





We appreciate your support and hope you enjoy your ride more than ever after this installing our products!

If you have any questions regarding the fitment or function of this product please call or message us 02 43741655 or info@mscmoto.com

MSC Products Australia does recommend this installation be completed by a competent mechanically minded person with the correct tools and equipment. Incorrect installation of after market parts to motorcycles can result in a product under performing, damaging the motorcycle or be harmful to the rider. Please take care when working on your motorcycle.

WHAT IS NEEDED FOR THIS INSTALLATION:

QUALITY TOOLS:

Socket set, Small Flat Blade Screw Driver, 27mm Spanner, Keys to remove the seat, 5 and 4mm Allen Keys



Tidy Work Area, Secure stand or work bench for motorcycle Owners manual - To refer to for disassembly of OEM products

RM3 DAMPER ADJUSTMENT DETAILS

20 clicks of adjustment on main dial; Soft - Anti-clockwise ← Hard - Clockwise →

It may take a few rides to work out your desired dampening depending on your style or conditions you ride in. Start your first ride with dials set in the middle, if you want more or less damping adjust the dial is the direction you need a few clicks at a time.

PLEASE NOTE:

Once dial has stopped clicking/turning, the damper has reached the end of adjustment range. Please do not attempt to turn the dial any more, doing this will damage the Damper.



HOW TO INSTALL:

Start with putting the bike on a secure stand and getting some containers to place the small screws you need to remove.

Pro Tip: We also recommend that you also take some photos to help remember where everything goes!

1.

Follow owners manual to get the bike clear of seat and side panels to allow you to slide the tank back towards the rear of the bike. (See pic above)

2.

Take the post tower and unscrew the caps from the main part. Now sit the main part on top of the tank mount bar and have it sitting back at an angle so you can slide in the lower clamp caps.



3.

Thread in the screws but leave them loose enough so the post tower can pivot on the bar.

4.

Push the tower down at the front so the post legs are firmly against the frame rails. Once it is lightly clamped tap the front of the main part down with a soft hammer. Now evenly tighten all 4 screws.

5.

Remove the steering head nut. Place the damper mount block over the steering stem down between the bar posts. Tighten the center steering nut to manufacturers spec.

6.

Place spring into post stem then sit pin in the post stem. It will sit high for now.

7.

Screw RM3 steering damper to mount bracket. Make sure the post pin locates into the link arm slot.

HOW TO INSTALL:



8.

Now the damper kit is installed carefully sweep the handlebars through the full motion on a soft setting to check everything is clear and moves freely.

9.

Reassemble the bike as per the owners manual. Once complete check the handles bars move freely and the fuel lines etc are all in their correct places.

(MORE) IMPORTANT INFO:

When you reassemble the bike please take time putting the tank back in place as there are many things that could cause annoying issues down the track like pinched fuel lines or wires.

This bike has quite a few screws that need to be removed when getting to the petrol tank so it's a great idea to make sure you keep a note of where everything goes back!

Once the kit is installed DO NOT test the limits of the Damper in your garage. Smashing the handle bars around with the damper on the hardest setting is not replicating anything. A steering Damper is designed to run on a hard setting at high speeds upwards of 100km/h. There is no situation where you steer the bike as hard as you can around to the stops and then back again 3 or 5 times at 100km/h so trying to replicate this in your garage won't test anything.

WHAT YOUR STEERING DAMPER KIT CONTAINS



AXIS DOWNUNDER STEERING DAMPER KIT