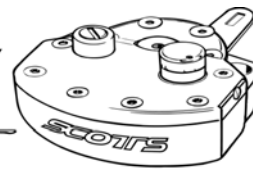


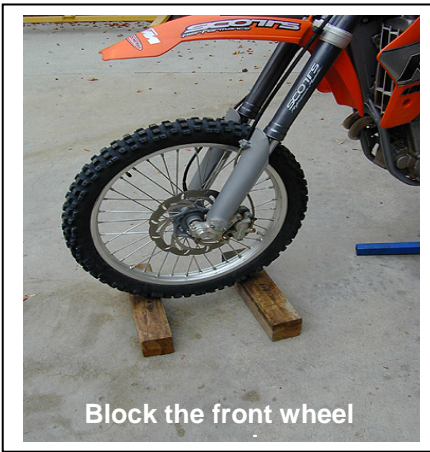
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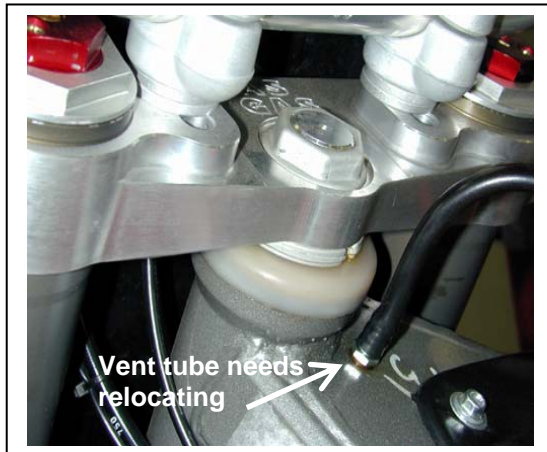
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**GAS/GAS 2010-11 installation guide:**

1. Gas/Gas models will vary slightly, Worldwide, so these are generic installation guides to help you. Since they ship different forks using different triple clamp combinations and different size fuel tanks, there is no such thing as clearly defined “standard-parts” for these model bikes.
2. View the photos first so you get an idea of how the whole kit looks and progresses during assembly.
3. Block the front tire securely before removing the top triple clamp, so the tire cannot move or roll.
4. Once the triple clamp is loose, the forks can roll away from the bike completely, so block it securely!!
5. Remove the top triple clamp by loosening the main nut and the fork pinch bolts.
6. Remove the jam nut that holds tension on the head bearing, paying attention to how tight it is now, so you can adjust the tension on the bearing appropriately when re-assembling.
7. There is a shim under the stock shroud that should be retained. This shim is what the jam nut butts against when tightening the bearing tension.
8. Remove the stock head bearing bearing shroud that covers the bearing and either replace it with the one we provide or modify your stock shroud. Some models require the stock shroud to be modified as per the diagram provided. It needs to be shortened as much as possible without exposing the bearing but at the same time allowing the frame bracket as much frame as possible to bite onto. Option: You can order the 1999 Gas/Gas version from your local dealer, which is pictured on this sheet and seems to work for sealing the bearing and being out of the way. (We can only hope that Gas-Gas will discover sealed bearings some day like the rest of the world uses).
9. The goal is to allow the bearing cover to seal the bearing but still spin freely without binding.
10. Trim the cover up high enough to match your satisfaction and then deburr the inner edge.
11. Finish the edge of the shroud so it's square by sanding it with a block & a piece of 80-grit sandpaper.
12. Be sure to heavily grease the bearing while the cover is off. This will help protect the bearing. Keep the grease on the bearing only and **remove any access where our frame bracket clamps to**, or the bracket will not stay tight.
13. Install our bolt-on frame bracket and slide it down so the clamping surface mates to your head tube (grease free). Align the frame bracket so it's straight on the backbone of your frame and tighten the pinch bolt. Many models need the vent tube re-located where it threaded into the frame.
14. Install your newly modified shroud cover, or ours, and be sure it seals and spins freely. On some models you may want to flip the jam nut over and apply grease between the tin shroud and jam nut to keep it from moving. GasGas comes with different variations, so do what works best for yours.
15. Install the new triple clamp in the reverse order and upon tightening; be sure the bearing shroud is still not binding or rubbing the frame bracket. It should be as close as possible but not touching.
16. Re-tighten all your triple clamp bolts. Grease the tower pin so it floats freely in the frame bracket.
17. Install the stabilizer to the SUB mount using the (2) 6x20 Allen bolts while aligning the tower pin into the linkarm slot. **Be sure the tower pin does not hit the bottom of the stabilizer body! The tower pin is adjustable and should match the picture. The manual shows how to adjust the tower pin.**
18. On some models, the tank bolt is underneath the frame bracket. These models may need a shorter tank bolt to clear the frame bracket when removing the tank and/or very slight radius filing on the plastic tank nose. Most tanks are solid plastic up front but check yours to be sure before modifying.
19. If your gas cap vent tube interferes with our frame bracket, you will have to relocate the vent tube. Some users simply zip tie the vent tube to the frame bracket post or it can be relocated by drilling and tapping a new hole elsewhere or simply running a longer hose elsewhere.
20. On some bikes the kill switch wire becomes too short, as it was just barely long enough to start with. Just trace the wire back to a spot under the tank where you can extend its length a little by negotiating it out of the wiring sheath a bit or re-route it.
21. Refer to your Owners Manual for initial settings, adjustments and final general mounting guidelines.
22. If you have any questions or problems, please feel free to call us. We are here to help you.



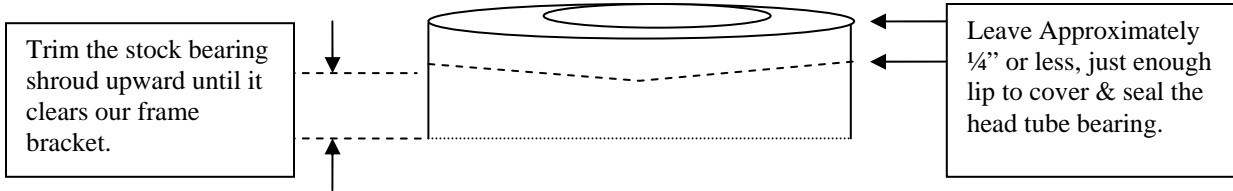
Block the front wheel



Vent tube needs relocating



Be sure the tower pin is positioned as shown above and is not touching the bottom of the stabilizer body



Optional bearing cover:  
 This photo shows the 1999 Gas Gas version shroud-seal and covers which seems to work better than the stock nylon cover they use now. This version gives the best grip for the stabilizer frame bracket to bite onto the frame.  
 This version is available from you're local Gas/Gas dealer.

