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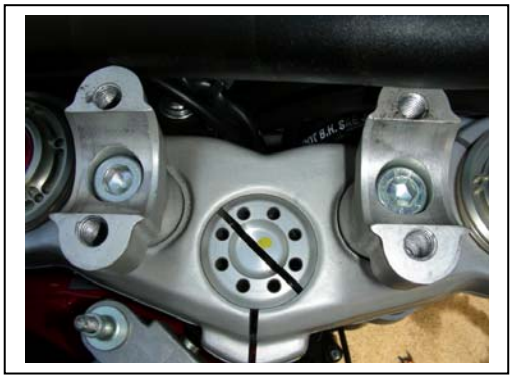
INSTALLATION GUIDELINES FOR: ***Ducati Hypermotard 1100 / 1100s / Evo:***

1) It is essential to use **Blue** Loc-tite on all nuts and bolts. Remove any other steering stabilizers.
2) It's a good idea to cover the tank with an old sweatshirt, towel or protective device so you don't scratch it.
3) Parts in photos are aluminum in color to help show contrast for mounting purposes. Production parts are anodized black.
4) Remove the (4) Allen bolts that hold your handlebars tight. Carefully lay your bars forward of the mounts, wrapping the bars and levers in a towel or suitable protection, as you will have to turn the front end for the next operation.
5) Holding the Allen heads in place with a wrench, remove the 15mm nuts on the bottom of the triple clamp that hold the bar mounts tight. Remove the stock lower bar mounts. The washers that sit under your lower perches, between the bushings and the stock perches, MUST go into the recess area on the bottom of the new SUB mount we provide (see photo).
6) Install the new SUB-mount-lower-perches using the stock Allen bolts and tighten the 15mm nuts with the stock washers.
7) Do not install the bars yet. Follow the wire from the key and unplug the security switch from its plug on the left side.
8) Remove the (2) Acorn nuts that hold the plastic key cover on and flip it upside down. Inside you'll find the "security ring" that immobilizes your bike, to prevent theft. There are (2) small tabs that hold that security ring in place. To remove the security ring you must lift a little on each side, back and forth, until it comes out. Carefully bend the one tab back and lift the ring out slightly to clear the first tab lip. Then do the other tab, a small amount at a time. Do not break the ring!! Some rings are lightly glued in place but usually come out with gentle persuasion. If you come in from the other side with an ice cream stick or other suitable persuasive pushing device, you can help push the security ring past the lips of the tabs.
9) If you break the security ring for some reason, we have replacement security rings in stock. They are reasonably priced.
10) Install the security ring into the new Plastic key cover we've provided. You'll see the relief area for the sensor to fit into. The security ring itself needs to be seated all the way flush into the recess area in the black cap, it cannot touch any metal.
11) Feed the wire down through the aluminum portion of the frame bracket and snap the Plastic cover into the provided recess. This is a press fit, but it's best to put a dab of blue-loc-tite on the press fit area to help keep it place. Plug the wire back in. If the plastic top does not center itself or fit flush, look inside to be sure the "gray" tabs are not preventing it's installation.
12) The new billet key cover is the anchor point for the stabilizer, so it must sit flush around the entire base of the key switch to provide the support needed. We've found on some bikes the stock key casting varies, disallowing our cover to sit flush, and in rare cases, when you tighten the bolts it will bow the housing and bind the tower pin. Try the new key cover on first and try to make sure it fits flush at the base area. If there is a casting "seam" you can feel, lightly sand that away until the key cover sits down flush. The better it fits, the more functional it will be. If the tower pin does not float, try again.
13) Once the key switch cover is flush against the frame, all the way around its base, tighten the (2) stock acorn nuts to 6 ft lbs of torque and use Loc-tite. Check these nuts for tightness occasionally and especially after your first use.
14) Grease the tower pin lightly and drop it in the tower-pin hole. It is designed to "float" and requires no retaining devices. It should spin and be free to float at all times. Keep it greased in the hole, especially after high pressure washing your bike.
15) Install the stabilizer onto the SUB mount using the (2) 6x20 Allen bolts, while aligning the slot in the link arm with the flats on the tower pin. This is a tight fit, feed it in gently. Be sure the tower pin does NOT make contact with the bottom of the damper. Tap the top of the tower pin to lower its position until it's flush with the top of the linkarm (see photos).
16) Once the tower pin height is correct, tighten the bolts holding the stabilizer in place. Is the tower pin still free floating?
17) Install the bars into the new lower perches (SUB mount). Locate the bars to your riding position and install the new upper bar mount perches, then tighten the 4 bolts evenly so the gaps between upper and lower perches, front to back, are even.
18) Turn the bars from full lock left to right and be sure your cables are free to pivot and have not become restricted. Start the bike and turn your bars again to be sure your cables are not binding or in harms way.
19) Read your damper manual for initial settings on the controls. A separate page describes each valving circuit control. Normal starting point is approximately 8-9 clicks out from full clockwise on the base valve. Start at softer settings.
20) If you have any questions on anything, just call us, we want to help you! Phone numbers are at the top of this page.



Unplug the security ring wire which is on the left side of the frame.

Carefully pull the black tabs back to release the security ring

This shows the security ring removed from the stock housing. Remove glue.

Install the security ring into the underside of the new key cover.

Route the wire through the aluminum housing before snapping cover on.

Guide the gray tabs **inside** and snap the black cover into the aluminum housing.

This shows the **correct** tower pin height

This shows the **incorrect** tower pin height.

This shows the SUB mount only installed

At left is the actual Ducati Factory bike ridden at Pikes Peak by Greg Tracy to an overall win in the 1200cc class. Above is Carlin's carbon fiber covered, black plastic, gold framed Hyper-Motard jewel.