



## Installation instructions for Yamaha R1 KIT # 68-0063:

- 1) Be sure the kit number you have, matches the kit number on this instruction sheet.
- 2) It is essential to use **Blue** Loc-tite on all nuts and bolts or they can come loose.
- 3) You'll need to remove the stock steering stabilizer located in the front area, near the headlight, by removing (2) 14mm attachment points. Follow the wire attached to it and look at the photos for how to unplug the stock damper. See #3 also.
- 4) To unplug the stock damper switch; Remove the 2 shroud Allen bolts just under the grip with the bars turned to the far left. Now you can access the painted shroud that sits just below and behind this upper shroud. A large "push pin" retainer located underneath can be removed by pushing the center of the pin inward, the plastic push pin retainer will fall out.
- 5) Next, rotate this shroud rearward off the large rubber grommet and downward, giving you access to the rubber sheath covering the electrical connectors. Just inside the frame rail on the left side you'll see this sheath. Roll the sheath back until you find the white plug with 2 wires to it. Unplug the stock damper and feed the wire out of the frame.
- 6) Plug the blank resistor (white plug) we've provided, back into the receptacle to prevent the error code from showing on your dash display.
- 7) Remove the small black caps covering the stock Allens bolts on top of the triple clamp that hold your clip on bars tight, and then remove the Allen bolts themselves. Something sharp or pointed usually can sneak in under these little caps. They are simply snapped into the center of the Allen bolts holding your clip-ons tight.
- 8) Install the new "triple clamp damper mount" (TC mount), with the large hole over the stock main nut and the (2) smaller holes lining up with the clip on bar mount bolt holes. Install the new longer bolts 6x35 Allens through the TCM and into your clip-ons and torque to the specified setting, usually 6-8 ft lbs.
- 9) Be sure our TC mount is setting flush on the surface of the stock triple clamp surface, all the way around. No deco plates or after market items should obstruct it's ability to sit flush.
- 10) Remove the stock front fuel tank retaining bolt and install the new frame bracket using the longer bolt provided. Note the feet on the frame bracket are designed to sit into the stock casting holes in the frame for more support.
- 11) We've machined this frame bracket precisely to match the shape of the tank and frame. Be sure the triple clamp clears this part when the bars are turned to full lock position both left and right. Tighten the tank bolt using lock tight to 6-8 ft lbs.
- 12) Grease the tower-pin lightly and drop it in the tower-pin hole. It is designed to "float" and should be kept greased.
- 13) Install the stabilizer using (2) 6x20 Allens. The link arm slot aligns with the flats on the tower pin.
- 14) Before riding the bike, check to be sure your throttle cables are not pinched and free to move in both complete directions.
- 15) Read your damper manual for initial settings on the stabilizer controls.
- 16) The base valve controls the immediate feel of damping forces exerted.
- 17) The high-speed valve takes over when "spikes" or high velocity impacts override the base valve.
- 18) The sweep controls on the sides determine the degree of damping forces requested from center out.



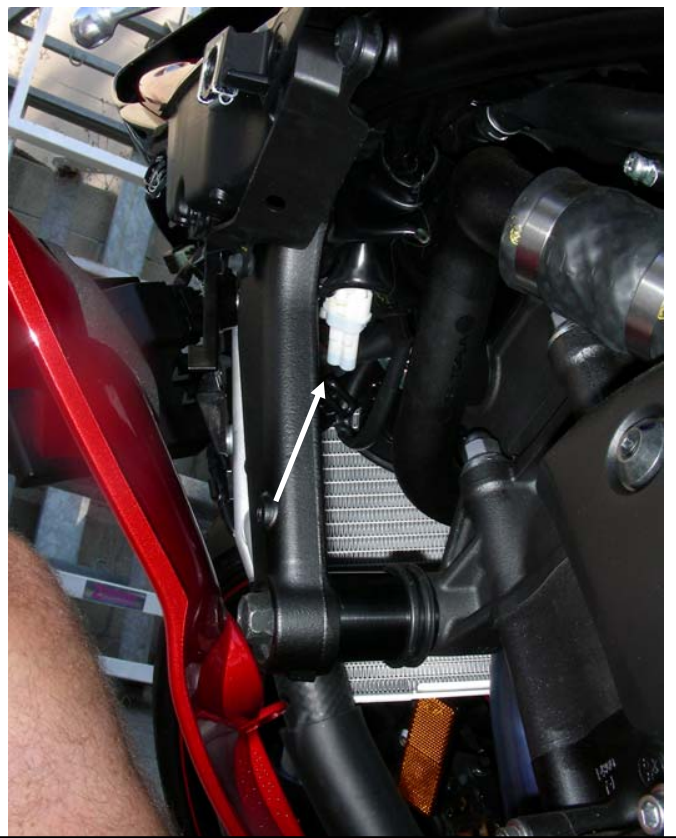
Remove these 2 bolts to gain access to the panel below which allows access to the sheath covering the white plug



White arrows show the release points for this panel. Rotate this panel back and downward to expose the damper plug



Push on the center of the plastic push pin to release it.



The left side panel will gently bend out of the way exposing the white plug shown here. Roll the sheath out of the way exposing the plug, Unlatch the plug and unplug it



Install the new error code plug we've provided to replace the stock stabilizer switch plug you've undone and removed.



Removal points for the stock stabilizer

