

Precision Racing Products

Custom installation

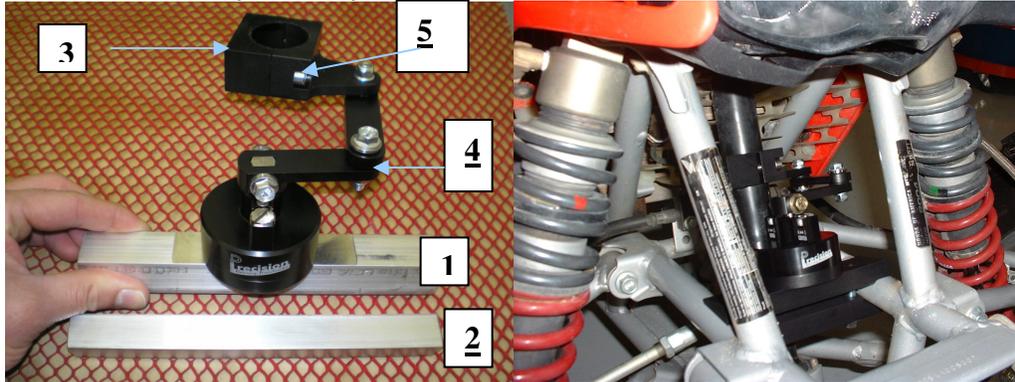
Inspect your steering stem diameter to insure proper fit. A letter is stamped on your stem clamp that corresponds to the diameter it was designed to fit.

A stamped on clamp	B stamped on clamp	C stamped on clamp	D stamped on clamp
Stems 1.25dia.+-.03	Stems 1.35 dia +-.03	Stems 1.04 dia+-.04	Stems 1.13 dia +-.03

Before starting; you will need machining and fabricating equipment, and skills to use them to install a custom mounting kit.

Make sure your steering turns very freely with the front wheels off the ground. You may need to grease or even shim out the stem bushing to free up the steering

The stabilizer need to be mounted so its shaft is parallel to the steering stem, and needs to be mounted extremely securely to the frame.



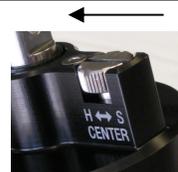
- 1) 1 the mounting plate is provided with a flat machined surface to mount to the stabilizer. You will need to mill flats on the mounting plate so the stabilizer can be mounted parallel the steering stem. You will then need to drill and tap holes in the mounting plate at the same angle as the milled flats these are used to mount to the frame using clamp 2. (use 8mm or 5/16 tap)
- 2) Drill holes in clamp 2 the same distance apart as the holes you drilled in the mounting plate but these holes are not at an angle.
- 3) Installing the unit: make sure the wheels of the quad are pointed straight and the lever to the stabilizer is at 90 deg. And parallel to the stem clamp. You may need a longer or shorter link-arm depending on where you mount the unit.
- 4) Snug screws 5 now turn in the set screw 3 until it touches, then a 1/4 turn more. Make sure the "O" rings 4 on the link-arm are nice and straight. If not slide the stem clamp up or down. Now tighten the stem clamp screws 5 (13 ft-lb.) This should drive the set screw in tight.
- 5) Re-check alignment of the components. And also make sure you can hit your steering stops and that you have adequate clearance.

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Adjusting the dampening

Starting point recommendations are as follows: Closed, or at zero, is turning the adjuster screws full clockwise finger tight. From this point count the notches as you turn the adjuster counter clockwise, 4 notches is ½ turn from closed, this will provide a reasonably high level of impact resistance. The lighter the turning resistance the less impact resistance will be absorbed. Find the setting that is right for you.

Clockwise “H” Harder



	Standard and Pro		Elite damper	
	Center	Sides	Center	Sides
MX track average roughness	6	8	10	14
MX Rough Track (Glen Helen)	4	6	7	11
TT Track	10	10	14	14
Cross Country average roughness	8	10	12	14
Cross Country rough course	6	10	10	12
Desert racing average roughness	5	8	9	12
Desert racing rough course	3	5	6	9
Trail riding average roughness	8	10	10	12
Trail riding rough course	6	8	10	12
Dunes	5	10	9	14

Once you become use to the stabilizer you can run it stiffer than these starting points.

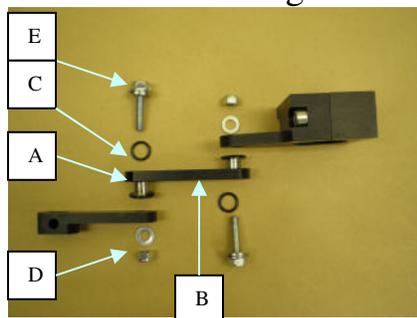
If the track is slippery we recommend letting the sides out 2-3 notches and firming up the center ½ -1 notch. Adjusting the center has almost no effect on the side, but adjusting the sides will effect the center slightly (we need to do this to keep the smooth transition). That is the reason for the firm up the middle.

Cold and Hot conditions: Some adjustments may be needed when air temperatures are hot or cold. Oil will thin on a hot day so you may need to compensate by adjusting the screws clockwise and counter clockwise on a cold day.

Adjusting for temperature of the day. Let’s say you like the way your stabilizer feels on a 65F (18C) day. Then on a 90F (32C) day reduce your setting by half (4 notches out would be 2). On a 40F (4C) day double your setting (4 notches would be 8). On cold days near freezing work the bars back and forth 20 times to get the oil near operating temperatures. Below freezing proceed with caution and insure that your steering does not become too stiff to safely operate the vehicle.

Precision Racing Products Stabilizer Maintenance

The precision racing products steering stabilizer is designed to give you many hours of hard riding with very little maintenance needed.



Re-grease the linkage every 20 hours, more often if pressure washing the quad. Remove linkage bolts, clean and re-grease link-arm and bushings. Re-assemble then torque screws to 9 ft-lb.
A=bushings, B=link-arm, C=O-ring small
D=washer & nut E=cupped washer & screw

- Change the oil every 100 hours of use or every year min.
- Change seals every 200 hours of use or every 2 years min
- Spray silicon or Tri-flow (NOT WD40) on rubber seals of the linkage and shaft every 4 hours of use and inspect torque 9 ft-lb.
- Spray silicon or Tri-flow on adjusting screws and shaft dust seal every 4 hours of use, and check torque of screw through stabilizer shaft to 13 ft-lb.
- Every 200 hours, Remove bottom clamp from mounting plate check torque on mounting plate to the stabilizer (30 ft-lb), re-torque clamp to installation spec.

Pressure washers are the natural enemy of any precision sealed mechanism. Be careful not to drive dirt into the seals with the pressure washer.

Check the website for updates on the maintenance of your stabilizer.

www.precisionracingproducts.com