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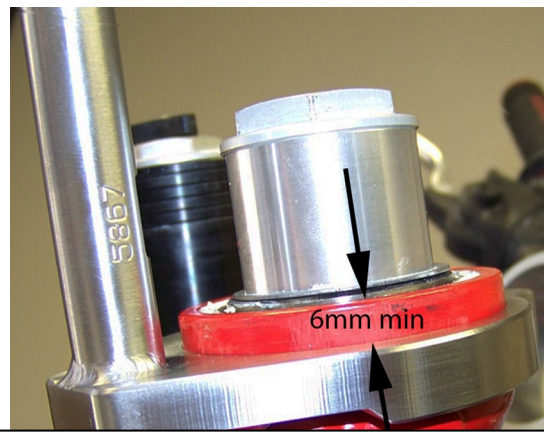
Stabilizer mounting guidelines for Beta RR / RR-S / RS

IMPORTANT: Each bike varies with regard to the welds and position of the gussets. You must be sure the frame bracket is seated squarely and down far enough to clear the bearing seal. View the photos 1st. A small percentage of 2015 Betas got frames with very high welds at the rear of the head tube. These will not accept a bolt-on bracket, hence a weld-on is all that will work on these rare bikes. Please call us if you discover you have one of these bikes and we'll try to help you.

1. Photos may not be your exact model but depict the same goal you are trying to achieve.
2. Block the front tire securely before removing the top triple clamp so the tire cannot move at all. See photos.
3. It's a good idea to run a tie down from the front axle up and over the frame to the other side front axle.
4. Support the rear tire also, just enough to keep tension on the front tire so the forks stay tight.
5. **Warning; once the triple clamp is loose, the forks can roll away from the bike AND it happens very quickly.**
6. Take note of how tight the main nut is, so you can re-tighten it to the exact amount. **The main nut adjusts the tension on the steering head bearings, you'll want to adjust it back to that same tension.**
7. Remove the triple clamp pinch bolt, the main nut, fork pinch bolts and then remove the top triple clamp,
8. Remove the stock bearing shroud (cover) as it will be replaced with our new shorter version.
9. Grease your bearings while you have them exposed. (Keep the grease off the area where our frame bracket mounts!!).
10. The goal is to allow the frame bracket to clamp cleanly and squarely around the upper half of the head tube.
11. If you have 6mm from the top of the head tube to the top of our frame bracket, you should be good to go and require no filing on the welds. If you have less than 6mm, file any welds downward until you achieve the 6mm goal.
12. Review your individual bike's welding characteristics at the head tube. Any welds or slag interfering with the frame brackets ability to clamp tightly must be removed or filed down. DO NOT file away the paint on the clamping area if possible. Spend a little more time filing excessive welds carefully and your bracket will stay tight.
13. Install the frame bracket around the head tube loosely for now, then the new bearing seal cover with some grease on the lips of the seal. Do not tighten the frame bracket until the triple clamp is back on and tight so you know where the shroud will end up, try to avoid letting it touch the frame bracket but be as close as possible.
14. If your model came with an oring on top of the shroud, under the Triple clamp, re-install that now.
15. Re-install the triple clamp carefully, as now is the time when the forks will want walk away from the bike. Tension the top nut to the same tension it was when you removed it, remembering that it provides the correct tension on the bearing. Then secure the triple clamp pinch bolt, and finally tighten the upper fork pinch bolts.
16. Align the frame bracket so the tower post is in the middle of the backbone of the frame, slide the frame bracket upward as close to, but not touching the new seal, as possible, and tighten the pinch bolt on the frame bracket to 6-8 ft lbs. The bracket must clamp squarely and cleanly all the way around the diameter of the head tube. Do not allow the bracket to protrude above the seal seating surface and or touch the seal or you may hear any contact as your turn the bars.
17. Remember the main nut on your BETA adjusts the tension on your head bearing, so do not over tighten the nut. It should be seated just enough to take the play out of the bearing and then the pinch bolt tightened to hold it in place.
18. The shroud should pivot cleanly with the forks and have little or no contact with the frame bracket during turning. If you develop a squeak, it's because the seal shroud is making contact with the frame bracket. A small amount of grease on the bottom side of the seal shroud will help prevent squeaking and allow the frame bracket to butt very close.
19. Turn the bars full lock, left to right, and verify the cables are not pinched or in harm's way and are free to rotate through the full turning radius. Be sure the cables are not between the linkarm and triple clamp at full lock.
20. Install the handle bar clamp so it matches the handlebar position you specified during ordering. Betas have multiple handlebar positions, position 1 would be closest to the rider. The bar clamp provided fits only the position you ordered it for. The tower pin should be in the "middle" of the slot on the linkarm, if it is NOT, you might have your Bar mounts in the wrong position and you can possibly damage your stabilizer. See your owner's manual if you suspect something is mis-aligned. The manual explains how to verify this correct position. Or call us in your not sure.
21. Grease the tower pin and drop it in the tower. Keep it greased and free to float which insures proper alignment.
22. Install the stabilizer so the flats on the tower pin match the slot in the linkarm and tighten the 2 Allens for the damper.
23. See your owner's manual for "How to" adjust the stabilizer initial settings.
24. If you have any questions, please call us at 818 248-6747, we want to help.



Block the front wheel & forks



Be sure to have a minimum of 6mm from the top of the head tube to the top of the frame bracket



File welds keeping the frame bracket from clamping tightly around head tube



Stock Shroud



New Shroud

