the center nut on the triple clamp. Set the stabilizer onto the mount with the tower pin in the slot on the transfer arm and secure the stabilizer to the mount with the 2 M6 bolts that are included with the stabilizer.
18. **Turn the handlebars both directions and verify that the bars turn to the steering stops. If not, remove the stabilizer from the overbar mount and move the sliding plate forward about 1/8". Reinstall the stabilizer and re-check the steering movement. Repeat if necessary until the handlebar turns to the steering stops in both directions.**
19. Reinstall the front number plate.
20. **Always remember to check bolts regularly for proper tightness.**



**Figure 7**