

Stabilizer mounting guidelines for Beta: (RR / RR-S / RS models)

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.

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, before removing, so you can re-tighten it to the exact amount.
7. **The main nut adjusts the tension on the steering head bearings.**
8. Remove the triple clamp pinch bolt, the main nut, fork pinch bolts and then remove the top triple clamp,
9. Remove the stock bearing shroud (cover), as it will be replaced with our new shorter version.
10. Grease your bearings while you have them exposed. (Keep the grease off the area where our frame bracket mounts!!).
11. The goal is to allow the frame bracket to clamp cleanly and squarely around the upper half of the head tube.
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 we've provided** with some grease on the lips of the seal and finally the o-ring (if equipped) on top of the bearing shroud. Do not tighten the frame bracket until the triple clamp is back on and tight, so you know where the seal will end up.
14. 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 this nut provides the correct tension on the bearing. If you over tighten this nut you'll think the stabilizer is affecting your steering, when it's not.
15. Once adjusted correctly, 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, 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. Grease the tower pin and drop it in the tower. Keep it greased and free to float which insures proper alignment.
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. Be sure to select the correct set of mounting holes on your triple clamp or the stabilizer will NOT line up properly with the frame bracket tower. See the next 2 lines!
20. Triple clamps with **2 sets** of handle bar mounting holes: The SUB mount base plate will go into the **"rearward"** set of holes in your triple clamp using the bolts provided.
21. Triple clamps with **3 sets** of handle bar mounting holes: The SUB mount base plate will go into the **"middle"** set of holes in your triple clamp using the bolts provided.
22. See the extra instructions provided for installing the Rubber SUB mount assembly in conjunction with these.
23. The base portion of the Rubber assembly goes on first.
24. Install the stabilizer so the flats on the tower pin match the slot in the linkarm and tighten the 2 Allens for the damper.
25. Install the upper half of the rubber sub assembly per the diagram.
26. Install the bars and adjust the bolts so the gap between upper and lower perch is equal.
27. Turn the bars full lock, left to right, and verify the cables are not pinched or in harms 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.
28. See your owner's manual for "How to" adjust the stabilizer initial settings and control knobs.
29. If you have any questions, please feel free to call us at 818 248-6747.



To the left is a 3-hole triple clamp this kit uses the middle set of holes on 3-hole clamps.

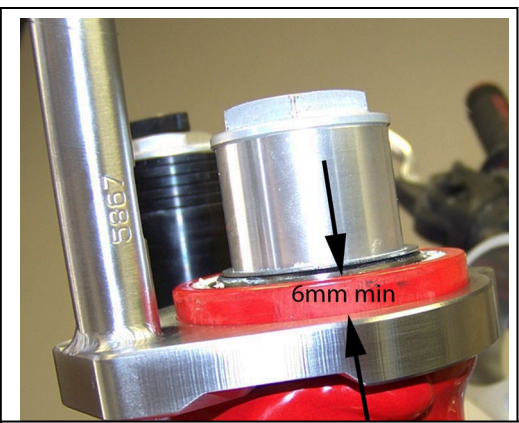
NOTE: A small percentage of 2015 Betas got frames with very high welds at the rear of the head-tube that will not accept a bolt-on bracket, hence a weld-on is all that will work on these rare bikes. If you discover you have one of these bikes please give us a call so we can help you.



Block the front wheel & forks



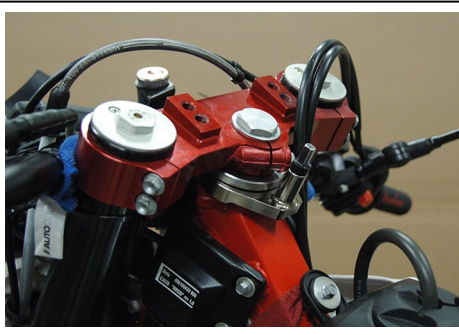
File any welds that keep the frame bracket from clamping tightly around head tube



Be sure there is 6mm minimum from the top of head tube to the top of the frame bracket



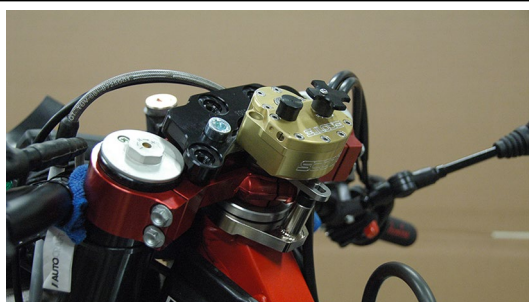
Install the Frame bracket first, then the new bearing shroud seal and finally the o-ring.



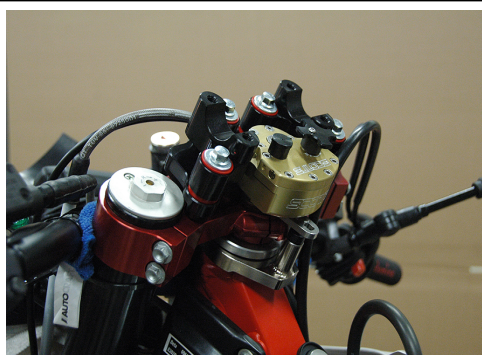
Install triple clamp & tension the main nut & fork pinch bolts to factory specs



Install the base of the sub mount to the rear set of holes on 2 holes triple clamps and middle holes on 3 hole triple clamps



Install the stabilizer to the Sub mnt base



Install the upper half of the rubber sub mount to the base plate using the additional instructions provided to show that assembly in detail. Install the cable guide as per the photo below left.

