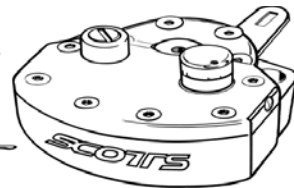


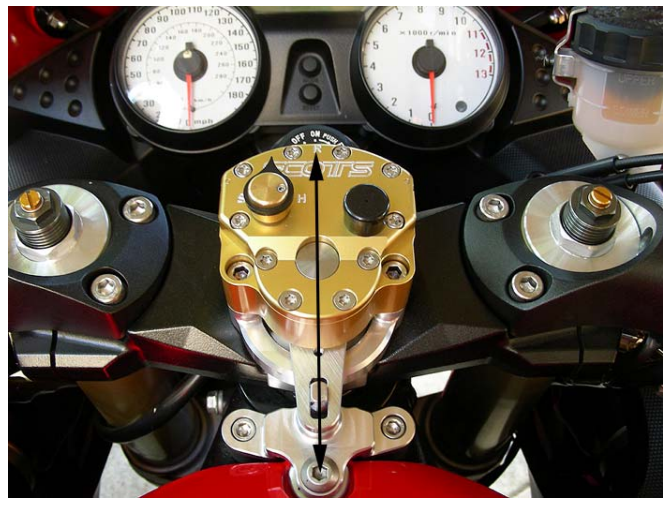
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Kawasaki ZX-14 Installation guidelines (requires drilling 2 holes in the frame):

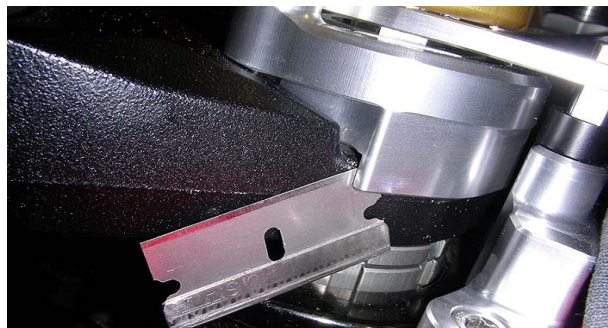
- 1) Tools needed: 36mm socket / 32mm socket / 5mm Allen wrench / cordless drill / tap handle / hammer / razor blade.
- 2) The frame bracket serves as the drilling guide and we provide the transfer punch, tap, drill and step by step instructions for a relatively easy installation. However, do not attempt this installation unless you are skilled enough and confident that you can drill and tap (2) holes in your frame. We've also provided a picture of what it will look like should you decide to sell this bike later on, with your stabilizer removed. Follow these guidelines and you'll find it's quite easy.
- 3) Some photos may not be your exact bike but depict the idea of what needs to be done.
- 4) It is important to use **Blue** Loc-tite on all fasteners if you expect them to stay tight.
- 5) Cover the gas tank area with something substantial to protect the paint, in case of a slip. An old sweatshirt works well. It's cheap insurance to actually just remove the tank shroud to avoid an accident.
- 6) Remove the stock 36mm nut **AND washer**, that holds the top triple clamp tight. Make a note of how tight it is.
- 7) Install the new "triple clamp damper mount" (TC mount) over the steering stem allowing it to match the exact shape of the triple clamp, with the "machined register" (lip) indexing over the back of the triple clamp. (See photo).
- 8) Install the new 32mm aluminum nut supplied in the kit (without any washer) with the Hex drive facing up and torque to 65ft. lbs. or more. (Check your manual for the recommended torque setting of this nut).
- 9) There is a slight amount of play in the "register" that fits over the back of the triple clamp to allow for variations in castings from the factory. If the TC mount tries to spin clockwise during tightening, which can misalign the stabilizer ever so slightly, you can slide something thin, like the edge of a razor blade, between the register and the back of the triple clamp to space it "just right" for alignment during tightening (see photo). Once it's tight the razor blade will be stuck, so gently turn the 32mm socket as though you were going to loosen the nut but don't actually loosen it. It will relieve enough pressure to allow the razor blade to come out. Double check your alignment again.
- 10) Remove the front tank mounting Allen bolt. Retain the stock washer that's part of the rubber grommet.
- 11) Temporarily install the frame bracket and be sure the outer feet are touching or are very close to the frame. On rare occasions, the casting on the head tube prevents the feet from making contact. On these rare occasions you may have to slightly file the inner side of those feet until the bracket sits down flush. Not sure on this one? Call us. (note: 2007-on bikes have a larger casting area and early kits will not fit these late model bikes. All current kits now fit 2006-on).
- 12) Looking down from overhead, center the bracket before tightening the tank bolt, even though it can't move much, you need to verify that it's straight before drilling. To verify if it's straight or not, turn the bars full lock left to right and examine the space between the frame bracket and the triple clamp. Temporarily position the stabilizer on the bike and hold the front wheel straight, sit on the bike and be sure the linkarm of the stabilizer is straight on the backbone of the bike while your aiming in the straight ahead Position.
- 13) With the bracket centered, use the transfer punch to simply mark the frame through both outer holes. This provides an indent for the drill to follow precisely, insuring the hole is drilled in the center of the frame bracket outer holes.
- 14) Grease the #9 drill to collect the drilling chips, especially as it breaks through the last little bit. Drill the frame, keeping the drill perpendicular to the frame surface and straight with the hole in the bracket. The frame is fairly thick (14mm or so), so you might have to re-grease a few times to keep collecting chips from drilling. Beware when the drill breaks through not to allow the drill motor to hit your frame or tank or related parts. Ease up as it breaks through. The left side on most bikes is much thicker than the right side.
- 15) Finally, tap the freshly drilled holes using the 6x1.00 tap provided in the kit. Use grease on the tap to catch any chips. Keep the tap straight, 90 degrees to the frame surface, while tapping the hole.
- 16) Now is a good time to clean all the chips out from under the frame bracket before you tighten it up.
- 17) Install the 6x30 Allen bolts into the freshly tapped holes that hold the frame bracket to the frame.
- 18) If you have trouble getting the bolts started after drilling and tapping, loosen the main tank bolt and that should help allow the others to align. Be sure to retighten the main tank bolt. If you've done a good job, the outer bolts will thread right in.
- 19) Grease the lower half of the tower pin area that drops in the frame bracket and install it in the tower pin hole. It is designed to "float" and should be kept greased to allow proper alignment of the linkarm.
- 20) Install the damper using (2) 6x20 Allen bolts. The link arm slot aligns with the flats on the tower pin.
- 21) Read your damper manual for details on the initial settings for the controls. Usually the setting we send the unit at are best to start with, which should be 8 clicks out from full clockwise on the base valve. Start with softer settings and ease into stiffer settings until you understand how the valving works.
- 22) Please call us if you have any questions, we are here to help you get this installed correctly.



Keep the drill and tap straight while performing those operations.



Mounting kit installed, before the stabilizer goes on.



Keeping the TC mount straight while tightening.



This photo shows the bike with the stabilizer kit removed and the holes plugged with stainless bolts. Black bolts would blend with the frame and not show.