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Universal mounting hardware for the CR125 85-88 / CR250 85-87 / CR500 85-88:

Installation of the universal mounting hardware will vary from bike to bike depending on the configuration of your stock components. Below is the basic, mounting guidelines to help you avoid problems but each application will require common mechanical skills in order to make the completed project correct. We've constructed these parts to adapt easily to a wide variety of applications. This is not a "specific fit" kit, that's why we call it "universal", meaning, it's adaptable.

Base Plate - Part # UNI-24 (review the photos on page 2)

The base plate is made to fit over the stock steering stem. It comes with one large 24mm hole that fits most bikes. There are (5) 6mm holes in the base plate also. The 2 outer holes are threaded 6x1.0mm to receive the "top plate", which is what the stabilizer will mount to. The 3 inner holes are counterbored and are not used for this application. The base plate is going to be secured by both the main steering stem nut and an one anchor point using an 1/8" roll pin. You must anchor the base plate to the triple clamp to keep the base plate from trying to spin when the forces of the damper are in use. The main nut is not enough to keep it from spinning.

Installation of base plate: (review the photos on page 2)

Remove your stock triple clamp nut and slide the base plate over the bikes steering stem. The bottom of the base plate must butt against a smooth, flat surface at least 4mm wide. Some bikes have raised areas and some have recessed areas where the nut tightens. It is not necessary to have a washer under the main nut but if you have enough threads on the stem you can retain the stock washer. Once in place, the front edge of the base plate (where our logo is) should be parallel with the front edge of your triple clamp and perpendicular to the backbone of the bike. This is critical in order for the damper to sit on your bike at a "straight" angle when finished. With it mounted flat and straight, now mark and drill the 1/8" anchor hole where the main nut seats. A drill press is recommended for this operation but is not mandatory. Drive the 1/8" roll pin through the base plate and into the new hole until it sits flush. Re-install your triple clamp main nut (with washer if you have enough threads), and torque the main nut to the factory specifications in your manual.

Top Plate - Part # UNI-16

The top plate is designed to bolt directly to the base plate by using the 2 outer threaded holes. The top plate can be spaced higher by using washers bushings between the base plate and top plate. We stock selected sizes of these special riser / spacers for the most popular applications. Changing the spacer length will require a matching bolt length. The bolts should be as close to flush on the bottom of the base plate for maximum strength. Exceeding a 40mm spacer starts to test the strength of the bolts, so keep the spacers as low as possible and the stabilizer as close to the bars without touching.

Fitting the stabilizer and frame bracket

1. If your particular kit is using oversize bar mounts (which applies only to bikes with rubber mounted bars) you will install those now. You want to rotate those perches so the bars are in the forward position. This allows more installation clearance. Be sure the Nylok portion of the Nut engages the threads once you have the perches tight. Use your bars to keep the perches aligned during the tightening process.
 2. Install the bars and upper perches and tighten the 4 handlebar bolts evenly.
 3. Install the stabilizer using the (2) 6x20 Allens provided.
 4. With the linkarm straight you are going to custom fit the weld-on tower to suit your individual bike. After viewing the photos to get the idea, cut the weld-on tower to length for best fitment. On the CR's it is best to remove the majority of any access length from the triangular base rather than the top, as these bikes have very little clearance at the full lock steering position. Before welding permanently, move the link arm to it's extreme side position and view where the frame bracket tower will be located so you can make a better judgement as to how yours will need to be shaped to allow proper clearance. Once the fitment is seems correct, tack weld the bracket so you can test your positioning by moving the damper slowly through its arc and verify your fitment position before final welding takes place. Do not get the nylon collar on the tower pin too hot or it will compromise it's interference fit.
 5. Once finished you will re-install the tower pin , using grease on it's shaft to insure it floats in the tower.
- Each application will probably pose areas requiring good judgement in order to make a secure mount. Do not attempt to mount the universal kit unless you are confident you understand the fundamentals involved. Only skilled mechanics should attempt this installation. We are here to help so if you have any questions we will be more than happy to try and help.

Photo Gallery:

