

## INSTALLATION GUIDELINES FOR: Triumph Street Triple 675

- 1) It is essential to use **Blue** Loc-tite on all nuts and bolts. Remove any other steering stabilizers. View all the photos first.
- 2) It's a good idea to cover your fuel tank with an old sweatshirt, towel or protective device so you don't scratch it.
- 3) 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.
- 4) Holding the Allen heads in place with a wrench, remove the 17mm nuts on the bottom of the triple clamp that hold the lower bar mounts tight. Remove the stock lower handlebar mounts from the triple clamp.
- 5) Install the new SUB-mount-lower-perch assembly using the stock Allen bolts & tighten the 17mm nuts with the stock washers. Do not install the bars yet.
- 6) Remove the (2) front gas-tank mounting bolts. Install the new frame bracket tower into these existing holes by using the (2) 6x30 Allen bolts we provide in the kit. **Warning: Be sure the frame bracket clears your tank before tightening the bolts.** If you have any clearance issues, loosen & re-position the tank and or on rare occasions, file some of the back of the frame bracket where it's too close, or shim the frame bracket upward with thin washers. Call if you have questions on this.
- 7) 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.
- 8) 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. Be sure the top of 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).
- 9) Once the tower pin height is correct, tighten the bolts holding the stabilizer in place. The tower pin should be free floating?
- 10) Examine the 15mm nut on the bottom of the stabilizer and it's clearance to the top of your stock steering stem. The stock steering stem heights vary slightly from bike to bike and it's essential that the nut on the bottom of the stabilizer has 2mm clearance to the top of your steering stem. In rare cases, if it does not have 2mm of clearance, you will need to shim the stabilizer up by using washers under the stabilizer and longer bolts, or file the top of your stem. If you are not sure and you have this rare condition, please call us for assistance.
- 11) 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.
- 12) **NOTE:** The "std" model 675 will need the bar reducers that we provide in the kit to reduce the size of the handlebar mounts from oversize to standard. The "R" model needs no bushings as it comes with oversize bars stock. See the photos for the correct installation of the bar reducers.
- 13) Because this kit raises the bar height slightly, it's important to be sure your cables are still free to rotate and not binding in any way. Normally you'll need to clip the "zip tie" holding the wire loom that leads to your right side handlebar switches, and re-route that loom in front of the key cylinder (see photos). This gives the loom more room to flex during Turn the bars from full lock left to right and be sure your cables are free to pivot and have not become restricted or too tight from the additional height of the sub mount. The cables might need to be re-routed to allow for more slack. **Do not ride the bike until you are sure the cables are free to move from full lock to lock.**
- 14) Start the bike and turn your bars from lock to lock again to be sure your cables are not binding or in harms way.
- 15) Read your stabilizer manual for initial settings on the controls. A separate page describes each valving circuit control. If you have any questions on anything, just call us, we want to help you! Phone numbers are at the top of this page.



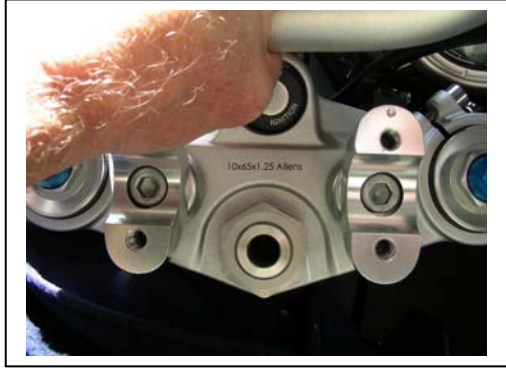
Cut the zip tie holding the wire loom tight to the key cylinder so it can be re-routed as per the photo to the far right



Close up of where to cut the zip tie that holds the wire loom tight. Re-route the wire loom as per the picture to the right.



Re-route the wire loom that goes to the right side switches so it's in front of the key cylinder and free to move.



Remove the stock lower perches



Remove the 17mm nuts under triple clamp



Frame bracket installed into tank mounts  
Be sure the bracket has clearance to the tank BEFORE you tighten the bolts. In rare cases, it can be filed or shimmed upward using thin washers underneath the frame bracket. Be sure the bolts still engage a minimum of 6mm of thread.



This shows the correct tower pin height



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



Shown here is the finished installation



Bar mount reducers for the STD model 675