

### Getting started

If you have never ridden with a steering stabilizer, you need to give yourself some time to adjust to how the bike feels with the damper. With the unit on the #1 setting, you should be able to move the bars freely with damper no influence. As you dial up the unit you will feel your steering getting stiffer, both high/low speeds. Take time to adjust the damper to your liking. There is not a set #setting to which every one rides on. It's all personal preference and riding conditions.

Most riders find that as the rate of speed increases, so does the need to dial up the unit to a higher/stiffer number. The higher the number setting, the more fluid that is being restricted through the port holes, the stiffer the unit gets. You may find a sweet spot in the settings that allows you to both maneuver the bike easily, neither being too soft or too stiff at higher speeds.

### Maintenance

There is none. Keep it clean. We recommend treating the damper unit as you would your forks and shock. Service it once a season or as needed. Seals and oil do deteriorate/fade with usage, just like your forks and shock. There is a service form available on our website when you decide to send it in.

If you store your bike away for the winter, we recommend that every once in a while you rotate the knob and bars in order to keep the seals wet/lubricated (as you would the motor). This will help you out in the long run.

\*\*\*If your bike is listed below, make sure you use the supplied GPR SSN that came with your kit. DO NOT use either your stock SSN or the stock washer w/your kit if you have one of these bikes.\*\*\*

Nut A-Honda/954/929/CBR's/00-01 RC51/F4i

Nut B-Yamaha R6 99-01

Nut C-Suzuki 99-02 SV 650/S

Nut D-Suzuki 03-04 SV1000S/650/650S

Nut E-Kawasaki 00-01 ZX9R

Nut F-Kawasaki 96-03 ZX-7R



## ***Installation Instructions & Owners Manual***



***Sport Bike***

***GPR Stabilizer 8715 Dead Stick Road San Diego CA 92154***

***p. 619.661.0101***

***f. 619.661.0707***

***GPRstabilizer.com***

## Sport Bike Damper Installation

**Disclaimer:** All GPR Sport Bike damper kits are manufactured to be used ONLY w/stock top triple clamp and frame. If either is modded, aftermarket or crash damaged, the kit will not install properly and GPR will not be held responsible for the consequences of improper installation due to this or any other improper mounting or modifying. Steering your motorcycle is as essential to safe riding as wearing the proper safety equipment, frequent maintenance and additional care must be taken. Improper installation, service and/or maintenance of this product may cause injury or property damage. The provided instructions must be followed precisely, as failure to do so can result in the GPR damper kit being installed incorrectly. An improper installation may lead to a variety of undesirable steering problems. Please take your time and carefully follow the installation instructions. As always, give us a call if you have any questions, we're more than happy to assist you in getting the damper kit mounted on your bike properly.



1. Remove the stock steering stem nut and washer from your triple clamp/bike (R1's and '06-07 R6's do not need to remove nut etc...) and set them aside. Some bikes require a GPR SSN. Check the list at the end of the instructions to see if your bike requires one. If our stock nut is domed and has a flange on the bottom, it will defiantly not be used.
2. With the stock SSN and washer removed, place the GPR Base plate over the steering stem on the top triple clamp. Install the stock/supplied SSN (if required) only (NO washer, the base plate serves as your washer. Failure to follow this stem will damage to the damper) and torque down to the manufacture spec.'s listed in your owners Manuel (or refer to your local shop). Select bike model base plates have set screw that help to keep the base plate centered and prevent side to side rotational movement. It is critical that you NOT over tighten these set screws and equally important that you use permanent loctite to keep the set screws from vibrating loose. They are "SET" screws; they just sit there and aren't designed to be torque. Loctite is also critical, as repetitious aggressive high speed riding and high speed front end vibration may cause the base plate to rotate and become loose if set screws are both over tightened and/or non loctite.
3. With the base plate in place and torqed down properly, remove the front gas tank bolts. Set them aside with the other stock hardware out of the way. Place the GPR post mount to the frame and determine the correct position for installation. Using the supplied (longer) socket head bolts, loosely bolt down the post mount to check fitment. If all looks good, them proceed to torque down the bolts per owners/shop instructions (loctite is NOT to be used. Anti-seize or a dab of grease may be used).
4. Once the base plate and post mount are installed properly, you may now install the damper unit to the base plate. Simply place the damper on top of the base plate. Using the supplied socket head bolts (M6x25mm), finger tighten the bolts down. Take care to seat the arm properly in the post mount. With the damper mounting bolts loose/finger tight, tap on the top of the arm to make sure the arm is not bowed/bent in the post mount. The arm will not hit the bottom of the slot on the post as it may not fully sit in the post as well. As long as there is 1/2in. or so in the post, you will be fine as this is normal. Tighten down the 2 damper mounting bolts. With the damper in its middle settings, slowly move your bars left to right to ensure the arm is seated properly. Then you may tighten the pinch bolt for the post mount/arm. Now with the damper setting on #1, rotate your bars lock to lock checking for smooth function, making sure there is no binding. If there is pin point the problem (either the arm/post junction etc...) and address it. If unsure, give us a call.