



Guidelines for installing the KX80-85 / KX100 damper kit.

1. **READ THIS IMPORTANT NOTE FIRST:** Due to the variations of available triple clamps for this model, we had to make this frame bracket somewhat adjustable to accommodate all the possibilities. Most of this is very simple if you follow the instructions. Read all the instructions first before you perform any modifications to any of your bikes parts or the parts in this kit. If you have any questions, just give us a call at 818 248-6747 and we'll be glad to help. If you don't feel qualified to install this correctly, please contact your local dealer or qualified personnel.
2. Remove the stock bars and triple clamp and examine the weld where the backbone meets the head tube of your bike. Note how our frame bracket is made to drop down over the head tube. The welds can be very sloppy on some bikes which will require you to file the weld, in some cases, by quite a bit. Note the photo below of how to file the weld properly for clearance.
3. It is essential that the ring portion of the frame bracket be down as far as possible until the "lip" hits the edge on the head tube. It's strength is relative to how much head tube it can bite a hold of. The ring has a lip machined on the inner side which is intended to seat against the up edge of your head tube. Slide the frame bracket down until that lip seats cleanly without letting it go over the head tube. *If the lip goes over the head tube it will damage the frame bracket.* This lip also keeps the bracket straight.
4. Tighten the **lower** pinch bolt first, as it's the bolt that holds the bracket to the frame. Over tightening the top bolt first will distort the frame bracket and it's ability to stay on. Tighten the lower first and then upper and back and forth until a secure straight bracket is in place. Install your triple clamp. Turn the bars left and right until they hit the steering stops and verify that the frame bracket is straight and does not hit the triple clamps at full lock on either side. You may have to rotate the bracket on the head tube to center it's position for triple clamps clearance.
5. We've intentionally made the frame bracket tower extra tall, enough to fit the tallest application, so some bikes will require cutting of the actual tower. This is very simple once you read and understand how to do so in step #6 and see photos.
6. Install the bars and the new upper bar clamp that holds your bars tight. Install the damper to the bar clamp. You now can position the linkarm of the stabilizer so it touches **the side** of the frame bracket tower, giving you a marking point as to where to cut the tower. *Remember to allow for the nylon collar on the tower pin.* Draw a line on the tower where the cut needs to be and hack saw the tower to the correct height. Try to keep the cut straight so the tower pin fits cleanly. You can file the top for a finished look. Deburr the hole, clean out the chips and install the tower pin with grease. The tower pin should float in the hole.
7. Install the damper so it matches the picture below and refer to your owners manual for the initial valving control settings.

