



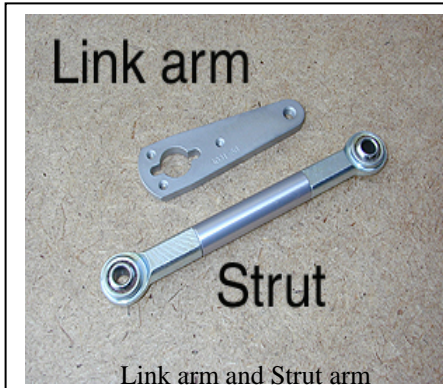
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## HONDA TRX 450R 04-09 Quad Lower mount stabilizer installation guide:

1. Identify all of the parts in the kit and their relative mounting locations by viewing all the photos with this kit.
2. All the 6mm bolts in this kit should be tightened to 6-8 ft. lbs., and have blue Loc-tite on the threads.
3. Raise the front end of the quad so the front wheels are off the ground slightly, use a center stand or wood blocks.
4. **Alignment is critical**, so that you don't damage the stabilizer by over extending the linkarm past its intended travel.
5. The assembly sequence is important in order for all the parts to physically fit in the frame due to close tolerances.
6. First, install the stabilizer itself to the riser block #20-7200-01 using (2) 6x20mm Allen bolts.
7. Next, install the riser block & stabilizer to the upper frame plate (#20-0760-00A) using (2) 6x20 Allens.
8. Set the assembly of the upper half of the "frame bracket", #20-0760-00A, on the cross member of the frame, just in front of the steering column with the part #'s facing forward. Remove any burrs or welds on the frame that prevents the bracket plate from sitting flush against the frame. This can be installed through the center of the front frame rails. If you have accessory shocks with reservoirs, loosen the reservoirs temporarily, to allow access through the front.
9. There is a spacer provided that goes between the upper & lower frame-plate mounts now. Slide the spacer in and allow it to seat in the matching, designated, machined ring in the lower plate. Install lower half of the frame bracket, with part #20-0760-00B facing forward, using the (4) 6x35mm Allen bolts. Check to be sure the spacer has remained in it's designated spot and tighten the bolts evenly as you go.
10. Connect one end of the Heim-strut arm to the steer tube bracket with a 6x20 Allen bolt, Loc-tite applied.
11. Mount the "Steer Tube Bracket", #20-0340-54, around the steer tube, with the strut arm knob to the right side facing downward. You will need to align this bracket later, so keep it tight enough to stay put for now but loose enough so you can still rotate it when the time comes.
12. The next steps will describe how to align everything perfectly so you can connect the strut arm to the steer tube correctly. This is a simple but important step, as our stabilizer sweeps outward from the center-line and the valving systems respond relative to where you start from. It is important to have the linkarm centered on the stabilizer when the wheels are aimed straight ahead. The overall goal when finished, is to have the stabilizer linkarm and the steer tube bracket parallel with each other, while the wheels on the quad are aimed perfectly straight ahead.
13. Align the front wheels dead straight, by comparing them to your rear wheels. Use a straight board, loading ramp or straight edge if necessary. Check both sides with the board and then sit on your quad and see if the bars feel as though they aiming straight ahead. At this point, align the stabilizer link arm so it is 90 degrees to front wheels (see photo), with the wheels still dead straight ahead. This means the linkarm should be in the middle of it's full travel.
14. Next, rotate the position of the Steer Tube Bracket (without moving the steer tube itself), and align the bracket so the Heim-strut matches the hole in the linkarm, front wheels still straight and the link arm 90 degrees to the wheels. The steer tube bracket needs to be adjusted vertically also, so that the Heim strut arm is not binding or angled (see photos).
15. You've now established where the Steer Tube Bracket should be positioned and you can tighten the 4 mounting bolts. It's easiest to tighten the steer tube bracket bolts by rotating it to full lock each side, giving access to the Allen heads. Obviously, you cannot rotate the to full lock until you have the bracket tight enough to not move during this process.
16. Install the other end of the Heim strut to the linkarm using a 6x20 Allen and tighten. Once that bolt is tight, then install the 6mm jam-nut on the bottom side. The Heim-strut should now be connected at both ends. The wheels should still be straight while the linkarm and steer tube bracket are parallel with each other.
17. The strut arm should be free floating and not binding or hitting any other parts through the full stroke of it's motion. **Gently** turn the bars to verify this fact. Be sure to check and keep the alignment correct if you have to loosen the steer tube bracket bolts to adjust anything.
18. Summary: Wheels straight, linkarm at 90 degrees to wheels, strut arm should match hole in linkarm and steer tube bracket at this point.
19. **Warning:** Double check the steer tube bracket position by slowly turning the bars from steering lock to steering lock, making sure the steering stops make contact and that the damper itself **has not become the steering stop**. You can insure this by turning the bars to the stop, carefully remove the strut bolt, and see if the link arm on the damper will still move a few degrees farther. This should be the case at both extremes of the steering stops. If it's not aligned correctly, it will shear the "through pin" upon it's first use, which is a built-in safety feature to help avoid damage. Tighten all bolts with Loc-tite when everything is aligned and matches the procedure.
20. There is a small hole in the steer tube bracket for an 1/8" roll pin. This is **only** for use if the steer tube bracket spins on the steering stem. We've not found any that spin yet, but we included this additional anchor point should it be needed.
21. Adjustment of the High-Speed valve in this confined area can be done with a dime.
22. If you are not sure about any of this installation, PLEASE CALL US, we're here to help you get it installed correctly.



Quad on a stand, wheels off ground



Link arm

Strut

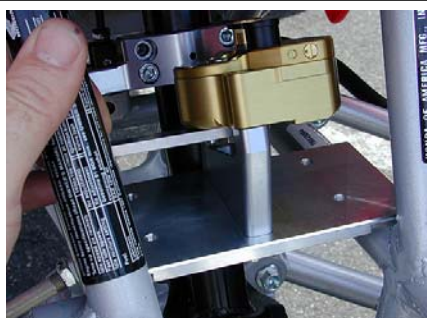
Link arm and Strut arm



Mount damper to riser block



Slide the assembly in between the frame



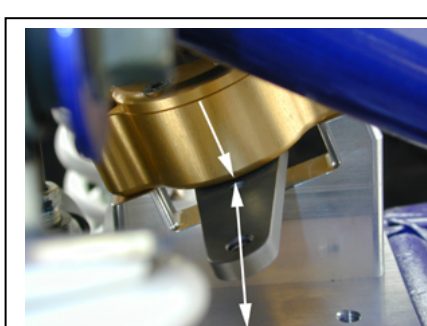
Frame plate, damper & riser block in place



Spacer goes in between the frame plates



Bottom mount plate installed



Aligning the linkarm 90 degrees to wheels



Aligning the tires straight ahead



Temporarily install steer tube bracket



Shows the extra roll pin anchor point



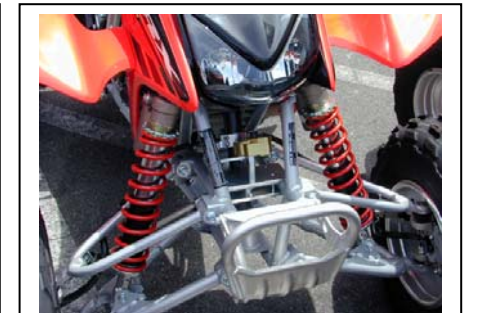
Adjusting the high speed with a dime



Finished kit seen from the left side



Finished kit seen from the right side



Finished kit seen from the front