

HYPERPRO

Steering damper mounting kit

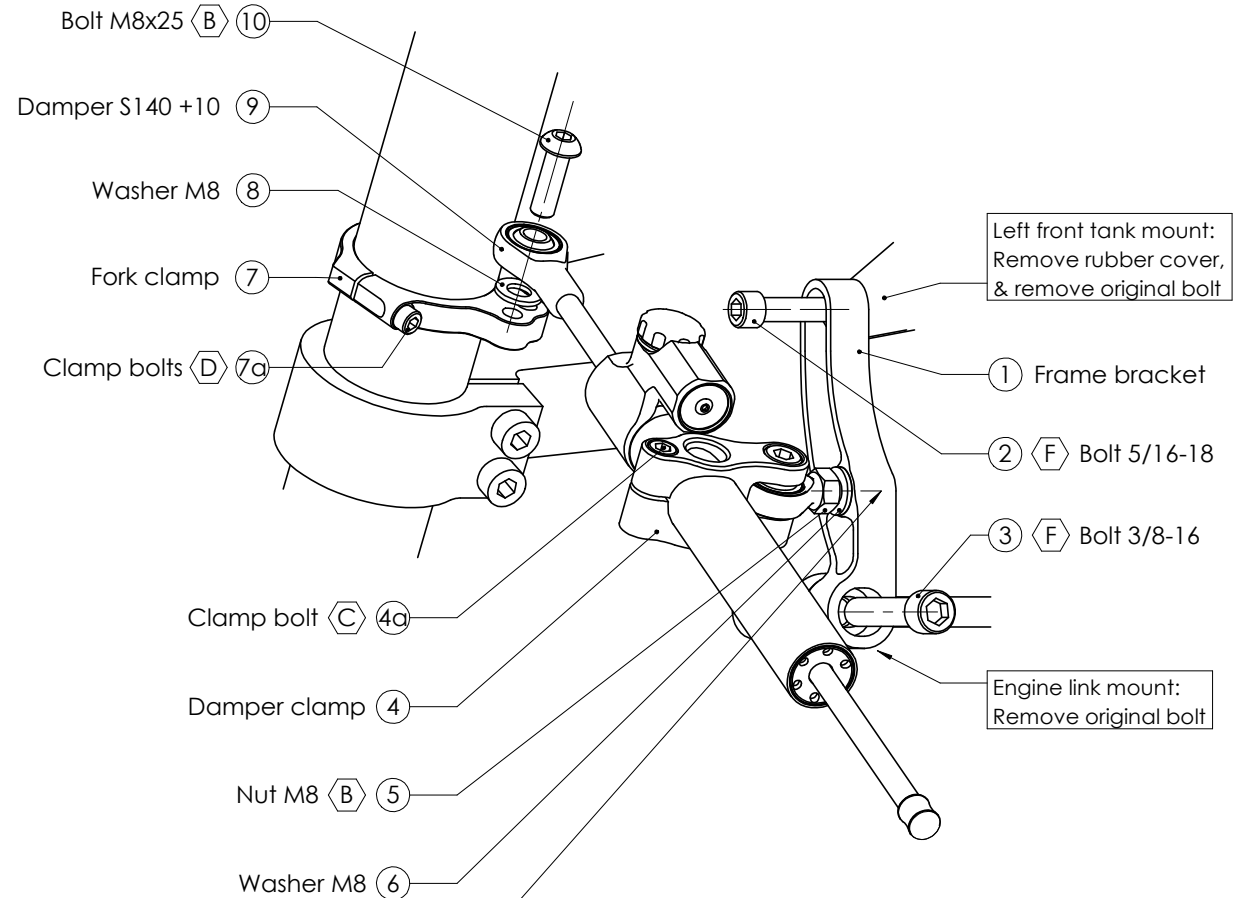
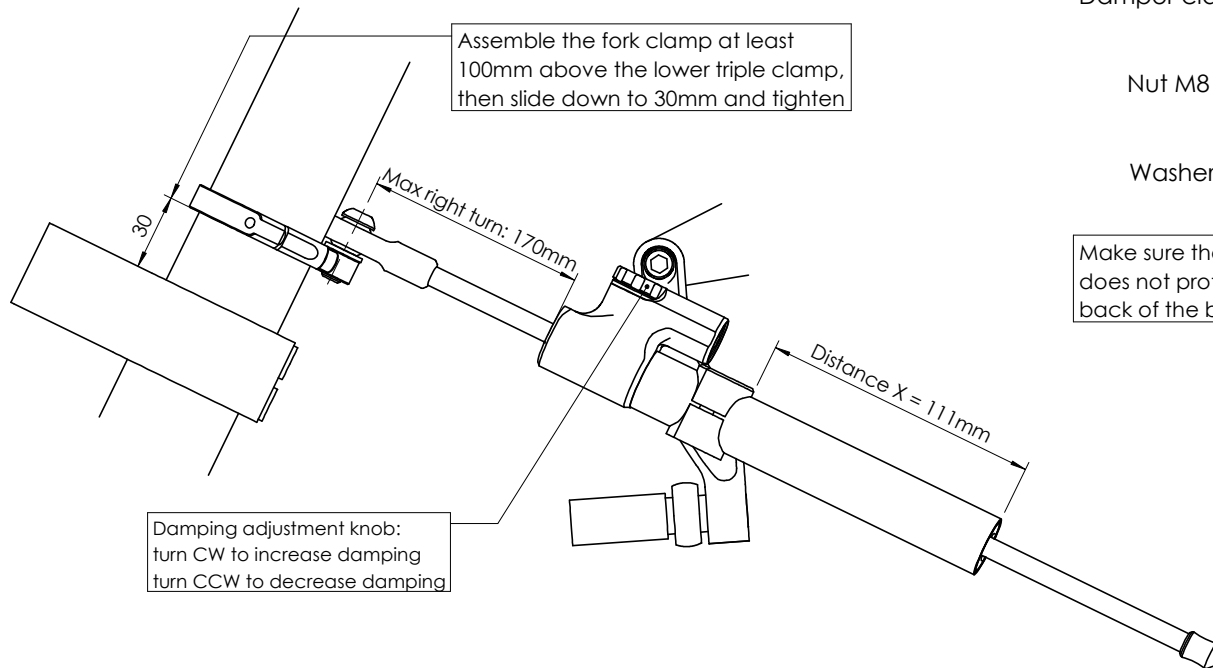
H-D FLHXS(E) Street glide (CVO) Milwaukee 8 models 2017-

Part nr.: MK-HD17-S003

SD stroke 140 +10	1	Bolt UNC 3/8-16_1 3/4	1
Damper Clamp [MP-DB0002]	1	-	-
Fork Clamp [MP-FC0490S]	1	-	-
Frame Bracket [MP-FRMK49]	1	-	-
M8x25 Button head	1	-	-
Nut M8	1	-	-
Washer M8 $\phi 16$	2	-	-
Bolt UNC 5/16-18_1 1/4	1	-	-

ALL IDEAS, DESIGNS ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY HYPERPRO AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIC PROJECT. NONE SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF HYPERPRO.

Assemble the fork clamp at least 100mm above the lower triple clamp, then slide down to 30mm and tighten



Make sure the thread does not protrude the back of the bracket

* TORQUES	
A: 5-9Nm / 44-80Lbs.In / 4.0-6.4Lbs.Ft	D: 8Nm / 70Lbs.In / 5.9Lbs.Ft
B: 14-17Nm / 124-150Lbs.In / 10.3-12.5Lbs.Ft	E: 55Nm / 486Lbs.In / 40Lbs.Ft
C: 6Nm / 53Lbs.In / 4.4Lbs.Ft	F: Factory torque (see owners manual)

® HYPERPRO

Steering damper mounting kit

for

H-D FLHXS(E) Street glide (CVO) Milwaukee 8 models 2017-

MK-HD17-S003 INSTALLATION INSTRUCTIONS

In general:

HYPERPRO can not be held responsible in any way for any form of physical, material, financial or other damage arising from use, assembly or overhaul of HYPERPRO products. HYPERPRO reserves the right to make changes without prior notice.

This product is ONLY TO BE INSTALLED BY A PROFESSIONAL MECHANIC.

This product is only to be used for the motorcycle brand, model and year stated specifically on top of the pages of this manual.

DO NOT attempt to install this product on motorcycles from any different brand, model and/or year than stated on the pages of this manual.

DO NOT use this kit for cars, boats, jet skis, snowmobiles, ATV's, aircraft, hovercrafts or any other vehicle and/or purpose.

HYPERPRO steering dampers are FOR RACE USE ONLY, NOT FOR HIGHWAY USE!

Before installation:

- Please read the entire manual carefully before starting the installation!
- Check if you have all the tools required. Good tools are a must.
- Protect your bike at the most important places in and around the work area (e.g. tank, fairing, frame, etc.), with a blanket, towel or similar.

During installation:

- Check all operations and parts carefully before, during and after performing each step.
- Clean all surfaces that are required for fitting parts together or for applying self adhesives or loctite, thoroughly with contact cleaner or another degreaser, unless otherwise stated.
- Be carefull not to damage or scratch any part of your bike.
- ALWAYS work relaxed and concentrated!! It is very easy to damage something or make a mistake.

After installation:

- Check and make sure that there is no contact between any part of the steering damper kit and any part of the motorcycle. The kit should not hit anything. Steering movement should not be limited by the steering damper. If the steering movement is limited, adjust the position of the tube in the clamp until steering movement is normal again. Do not forget to tighten the clamp bolt again!
- ALWAYS check the steering movement and feeling before each ride !
- FIRST RIDES: Start with the damper turned fully open (turn adjuster knob fully counter clockwise). Start adjusting in between rides with steps of MAX. 2 CLICKS (0.25 TURN) EACH TIME, until the damper is working satisfactory for your riding style.
- NEVER USE MAXIMUM SETTING, ALWAYS OPEN AT LEAST 2 CLICKS (0.25 TURN).
- WARNING ! DAMPER HAS AN ACTIVE / SPEEDSENSITIVE DAMPING SYSTEM;
 - Steering with NORMAL MOVEMENT should be FREE !!
 - Steering with FAST MOVEMENT should be CONTROLLED BY DAMPER !!
- HYPERPRO uses a special seal to reduce friction. The seal uses an oil film to work properly. It is normal that some oil can appear on the pistonrod.
- Damper works with oil: DAMPING CAN BE HARDER AT LOWER TEMPERATURES!

Step 1: install the tank bracket

Install the frame bracket using:

- Frame bracket (1)
- Bolt UNC 5/16 (2)
- Bolt UNC 3/8 (3)

Remove the rubber and bolt from the left front tank mount.

Remove the bolt that mounts the upper engine cross-link to the frame (beware of tension!).

Install the frame bracket (1) using the 2 supplied UNC bolts (2) & (3).

Tighten the bolts evenly to the torques recommended by the motorcycle manufacturer.

Step 2: install the damper clamp

Install the damper clamp using:

- Damper clamp (4)
- Nut M8 (5)
- Washer M8 (6)

Screw the nut (5) over the thread of the damper clamp (4) as far as possible.

Place the washer (6) over the thread and mount the damper clamp (4) to the frame bracket (1).

Make sure the end of the thread is about flush with the back of the bracket (not sticking out).

Do not tighten the nut yet.

Step 3: install the fork clamp

Disassemble the fork clamp (7) by removing the clamp bolts (7a).

Re-assemble the fork clamp (7) around the left fork leg, at least 100mm above the lower triple clamp. Make sure it is orientated correctly according to the pictures on page 1.

Slide it down to 30mm above the lower triple clamp and tighten the clamp bolts evenly to a torque of approx. 8Nm/70Lbs.In/5.9Lbs.Ft.

Step 4: install the steering damper

Install the steering damper using:

- Washer M8 (8)
- Steering damper, stroke 140 +10mm (9)
- Bolt M8x25 button head (10)

Turn the handlebar fully to the right.

Ensure that the clamp bolt (4a) of the damper clamp is loosened and pointing up.

Shove the damper (9) carefully through the clamp until the ball-joint can be fitted to the fork clamp.

Use the washer (8) and M8 bolt (10) to mount the ball-joint to the fork clamp and tighten to a torque of approx. 14-17Nm/124-150Lbs.In/10.3-12.5Lbs.Ft.

Position the damper tube until the distance "X" stated on page 1 is reached, then tighten the M6 clamp bolt (4a) to a torque of approx. 6Nm/53Lbs.In/4.4Lbs.Ft.

TIGHTEN NUT (5) to a torque of approx. 14-17Nm/124-150Lbs.In/10.3-12.5Lbs.Ft.

Check the distance of 170mm, change the angle of the fork clamp if necessary.

Check if the damper is aligned. Check if the damper does not touch anything (e.g. tank/ engine) when steering from left to right. Check if the bike can make it's full steering angle from left to right.