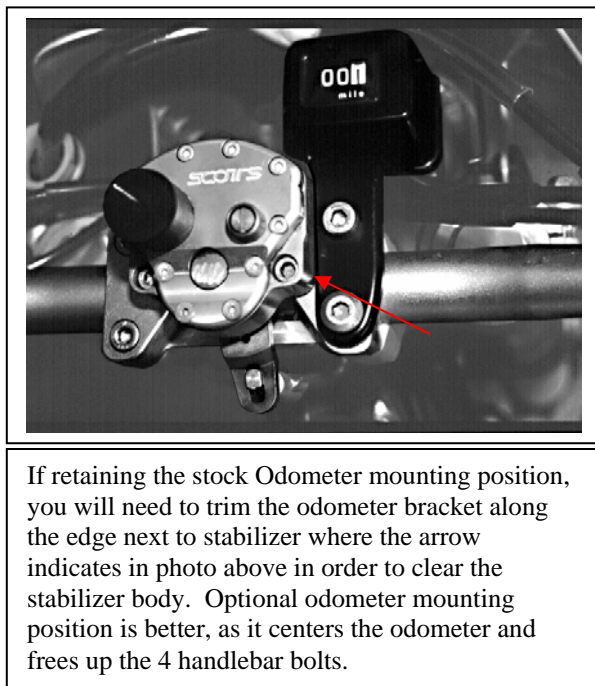
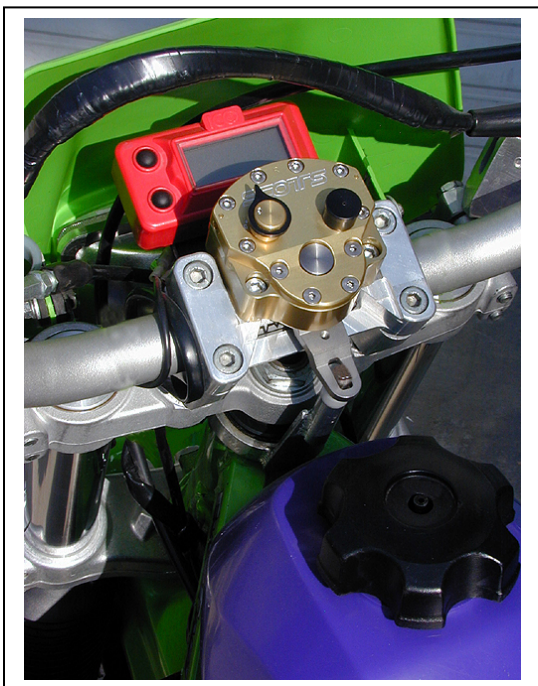
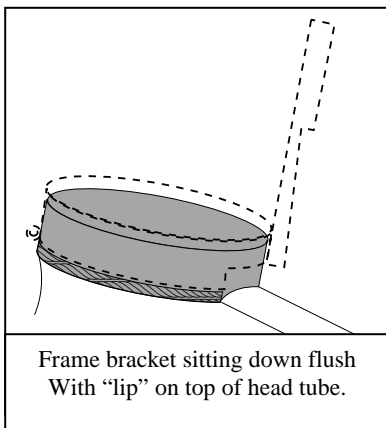
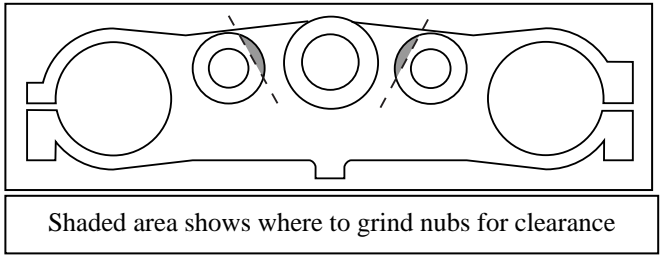
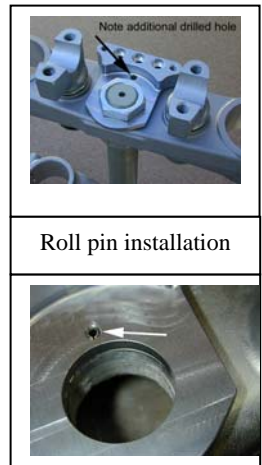
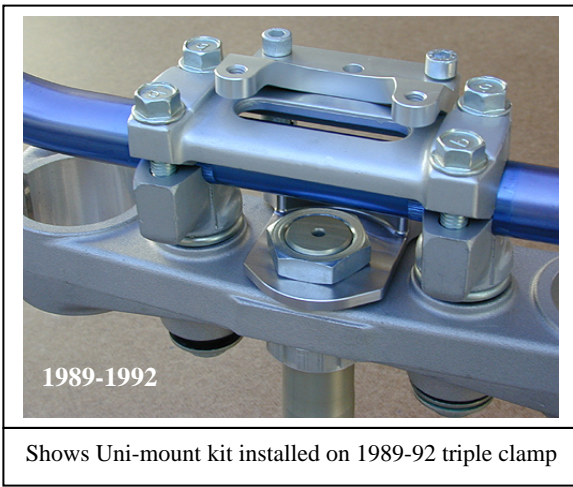
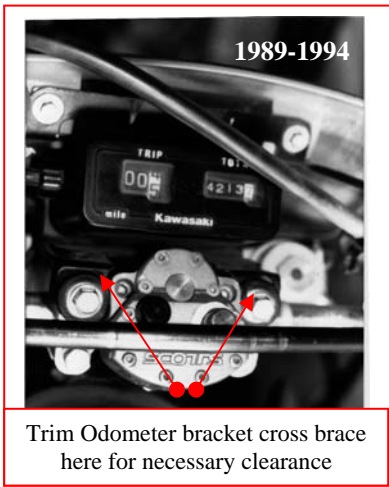




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KDX 200 / 220 // KLX 250 / 300 installation guidelines:

1. This instruction sheet covers several year models that contain different parts. We have referenced the specific years where the instructions vary for those special parts. Match the photos to your model and year. There are so many variables with the KDX / KLX mounting, that using good common sense and viewing the photos will assist you.
2. It's a good idea to temporarily fit all the parts first to be sure you do not have any welds or items that might prevent this kit from fitting properly. You need 40mm of space between your main handlebar and crossbar in order for the damper to physically fit. The Photos show both the conventional stabilizer mounting position and the "reversed" mounting position. Both are correct and are determined by what kind of clearance you need for computers, odometers and other equipment mounted up top. Reversing the link arm for the other position requires a linkarm-puller.
3. Remove the number plate and top triple clamp, making careful note of where all the cables are routed.
4. Remove the plastic bearing cover and discard it. Note: There is another permanent seal under the plastic cover that keeps debris out of your steering head bearings, therefore you do not need this extra plastic cover.
5. Inspect the inside of the frame bracket and locate the "step" or "lip" on the upper, inner edge. Install the frame bracket over the head tube making sure the bracket seats all the way down, being careful that the inner "lip" on the frame bracket ring is sitting **on top of your head tube, flush!** Do not force the lip over the outside of your head tube, it serves as a "stop" and the "lip" should be touching the top of the head tube all the way around. The frame bracket must be mounted squarely if you expect it to stay on. Check for any obstructing welds, seal edges, etc., that would keep the frame bracket from seating properly. File or modify any obstructions to insure an exact fit. Not sure? Call us.
6. Slide the Triple clamp back on and note that **occasionally** the casting nub on the under the triple clamp will interfere with the frame bracket and require slight grinding on the triple clamp underside nubs in order to clear the frame bracket. View the photo below as a reference.
7. Remove the 17mm nuts on the bottom of the triple clamp holding the stock rubber cones in place. We provide replacement bar mount cones (see photo) that assist in mounting the frame bracket in this tight area. These cones not only absorb vibration, stop the excessive flex of the stock type cones, but are also lower profile for more clearance and incorporate the washer integrally as a part of the cone. Remove your stock lower cone and install the provided spacer between the upper /lower cone first, which keeps them in the premium position for the best function and then the new lower cone. The bar mount cones are shown in the pictures and are tapered rubber cones.
8. Now butt the special 10x1.25 x 14mm nuts directly against the bottom cone top **using no washers** and simply apply a small amount of grease where the two butt together. Greasing the tapered portion of the cones is a good idea also to allow easy disassembly. Position the 14mm nut on the right side so it clears the frame bracket pinch bolt at full lock.
9. Grease the tower pin and insert it into the tower. The tower pin is designed to float and rotate freely. Keep it greased.
10. 1988-94 KDX models use a weld-on tower and will follow the weld on tower instructions for the frame bracket.
11. 1988-92 KDX's require the universal type mounting pieces for the barclamp mounting area.
12. 1988-92 bikes will install the base plate under the triple clamp nut, with no washer, being sure it stays centered. Drill and 1/8" hole for the retaining roll pin once you have the base plate centered and tap the retaining roll pin in place, flush, as per the photo. Tighten the main triple clamp nut against the base plate, to its original specification.
13. 1988-92 bikes, next install the risers and top plate using the long Allen bolts provided. Refer to photo below.
14. 1989-92 Odometer brackets will require trimming in order for the stabilizer to physically fit. Some have a cross brace that must be eliminated. View the photos for a reference.
15. For 1993-07 bikes, install the barclamp and snug the bolts evenly so the gap between the upper and lower handlebar mounting perches is equal. Then install the stabilizer to the (barclamp) using the (2) 6x20 Allen bolts. The tower pin fits into the slot on the linkarm and should not bind once the bolts are tight.
16. Rotate the bars slowly from left to right to each extreme and be sure the steering stops make contact and that the stabilizer has not become the steering stop or you can damage the "shear pin", a built in safety feature not found on any other stabilizer. Turning the bars left to right will also allow you to see if you've centered the frame bracket on the backbone of the bike. When aiming straight ahead the linkarm of the stabilizer should be centered on the frame.
17. 1993-07 bikes will need to grind the left edge of the stock Odometer bracket where noted in the photo in order to clear the stabilizer body. **Optional relocation** of the odometer makes for a cleaner installation. This is optional, not mandatory: Turn the odometer bracket over and mount odometer on the opposite side of bracket. Cut off original mounting tail and utilize the existing, single 6mm hole to mount the bracket to the triple clamp in front of damper. There is a hole already there in the triple clamp to mount to. This is relatively simple and works well.
18. Refer to your Owners Manual for initial damper settings and general installation guidelines.



1995-07 KDX 200/220 installed kit