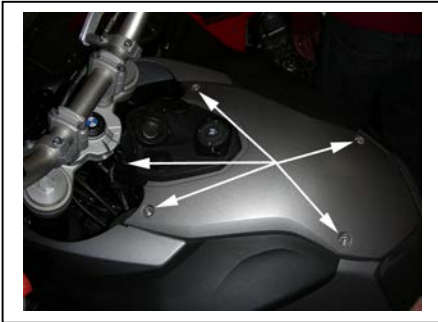




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Installation Guidelines for the BMW F650GS / F700GS:

- 1) This kit is NOT designed to be used with bar risers, although, they can be mounted to the SUB mount, as long as the bolts do not extend beyond their capacity to hold the bars tight. Beware that bar risers also test the length of the cables and can cause the cables to become too tight during full lock turning, which is obviously very dangerous. The clearances on this model are extremely close, so follow the instruction guidelines closely and be aware that, in rare cases, minor shaping and modifications may be necessary, in order for everything to fit right. View the photos first to get the idea. Keep in mind we are limited by the space the factory gives us to work with. We've tried very hard to make a quality product that fits into the very small space that was allowed for our stabilizer to be mounted in.
- 2) Remove the seat and center cowl, covering the battery and air filter. Unplug the wire connected to cowl.
- 3) Loosen the upper barclamp bolts using an external Torx socket or a 5/16" six point socket. Lay the bars forward out of the handlebar mounts. Wrapping the bars in a towel will help prevent scratching of any components.
- 4) Remove the stock lower bar mounts by loosening the nuts on the bottom of the triple clamp and discard all the hardware except for the lower cupped washer that fits over the rubber bushing. Check the tension on these nuts before removing, so you know how tight to re-install the new nuts. There is not a positive stop on these nuts, so it's possible to over tighten.
- 5) Install the "SUB" mount as per the photos. We supply a bushing that goes in the bottom of the sub mount and the chamfer inside this bushing matches the shape of your upper stock rubber bushing in the triple clamp. The 10x75 bolts pass through the SUB mount, through the new bushing (no cupped washer on top), through your stock rubber bushings, through (1) cupped stock washer on the bottom rubber bushing and then through the flat washer and Nylok nut that we supply. Tighten the nuts evenly until the bolts extend through the Nylok nuts with 2-3 threads showing. Do not over-tighten. Avoid having the new aluminum bushings on the bottom of the SUB mount make contact with the triple clamp. The rubber mounts need to flex slightly.
- 6) Using the supplied Torx 5pt security bit, remove the bolts holding the key switch tight.
- 7) Install our frame bracket using the stock key bolts and washers and hand tighten for the moment.
- 8) Install the Stabilizer using the 6x20 Allen bolts to the SUB mount, making sure as you do so, that the linkarm slides over the tower pin aligning the slot in the linkarm with the flats on the tower pin. The tower pin height should be so that the linkarm is centered on the flats of the tower pin. The linkarm is going to move up and down during use, so it's critical that the linkarm be in the middle of the flats. To adjust the height, loosen the jam nut on the tower pin and screw the tower pin to the desired height and re-tighten the jam nut using loc-tite. Check this jam nut for proper tension occasionally.
- 9) Once aligned, you can now tighten the key switch bolts holding the frame bracket in place.
- 10) Install the bar reducers, which are bushings to convert from oversize this bike's size of bars. Now install the Handlebars into the SUB mount and tighten the bolts evenly so the gap is equal between the mounts. Occasionally the plastic pointer on the stabilizer may not clear the bars, it's very close, and may need very slight trimming.
- 11) Rotate the bars from full lock, left to right, and verify the cables and wires are free to move through the full motion of the bar turning, and are not binding. Once verified, start the bike and try it again, **before riding**, to be sure they are free.
- 12) The plastic key cowling will require some "relief" or clearance, where they mount over the security key bolt heads. This can be performed with a file, Dremel tool, or tool of your preference in order to remove some of the plastic.
- 13) Its very important to periodically check the tension on the jam nut holding the tower pin tight. As the damper is used, it is possible the jam nut can come loose, especially during the initial use. Be sure to maintain this properly.
- 14) Refer to your Owner's Manual for initial valving setup. Start with softer settings and work up to your desired damping forces by following the guidelines in the manual. If you have any questions, please give us call, we are here to help.



Remove the stock tank shroud bolts



Remove the plastic torx key bolts



Remove the stock lower bar mounts



Sub mount/bushings/nuts & washers
Installs as shown above



Lay bars forward out of the way &
install Sub mount as shown



Stock key switch bolts are Torx
remove and install frame bracket



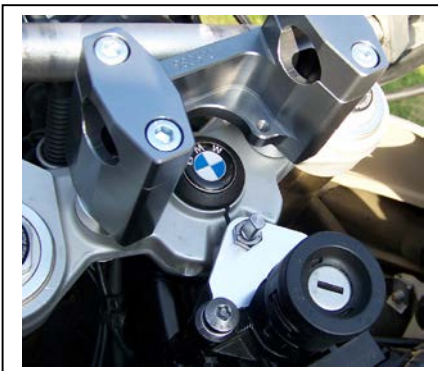
Frame bracket mounts as shown
under the stock key mount bolts



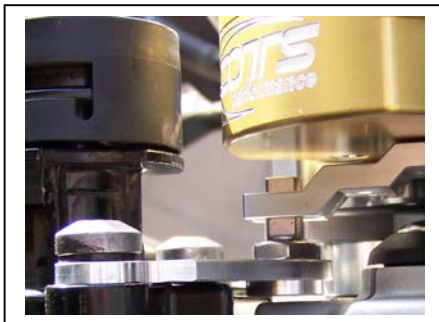
Side view of Sub & Frame bracket
Spacers go under sub mount



Sub mount installed correctly



This shows correct tower height, do
not allow pin to contact damper.



File the inside of both plastic bolt
covers so its fits to your liking



Tape marks where trimming occurs



Trim here until this fits properly



Finished kit