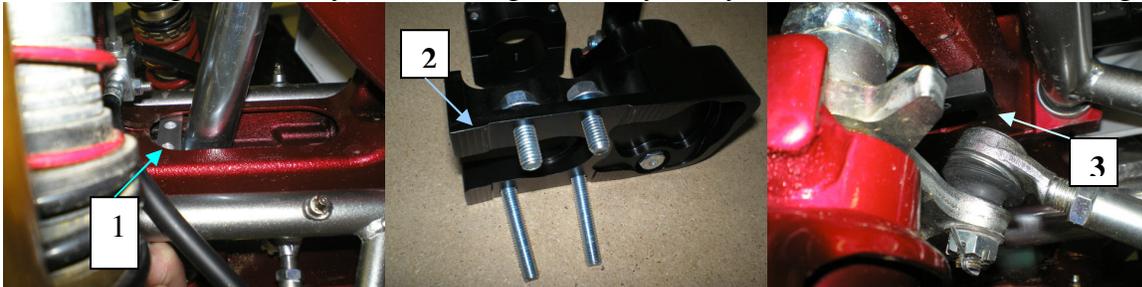


Precision Racing Products **YFZ450R MOUNTING**

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.

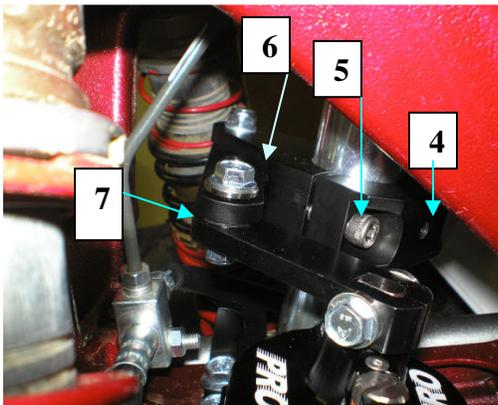
A stamped on clamp	B stamped on clamp	C stamped on clamp	D stamped on clamp
Stems 1.25dia.+-.03	Stems 1.35 dia +-.03	Stems 1.04 dia+-.04	Stems 1.13 dia +-.03

Before starting make sure you're steering turns very freely with the front wheels off the ground.



Bare aluminum clamp support 1 is placed under the top lip of the frame and held up by your finger from the bottom side. The mounting plate 2 nests on top of the frame. Tighten the two short 8mm bolts finger tight to the 1 support.

Bolt the longer two bolts from the mounting plate into anodized support clamp 3 at the bottom of the frame member. Tighten all four 8mm bolts finger tight while nesting the mounting plate onto the frame and centering it to the steering stem. Torque the front 8mm bolts to 10 ½ ft-lb. and the longer rear 8mm bolts into support 3 to 6 ½ ft-lb



Insure screws are tight and aligned and that there is no interference with brake lines or other components when the bars are rotated.

Attach the stem clamp to the stem. Snug the 5 screws finger tight.

- a) Turn the bars full right to the stop
- b) Rotate the stabilizer lever until there is a very small gap 6 between the link-arm and the stem clamp. Snug 5 screws finger tight with wrench. An even gap should be between the two halves of the stem clamp.
- c) Check the link-arm connecting the levers it should be parallel and the O rings should be flat 7.
- d) Tighten the set screw 4 on the stem clamp until it touches then ¼ turn more.
- e) Torque screw 5 to 13 ft-lb.

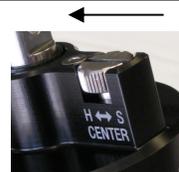
With the bars straight, the lever on the stabilizer should be at 90 degrees.

Precision Racing Products

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.

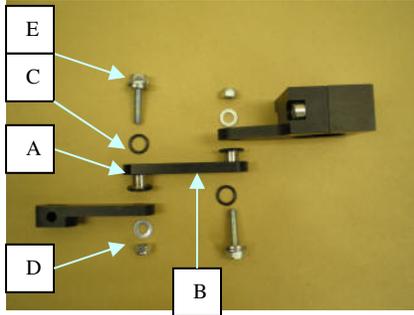
If the track is slippery we recommend letting the sides out 2-3 notches and firming up the center ½ -1 notch. Adjusting the center has almost no effect on the side, but adjusting the sides will effect the center slightly (we need to do this to keep the smooth transition). That is the reason for the firm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