



Applied Racing Products

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Clamp Removal:

Remove handlebars, throttle, clutch assy, kill button, front fender, and forks. Then, loosen steering stem head nut on top of the clamp.

The top clamp will pull off and the lock nut will turn off by hand. Pull out the lower clamp with stem. Do not attempt to remove the bearing. It will come off with the stem.

Stem installation:

Removal:

Find a small hand controlled press (most auto or machine shops will have one of these).

You will also need a suitable steel tube or bushing with a large enough ID for the stem to go through and which will support the triple clamp around the stem bore. *Do not* support the clamp by the fork bores. Place a cardboard box or other container underneath the press table to catch the stem when it falls out.

Position the clamp and bushing over the hole in the press table. Press down on the top of the stem, until the stem drops out through the bottom of the table. Clean all parts thoroughly. Now might be a good time to replace the bearing.

Installation:

Place the stem in the new clamp. Position the clamp upside down so that the stem goes through the underside of the press table. Support the stem around the lower bearing surface with a bushing or steel tube. Again, *do not* support the clamp by the fork bores.

Press the stem downward until it is the correct position. The place where the stem stops inside the bore varies by model of bike.

To install the bearing, use a support tube that makes contact with the bearing inner race (NOT THE CAGE) when slipped over the steering stem. Position the clamp and steel tube on the press table bottom side up.

Press on the bottom side of the stem, pushing it downward, until the bearing fully contacts the surface of the triple clamp.

Bottom Clamp installation:

Slide the bottom clamp, bearing and stem into the frame. Tighten the star nut to **27ft/lbs**; loosen it one turn, then re-torque to **5ft/lbs**. Turn the steering shaft lock-to-lock to make sure there is no binding.

Install the fender.

Slide the forks into the bottom clamp and tighten the pinch bolts just enough to keep the forks from sliding back out.



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Upper clamp installation:

Slide the upper clamp over forks and steering stem.

Tighten upper clamp pinch bolts until they are snug on the forks.

Install the stem washer and nut, and torque to **105ft/lbs**. This torque is critical to prevent movement of the upper clamp around the steering stem.

Loosen the pinch bolts on both upper and lower clamps, and adjust the height of the fork tubes (if a new bottom clamp was installed).

Torque bottom clamp pinch bolts to **17ft/lbs**.

Torque upper clamp pinch bolts to **17ft/lbs**. Over tightening the clamp pinch bolts can collapse the walls on the fork tubes.

Install bar mounts and handlebars. When installing bar mount caps, the spacing on the front and rear of the cap should be equal. Torque cap bolts to **17ft/lbs**, and the bar mount bolts to **28-30 ft/lbs** on solid mounted clamps. On Rubber mounted clamps, tighten bar mounts until there is no more play, but do not over-tighten and deform the cone.

Reinstall number plate, cable guides, and anything else removed during disassembly.

To prevent fading of color, do not wash the clamps with harsh chemicals, and do not leave in direct sunlight or extended periods of time.