

05/07 YZ250 (2s) - 07 YZF250F/450F

1. Remove Handle bars and upper triple clamp from your bike.
2. Place the bolt-on post onto your frame/head tube. It should be seated evenly around the frame, settling just under flush from the top of the head tube.
3. Tighten the 2 "small" allen head screws (facing the gas tank) until the base of the post mount starts to pull away from the frame. Then start to tighten the large pinch bolt (facing the number plate). Turn the pinch bolt 2-3 time, then tighten the small allen screws 1-3 more turns or until the post starts to pull away from the frame, again. You will want to do this about 2-3 times until the post mount is completely seated and tight against the frame. Make sure that the post mount is inline and sitting in the middle of the frame.
4. When done, you should have about a 1/8" of an inch gap between the two sides of the post mount ends. The pinch bolt section/blocks should NOT be touching each other. If they are, repeat step #2 & #3.

97-04 YZ (2s)/02-05 YZF/02-06 WR Post mount instructions

1. Remove the handle bars and upper triple clamp from bike.
2. Place the post mount over the frame crown and check to see if the post mount ring sits flush with the top of the steering crown. If not, you may have to "lightly" grind some of the over-weld off of the frame, in order for the post to slide down far enough to seat properly. Again it needs to only sit flush and be at the same angle as your head tube and forks. Then center the post mount.
3. Re-install the top clamp and bar mount and move the clamp form lock to lock. Make sure the triple clamp do's not make contact with the post mount. Once the post is centered (if it needs to be moved), tighten the pinch bolt securely. On some after market triple clamps, the web in the front of the top clamp (where the number plat bolts to the clamp) will have to be filled/ground down in order to clear the post mount. This, in no way, will affect the structural integrity of the clamp.
4. If you are using the stock Yamaha clamp, you must grind the rear casting mark off the top clamp until it clears the post mount. Some 2003-2006 Models no longer have the casting mark/pad. Some WRs, older, will have the pad as well.
5. Once the post mount is installed properly, finish the stabilizer installation. Make sure you pin height is set correctly. It NEEDS to sit flush/level with the top of the slotted stabilizer arm. Failure to do this will cause mechanical failure and is NOT covered under warranty.

00-01/00-06 YZ WR OEM bar mnt

00-01 YZ/WR The numbers "00" will face back toward the gas tank.

02-03 YZ/WR The numbers "02" will face back toward the gas tank.

By using this type of bar mount, it saves the consumer (you) lots of money if you by the same model each year.

KX W/Stock Rubber Mounted Triple Clamp

The Washer Molded to the lower Rubber Bar Mounts on the underneath side of the top triple clamp will require light grinding on some bikes in order to clear our post mount frame bracket at full lock position. Frames do vary slightly, so some bikes may need to be ground while others will not require grinding.

2006 KXF 250/450

Use Aluminum spacer provided in kit.
Place spacer under your top triple clamp.

ATV Under bar Kit

1. Remove all Necessary plastics and front body parts in order to access the steering stem mount.
2. Remove the OEM stem bolts and mount the GPR Post mount with the included hardware, to your steering stem mount.
3. **STOCK STEM.** Remove the stock bars and bar mounts. Install the supplied lower bar mount assembly to your stock stem using the bolts provided. After that, install the GPR Stabilizer. The pin height will need to be set at this point. This can be accomplished by (a) moving the inner tube (of the post mount) up or down, or (b) Taping the pin down so that it is flush with the top of the arm once installed. Please pay attention to this last step, it is very crucial.
4. **Anti-Vibe Stem.** Mount the supplied bar mount to the stem. For a "T" stem, use the rear holes and for an offset stem, use the forward holes. After that, install the GPR Stabilizer. The pin height will need to be set at this point. This can be accomplished by (a) moving the inner tube (of the post mount) up or down, or (b) Taping the pin down so that it is flush with the top of the arm once installed. Please pay attention to this last step, it is very crucial.
5. You may need to alter you plastics when re-assembling. Cut away any pieces that interfere with the function of the damper unit. Relocate any switches or instrument lights (if necessary) to somewhere on the front fender/Panel of the ATV.
6. Install your handle bars, new or stock and adjust controls accordingly.
7. After your first ride, recheck all mounting bolts and hardware for proper torque.

If you have any questions, please give us a call. We'd be glad to help you out. Thanks. GPR Stabilizer. 619-661-0101



Mounting Instructions

GPR Stabilizer
8715 Dead Stick Rd.
San Diego CA 92154

p. 619-661-0101
f. 619-661-0707

Warning !!!

Pin Location in arm slot is very critical

See Instructions...

If you have any problems or concerns contact tech services...

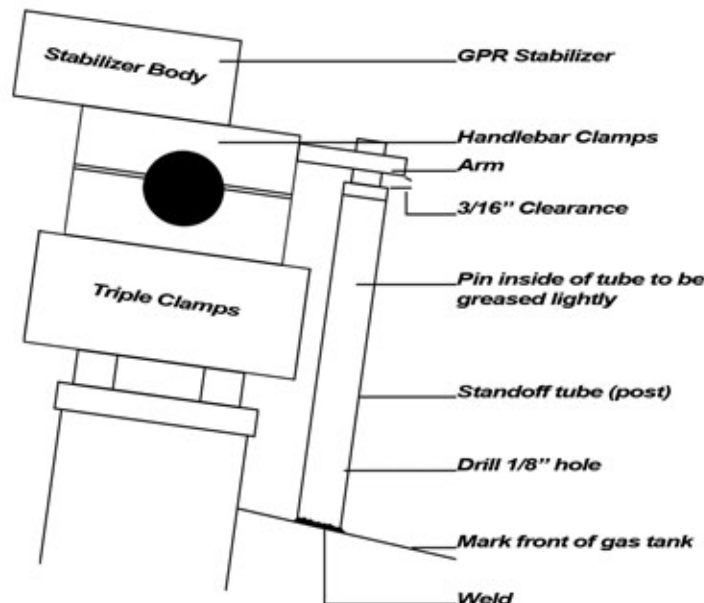
**GPR Stabilizer
8715 Dead Stick Rd.
San Diego CA 92154**

**p. 619-661-0101
f. 619-661-0707**

Or refer to our website...

www.gprstabilizer.com

Weld On Post Application



2005-06 CRF 450R/X

2004-06 CRF 250X

*Use provided rubber cones to replace your stock bottom rubber cones on your stock triple clamp. You must replace your cones with ours, or the stock cones and metal washer will rub on the post mount.

*Use provided Aluminum gas tank strap and bolts on the CRF-X models. If your gas tank will not bolt down to the post mount, then replace your stock plastic strap with our aluminum strap and bolts.

2004-06 CRF 250R/X Post mount

1. Remove you Handle bars and triple clamp.
2. Place the post mount over the frame crown and check to see if the post mount ring sits flush with the top of the crown. The angle of the post should match the angle of the forks and steering stem angle.
3. Once proper location on steering is attained, install the gas tank bolt loosely, DO NOT tighten it down. Securely tighten the pinch bolt on the post mount ring and then tighten the gas tank bolt.
4. On the "X" models only, I use the supplied gas tank strap (black aluminum) and bolts in place of the stock plastic strap and bolts.
5. With the triple clamp still off, remove the bar lower bar mount bolts and washer. Replace the stock lower rubber cones with the supplied GPR rubber cones. This is imperative that you do this, or the bolts will rub/gouge the post mount and will bind/cause resistance.
6. Once the post mount is installed properly, finish the stabilizer installation. Make sure you pin height is set correctly. It NEEDS to sit flush/level with the top of the slotted stabilizer arm. Failure to do this will cause mechanical failure and is NOT covered under warranty.

2003-05 Husky 4-Stroke

1. Remove your handle bars and upper triple clamp from motorcycle.
2. Remove the stock upper and lower bar mounts from the triple clamp.
3. With the bar mount bolts out; remove the inner metal sleeve from the rubber bushings/grommets.
4. Using the supplied hardware, install the lower fat bar mount & bolts to the upper triple clamp.
5. Install the supplied post mount (black) to the frame/head tube. Make sure the post mount is dropped down as far as it can go on the frame, is seated evenly around the head tube, and sitting at the same angle/degree as your head tube and forks.
6. Re-install your upper triple clamp, and handle bars.
7. Mount the stabilizer to the top bar mount, loosely. Push the stabilizer arm over the steel pin (The pin is on the post mount and has 2 flat sides machined on it with an aluminum press fit collar.) until the pin drops into the slot of the arm. As you tighten the 2 stabilizer bolts (allen heads), make sure the pin height does not protrude through the slotted arm. The pin NEEDS to sit flush with the top of the stabilizer arm. If this is over looked, stabilizer DAMAGE will occur. This is NOT covered under warranty. The pin height is crucial for the function of the damper.
8. Now double check that all bolts, nuts, etc... are tight and properly secured before you ride the bike. With the damper setting on #1, move the bars left to right in a slow, fluid motion making sure that no binding, rubber, squeaking etc... occurs.. Once you have made a final check of every thing., go for a short test ride (on setting #1) to double check function and installation. Then recheck all bolts etc...After your first (real) ride go back and re-check all bolts again. Enjoy ...

XR 400 Post

1. You must run the throttle cable on the other side of your top clamp, like the 650 Honda
2. Use zip ties to keep the clutch & compression cables from getting pinched.
3. On the stock clamp kit, the supplied bracket is to relocate the odometer to the right side of the clamp. Use the rubber mounts from your stock OD bracket.
4. Finally, make sure all the bolts are tight and turn the bars from left to right and make sure that no cables get pinched.

00-05 KTM/Husaberg Stab. bar mnt.

This stabilizer bar mount can be used in two (2) different bar positions #1 & #3
The top side of the Bottom Bar mount half is marked (L) for left and (R) for right.

(L) = clutch side (R) = throttle side

- (1) Remove stock handlebars and bar mounts.
 - (2) Remove the new bar top and mount the Bottom bar half on their respective sides.
 - (3) The first bolt hole (facing the rider) is the back bar mount/stabilizer position. The top Holes are the forward barmount.stabilizer position.
 - (4) When you have decided which one to use, use your stock bar mount bolts to bolt the bottom bar mounts to the clamp.
 - (5) Mount the handlebar and the top bar/stabilizer mount. If you chose the forward bar position, the number (3) will face the back toward the seat. If you chose the back bar position, the number (1) will face the back toward the seat.
 - (6) Set your handlebar height and tighten the bar mount bolts.
- Follow the instruction on the stabilizer sheet to complete the install.

97-06 KTM Bolt on Post

1. Use a tie down to secure the bottom clamp from sliding out of the bearing crown when you remove the top clamp.
2. Remove the handle bars and bar mounts.
3. Remove the top clamp.
4. Remove the Aluminum dust cover.
5. Install the post mount.
6. Install the White dust cover provided in the kit, then install the top clamp and tighten the top clamp nut.
7. Slide the post mount up until it just clears the plastic bearing cover and snug the bolt.
8. Install the new bar mount and handlebars and set up to your position.
9. Install stabilizer and set your pin height per manual inst.
10. Sitting on the bike, make sure the post is in line and straight and then tighten the post mount bolt. Lube the pin before final install

00-06 XR650R

- (1) Remove top clamp
- (2) Place post mount around the neck of the frame, align frame casting to the cut outs on the post mount (you will have to file down the casting marks in front of the dip stick to make the post mount fit securely)
- (3) Reinstall the top clamp, tighten the stem and fork bolts.
- (4) Mount the stabilizer and bar mount.
- (5) Tighten the bar clamp & stabilizer.
- (6) Sitting on the bike, make sure the post and pin are straight and lined up. Tighten the allen bolt on the post mount.
- (7) Make sure the Pin is flush or below flush with the arm and grease the pin before you do the final assembly.
- (8) Use zip ties to keep the clutch & compression cables from getting pinched.
- (9) On the stock clamp kit, the supplied bracket is to relocate the odometer to the right side of the clamp. Use the rubber mounts from your stock OD bracket.
- (10) Finally, make sure all the bolts are tight and turn the bars from left to right and make sure that no cables get pinched.

GPR is NOT responsible for any bike damage, damper damage, or personal injury caused as a result of incorrect stabilizer installation. Incorrect damper location WILL VOID your warranty and DESTROY your damper.

If you have any question regarding the damper unit, kit or install. Please give us a call. 619-661-0101. We are open Monday-Friday 7am-5pm pacific.

Bolt on Installation

If you use a removable style crossbar handlebar, you can slightly bow each end of the crossbar to clear the top of the stabilizer. Measure 1inch from each end of the crossbar, and place a bend on that mark until it clears the damper.

1. Remove the stack bar clamp.
2. Install the post mount per the manufacturer's instructions.
3. Mount the stabilizer bar mount and the stabilizer using the supplied allen bolts.
4. Make sure the pin is in the center of the slot in the damper arm. If it's not, make sure the bar mount is in the correct position. Tighten the bar mounts as per line #7
5. The pin must sit flush with the top of the stabilizer arm when mounting is complete. You can adjust the pin height by tapping the pin through the aluminum collar, in either direction, to achieve the correct height. Also, you must grease the pin end that goes inside the post mount.
6. Make sure all the bolts are tight before you ride.
7. Try to keep your handle bar clamping bolts equal distances when the unit is tight. Make sure the unit is not tilted forward or backwards; it must be level for it to work properly.

GPR has many damper selections:

#1 The softest setting. Light/tight trail riding and rolling the bike around the garage etc...

#8 The hardest setting. Long, fast straight a ways.

#2 through #7 is used for fine tuning. You can adjust for changing riding conditions/terrain. Every little bit you turn the knob is a different setting (in between the numbers).

After #1 you can tune the selector dial until you reach #8. The damper will click on the softest/hardest setting. Click back to #1 directly from #8 to set damper back to the softest setting, without "scaling" back from #8.

If you have never used a stabilizer before, you should start off on the #1 setting. As you ride, find a setting that you like. By using the numbers on the dial as reference, you can always return to the setting that best suits your riding conditions. You can turn the dial clockwise or counter-clockwise. The dial will spin around indefinitely, and NOT POP OFF and BLOW OIL in your face.

How to set the pin height

The pin height can be adjusted by moving the press fit collar up or down the machined steel pin. This can be accomplished by tapping lightly on it while in place in your frame bracket. Rotate the pin in the post mount, and tap it a few times to move the collar down the steel pin. This will make the pin sit tall in the post. To shorten the pin, just tap it lightly till it is flush with the top of the arm. It is designed to "float" to insure proper alignment. Keep it greased and remove it when taking off your stabilizer.

V.3 Installation Instruction

V.2 instructions

1. Remove your left grip (Clutch side), Handle bars and top triple clamp.
2. Install the post mount. Make sure that it is center on the frame and evenly seated around the head tube. Then tighten the appropriate screws.
3. Install the bottom bar mount, and tighten the bolts using ant-seize or equivalent on the threads. Lock-Tight is not necessary.
4. Install the top triple clamp, and the supplied steering stem nut.
DO NOT USE YOUR OEM WASHER OR SSN.
5. Install front number plate. You must do this before you install the V.3 unit, if not, you will not be able to access the bolt hole.
6. Slide the remote manifold over the (clutch side) handle bars to the desired position. You will have to relocate your kill switch and/or any other devices located in that position.
Under NO circumstances should you loosen/tighten the bolts on the hoses or any part of the damper unit. Failure to do so will result in an automatic \$25.00 service charge.
7. Mount the stabilizer body over the supplied steering stem nut, and then install the body using the two (2) 6mm allen bolts.
8. As you tighten the allen screws, make sure the pin is flush with the top of the arm. Adjust the pin as needed during this step. The Pin should be flush with the top of the arm at all times. This is done by tapping on the top of the pin lightly, to lower it. If the pin is too short, remove the pin, flip it upside down and insert it back into the post and give it a few taps on top. This will lower the collar/raise the pin height. After that, you can flip the pin back to its original upright position.
9. You can now re-install your handle bars.
10. After you have installed the body, install the left grip and slide the remote to your desired position, and then tighten the two (2) allen bolts.
Use Black electrical tape or zip ties (your choice) to secure the hoses to the handle bars.
Re-Check all the bolts BEFORE and AFTER each ride!
If you have any questions on the installation of this unit, please feel free to contact our tech. support department @ 619-661-0101.

KTM V.3 EXC/SX/XC/XC-W 00-06 KTM

1. Before removing handlebars and stock upper triple clamp, secure bottom clamp and fork assembly with a tie down (if your bike is on a stand, the entire lower clamp, forks and wheel will end up on the floor if you skip this step).
2. Remove your left grip (clutch side).
3. Remove your handle bars and top triple clamp.
4. Remove stock dust cover and dust cover seal (you will be re-installing the stock O-ring, so don't lose it).
5. Install the post mount, center it and tighten the appropriate screws.
6. Install supplied GPR white dust cover, stock dust cover seal and stock upper triple clamp.
7. Install the bottom bar mount in the forward holes, and tighten the bolts.
8. Slide the remote manifold over the clutch side of the handle bars to the desired position. (You can relocate your kill switch and/or any other device located in that position)
9. Mount the stabilizer body over the steering stem nut, and then install the body by using the two (2) 6mm bolts.
10. Make sure the pin is securely seated in the slot of the stabilizer arm. When the bar mount bolts are 100% tight, the top of the pin must be level with the top of the arm. Increase or decrease the pin height accordingly. This is done by taping the press fit (aluminum) collar up or down. This can be done by flipping the pin around and taping on it lightly, to raise the height. Do the opposite to lower it.
11. After you have installed the body, install the left grip (clutch) and slide the remote to your desired position, and then tighten the two (2) screws.
12. Use black electrical tape or zip ties to secure the hoses to the handle bars.
13. Re-Check all the bolts BEFORE & AFTER each ride!!!

****DO NOT LOOSEN HOSES/BOLTS ON THE UNIT FOR ANY REASON!!!!****

1. Remove your handle bars and triple clamp from bike. Secure front (lower) forks and bearings if necessary.
2. Install the post mount. Make sure that it is center on the frame and evenly seated around the head tube. Tighten the appropriate screws
3. Install the bottom bar mount (using the supplied bolts with the kit) to your upper triple clamp. Once this is done, re-install your triple clamp on the bike. Tighten every thing up.
4. Install the GPR Stabilizer into the lower bar mount using the supplied mounting bolts. Slide the damper arm onto the post mount.
5. You will need to set the pin height. As you tighten the allen screws (damper mounting bolts), make sure the pin is flush with the top of the arm. Adjust the pin as needed during this step. The Pin should be flush with the top of the arm at all times. This is done by tapping on the top of the pin lightly, to lower it. If the pin is too short, remove the pin, flip it upside down and insert it back into the post and give it a few taps on top. This will lower the collar/raise the pin height. After that, you can flip the pin back to its original upright position.
6. Re-install your handle bars (new or stock) along with any other loose items that follow.
7. Before your first ride, go through and double/triple check that everything is tight and fitting properly with no binding. Make sure that your bars rotate left to right and visa-versa freely with no binding. Once this is done, go ride. It is recommended that you start off on a low number and work your way up comfortably to a stiffer setting. You don't want to be fighting the bars in a turn, so make the necessary adjustments.

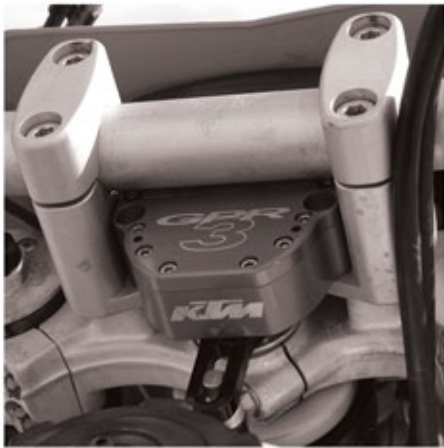
Warning!!! KTM EXC's!!!

Attention KTM Exc etc... owners with front headlights. Please check your wiring harness clearance between the bolt-on postmount and your headlight wires. If needed, slightly bend your harness bracket/mount in order for the wires to clear the postmount. If this is ignored, wires will be ripped out. GPR Stabilizer nor KTM Mfg. will be liable for any damage that may occur from this step being neglected. If you have any questions please call our tech line (619)661-0101.

KTM 00-06 MXC/EXC & 2005-06 SX/XC/SMR V2 Fat Bar Stabilizer Installation Instructions

1. Before removing handlebars and stock upper triple clamp, secure bottom clamp and fork assembly with a tie down.(If your bike is on a stand, the entire lower clamp, forks and wheel end up on the floor if you skip this step!)
2. Remove handlebars, stock handlebar mounts and stock upper triple clamp.
3. Remove stock dust cover and dust cover seal (you will be re-installing the stock O-ring, so don't lose it)
4. Slide steel post mount over steering stem neck.
5. Install supplied GPR white dust cover, stock dust cover seal and stock upper triple clamp.
6. Position post mount post vertically inline with the steering stem. Slide post mount up towards the new dust cover, almost touching the new dust cover, and securely tighten the 6mm allen pinch bolt.
7. EXC/MXC MODELS: Mount lower bar mount assembly in most FORWARD holes of the stock upper triple clamp using the two OEM allen head bolts provided.
8. SX/SMR MODELS: Mount damper/lower bar mount assembly in most REAR holes of the stock upper triple clamp using the two stock allen head bolts.
9. After the bar mount is mounted in the correct upper triple clamp holes, per the model of your bike, tighten the bolts firmly being careful not to over tighten the bolts. The torque specs are the same as per factory settings of the stock bar clamps. Install the damper to the lower bar mount, adjusting the pin height as you go.
10. Make sure the pin is securely seated in the slot of the stabilizer arm. The top of the pin must be level with the top of the arm. Increase or decrease the pin height accordingly. This is done by taping the press fit (aluminum) collar up or down. This can be done by flipping the pin around and taping on it lightly, to raise the height. Do the opposite to lower it.
11. Install handlebars. Set bar position, tighten bar mounts and install handlebar pad.
12. Rotate the throttle cables forward so they will not hang up on the stabilizer.
13. GO RIDE!! If you have any questions about the installation, please contact our tech support and we can walk you through any of the above steps.

KTM & GPR are NOT responsible for any bike damage, damper damage or personal injury caused as a result of incorrect stabilizer installation. Incorrect damper location WILL VOID your warrant and destroy your damper!..!



GPR V3 on KTM 525 EXC



KTM 950 Adventure

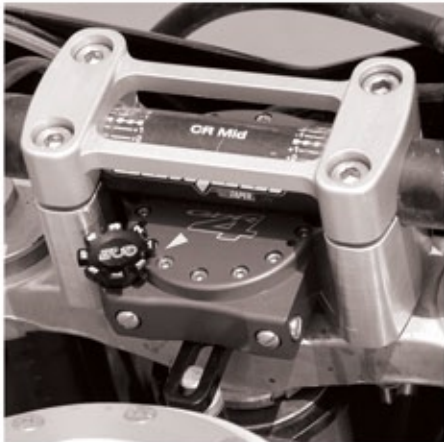
1. Remove upper-side fairings and all hardware associated with that set up.
2. Secure front end/forks, lower clamp. Remove your handle bars, upper triple clamp and bar mounts.
3. Rotate upper triple clamp so that you're looking at the bottom. Locate your ignition switch. Remove the retaining bolts from the switch. Next you will have to drill out the rivet head (using a 5/16 drill head) on the existing mounts in order to remove the switch. Only drill far enough to pop off the rivets. Once this is done, set aside the stock clamp. Locate the new triple clamp provided in the kit and re-install the switch with the supplied M8-20mm long bolts.
4. Install the new triple clamp, with your switch to your bike. Make sure everything is tight and secure.
5. Next, install the bolt-on post mount with the supplied bolt's (4-allen head bolts) to the top of the frame using the existing 4 holes. You may have to pull up the plastic cover on the front of the tank in order to locate to 2 back holes. Secure and tighten.
6. Install the V.2 damper to the triple clamp with the supplied bolts. Make sure that the stabilizer arm is seated properly in the post mount. With something soft, but rigid, tap the top of the arm a few times while rotating the damper left to right. This will insure that the arm is sitting where it needs to be. There will be a little room on the bottom of the post mount; the arm will not touch the bottom. Then tighten the pinch bolt on the post mount.
7. Re-install your handle bars, fairing's, etc....
8. Double check that everything is installed correctly and is properly secured. Check for binding, rubbing or any odd/weird noises. If there is an issue, address it.
9. If every thing is good, GO RIDE. Check that it is functioning properly, and for feel. Start off on the #1 setting and progress from there. You want it so that when you are turning, you are not fighting the bike/bars. Every little bit you adjust the knob, is a different setting (not just 3-4 increments). You can fine tune it to your liking.



GPR V4 on Yamaha YZ450F

V.4 Installation Instructions.

1. Remove your handle bars, bar mounts (if applicable) and top triple clamp.
2. Install the post mount. Make sure that it is center on the frame and evenly seated around the head tube. Refer to the model specific install per instruction booklet.
3. Install the bottom bar mount to upper triple clamp and tighten the bolts using ant-seize or equivalent on the threads. Lock-Tight is not necessary.
4. Install the top triple clamp, and the supplied steering stem nut only. (Excluding KTM Models.)
DO NOT USE YOUR OEM WASHER OR SSN.
7. Mount the stabilizer body over the supplied steering stem nut, and then install the body using the two (2) 6mm allen bolts.
8. As you tighten the allen screws, make sure the pin is flush with the top of the arm. Adjust the pin as needed during this step. The Pin should be **flush with the top of the arm at all times**. Refer to the booklet if you have any questions.
9. You can now re-install your handle bars and supplied upper bar mount.
10. Re-check that all bolts and accessories are properly torque, not loose.



GPR V4 on Husqvarna TC450



GPR V4 on Kawasaki KX450F

ApriliaRXV/SXV 450/550

Post mount Installation

1. Remove your handle bars from bike.
2. Next, unbolt the gas tank strap from frame and remove stock bolt and washer/metal sleeve.
3. Slide the supplied bolt-on post mount under the gas tank strap and position it so that it seats on the top of the head tube/frame.
4. Use the supplied mounting bolt and washer/insert for the gas tank strap/post mount. Once that is inserted and snug, tighten the two set screws using lock tight, (one to the left and one to the right of the post/pin) so that they just start to push the post mount up wards. Then tighten the single mounting bolt firmly.
5. Check the fitment of post mount and make sure it is seated properly on the frame. Once this is done, continue with the install of the damper unit.

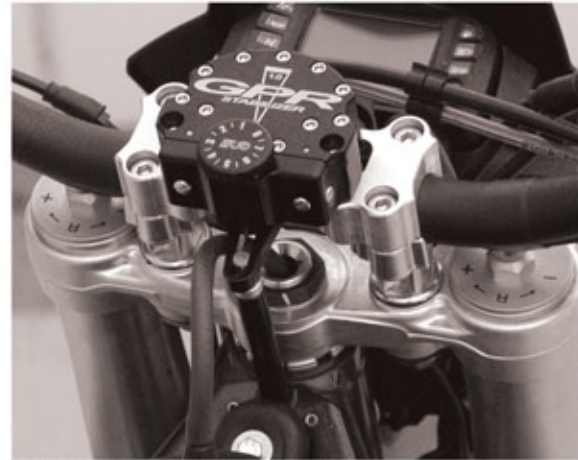
V.1 Fat bar Installation

1. If not already done, remove your handle bars.
2. Loosen up the lower bar mount bolts, and rotate them 180 degrees. They need to be in the forward bar position. Leave the lower bolts loose for now.
3. Post mount should already be installed.
4. Re-install handle bars using supplied upper F.B. mount. The set of small holes need to be back towards the tank/rider. Make sure that there is an equal amount of gap spacing from the top F.B. mount and the bottom F.B. mount, left to right. This is crucial.
5. Now you can install the V.1 damper unit. Fit the arm over the post mount pin. (Some pressure will need to be applied in order to seat the arm on the pin. It needs to be a tight fit.) Once the damper is bolted down, the pin height **"NEEDS"** to sit flush with the top of the arm or a hair under the top. If it's too tall, tap the top of the arm down until the correct height is obtained. If it's too short, remove the pin and put it in upside down and give it a few taps. The aluminum collar on the steel pin is a press fit piece. It is adjustable. Please double check this step before you ride and after your first test ride.

V.2 Install

1. Remove your upper and lower bar mounts and bolts.
2. Install the V.2 damper unit using the supplied hardware/bolts.
3. Fit the arm over the post mount pin. (Some pressure will need to be applied in order to seat the arm on the pin. It needs to be a tight fit.) Once the damper is bolted down, the pin height **"NEEDS"** to sit flush with the top of the arm or a hair under the top. If it's too tall, tap the top of the arm down until the correct height is obtained. If it's too short, remove the pin and put it in upside down and give it a few taps. The aluminum collar on the steel pin is a press fit piece. It is adjustable. Please double check this step before you ride and after your first test ride.

Once you are done, go through the bike and make sure "Everything" is securely tight. Go for a test ride with the unit on setting #1, making sure nothing is binding, squeaking etc... After that, go through all the bolts again and triple check fitment and bolt tolerances.



GPR V1 on Aprilia RXV550



GPR V2 on Aprilia RXV550