

### Getting started

If you have never ridden with a steering stabilizer, you need to give your self some time to adjust to how the bike feels with the damper. With the unit on the #1 setting, you should be able to move the bars freely with damper no influence. As you dial up the unit you will feel your steering getting stiffer, both high/low speeds. Take time to adjust the damper to your liking. There is not a set #setting to which every one rides on. It's all personal preference and riding conditions.

Most riders find that as the rate of speed increases, so does the need to dial up the unit to a higher/stiffer number. The higher the number setting, the more fluid that is being restricted through the port holes, the stiffer the unit gets. You may find a sweet spot in the settings that allows you to both maneuver the bike easily, neither being too soft or too stiff at higher speeds.

#### **\*99-08 R1 Tank Mount**

**Use center hole only! Outside holes are for GPR Manufacturing use only!**

#### **\*99-09 R1**

#### **\*06-09 R6**

**To mount Baseplate remove OEM clip-on bolts. Install GPR Base and use GPR supplied bolts.**

### Maintenance

There is none. Keep it clean. We recommend treating the damper unit as you would your forks and shock. Service it once a season or as needed. Seals and oil do deteriorate/fade with usage, just like your forks and shock. There is a service form available on our website when you decide to send it in.

If you store your bike away for the winter, we recommend that every once in a while you rotate the knob and bars in order to keep the seals wet/lubricated (as you would the motor). This will help you out in the long run.

**\*\*\*If your bike is listed below, make sure you use the supplied GPR SSN that came with your kit. DO NOT use either your stock SSN or the stock washer w/your kit if you have one of these bikes.\*\*\***

Nut A-Honda/954/929/CBR's/00-01 RC51/F4i

Nut B-Yamaha R6 99-01

Nut C-Suzuki 99-02 SV 650/S

Nut D-Suzuki 03-04 SV1000S/650/650S

Nut E-Kawasaki 00-01 ZX9R

Nut F-Kawasaki 96-03 ZX-7R



## **Installation Instructions & Owners Manual**



## **Sport Bike**

**GPR Stabilizer 8715 Dead Stick Road San Diego CA 92154**

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**f. 619.661.0707**

**GPRstabilizer.com**

Thank You, for purchasing your GPR Stabilizer, the best rotary steering damper in the world. GPR Stabilizer is a family owned and operated business with a pure passion for every discipline of motorcycle racing.

The GPR Stabilizer was born of frustration. Fed up with the lack of quality and selection at the time, Ralph and Randy Norman set out to make the best steering damper available for off-road racers. They started with an original design created from previous testing and prototyping. Helped by their background in aerospace manufacturing and design, it evolved into the dominant steering damper at any off road venue today. Now, with patents held in the USA and abroad, GPR has set its sights on the world racing market.

The success from our professional road-, off-road-, and ATV-racers around the world have allowed us to develop what racers are asking for: a steering damper that is lightweight, small, adjustable on the fly, and easy to service. With applications for just about every popular make and model of performance motorcycle, our steering dampers are top-of-the-line. The GPRV4 was designed and developed specifically for sport bikes and road racing bikes and is now used by some of the biggest names in racing.

We personally represent GPR at many venues across the US and Europe. On any given weekend, one rig will be at an AMA Road Race, another at a WORCS off-road championship, and another in the World Superbike paddock. GPR Stabilizer is currently the only American sponsor of the World Superbike Championship and the only rotary steering damper on the World Supersport grid. Thanks to successful partnerships with our distributors, racers, and teams, GPR Stabilizer has racked up championships across the globe and is represented and distributed in over 24 countries.

Every part of GPR Stabilizer is produced under one roof. Design, manufacturing, assembly, testing, and distribution are all done at our San Diego, CA facility. We are the only steering damper company to provide it all for you: lifetime service warranties, color selections, range of applications, service in the paddocks, and most importantly, constant improvement.

Thank you,  
GPR Stabilizer

## GPR V4 Installation Instructions MV Agusta Brutale

1. Put a mark on the handle bar using the lower bar mount as your guide to show side to side and rotation. This will ensure you can set the bars back to the factory position.
2. Remove the two allen screws in front of the ignition. Install the post mount using the supplied screws. Make sure that the post mount sits flush onto the metal frame, and does not crush the plastic cover.
3. Remove the four bar mount bolts using a 6mm allen, and remove the bar mount from the bike.
4. Using a pair of pliers, pull the set pin out of the handle bar. The pin will not be used.
5. Install the new bar mount with the supplied hardware, DO NOT TIGHTEN COMPLETELY.
6. Now that the bar mount is on the bike, Install the GPR V4 unit to the bar mount.
7. Now align your mark on the handle bar to the lower bar mount back to the factory position.
8. Now you must tighten the four bar mount bolts evenly to ensure the stabilizer arm is set correct in the post mount.
9. You want the top of the arm to be sitting flush with the top of the post mount.
10. (I.E.) If the arm is in the pinch but sticking up out of the post, you will need to loosen the front two bar mount bolts, and tighten down the back two making sure the arm is level.



GPR V4 on Honda CBR 600RR



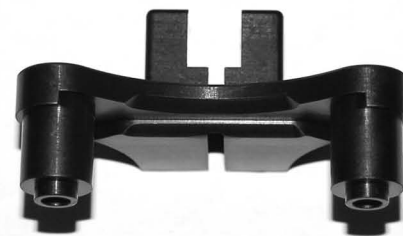
GPR V4 on Kawasaki ZX 6R



GPR V4 on Yamaha R6



GPR V4 on Suzuki GSXR 600



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## KTM 950 Adventure

1. Remove upper-side fairings and all hardware associated with that set up.
2. Secure front end/forks, lower clamp. Remove your handle bars, upper triple clamp and bar mounts.
3. Rotate upper triple clamp so that you're looking at the bottom. Locate your ignition switch. Remove the retaining bolts from the switch. Next you will have to drill out the rivet head (using a 5/16 drill head) on the existing mounts in order to remove the switch. Only drill far enough to pop off the rivets. Once this is done, set aside the stock clamp. Locate the new triple clamp provided in the kit and re-install the switch with the supplied M8-20mm long bolts.
4. Install the new triple clamp, with your switch to your bike. Make sure everything is tight and secure.
5. Next, install the bolt-on post mount with the supplied bolt's (4-allen head bolts) to the top of the frame using the existing 4 holes. You may have to pull up the plastic cover on the front of the tank in order to locate to 2 back holes. Secure and tighten.
6. Install the V.2 damper to the triple clamp with the supplied bolts. Make sure that the stabilizer arm is seated properly in the post mount. With something soft, but rigid, tap the top of the arm a few times while rotating the damper left to right. This will insure that the arm is sitting where it needs to be. There will be a little room on the bottom of the post mount; the arm will not touch the bottom. Then tighten the pinch bolt on the post mount.
7. Re-install your handle bars, fairing's, etc....
8. Double check that everything is installed correctly and is properly secured. Check for binding, rubbing or any odd/weird noises. If there is an issue, address it.
9. If every thing is good, GO RIDE. Check that it is functioning properly, and for feel. Start off on the #1 setting and progress from there. You want it so that when you are turning, you are not fighting the bike/bars. Every little bit you adjust the knob, is a different setting (not just 3-4 increments). You can fine tune it to your liking.



**GPR V2 on KTM 950 Adventure**

We offer no refunds, no returns and no exceptions except under specific documented conditions. Usually only authorized dealers are able to offer a manufacturer warranty, and this is a benefit of becoming an authorized dealer and a benefit to the consumer buying from an authorized dealer. Please read the following terms and conditions for correctly returning merchandise to GPR so we can properly repair or replace your merchandise or credit your account.

### **Limited Warranty:**

GPR Stabilizer LLC warrants that this product will be free from defects in materials and workmanship for the Limited Warranty Period of 90 days from time of purchase. During the Limited Warranty Period, GPR Stabilizer LLC in coordination with GPR Stabilizer LLC will repair or replace this product if it is determined to be defective. This warranty is non transferable.

### **Exclusions**

This Limited warranty does not cover:

- Damages caused by attempted repairs or modifications made to the product.
- Damages caused by usage that is not in accordance with the product instructions.
- Damages caused by failure to follow the product instructions.
- Damages due to a crash, abuse, or willful neglect.
- Cosmetic damage that does not affect functionality.

You are responsible for properly packaging your product, paying all shipping costs, loss or damage to the product during shipping, and any other taxes, fees or charges associated with transporting the product to GPR Stabilizer LLC.

### **Instructions for Warranty and Service Fulfillment**

All warranty repairs and service for this product are to be completed through GPR Stabilizer LLC. The product must be sent with original proof of purchase. All requests for warranty or service must be accompanied with an RMA number. An RMA number will be issued by GPR Stabilizer LLC when a warranty claim is made. GPR Stabilizer Customer Service can be at 619.661.0101.

Please send all requests for service or warranty claims to:

GPR Stabilizer  
8715 Dead Stick Road  
San Diego, CA 92154

### **Disclaimer**

All parts distributed by GPR North America, LLC. (GPR) are known as GPR Stabilizers. GPR Stabilizers shall be installed by a licensed motorcycle dealer or a licensed motorcycle technician. Motorcycles can be dangerous and operation of motorcycles presents a risk of serious injury and death. The risk of injury or death is increased by improper installation or misuse of after market parts. GPR Stabilizers customers must exercise good judgment in the use, control, alteration, selection, installation, and maintenance of their motorcycles.

In the event of a possible defect in manufacturing, design, or assembly of GPR Stabilizers the responsibility of GPR is limited to either a refund of the purchase price or the replacement of the GPR Stabilizers. It shall be in GPR's sole discretion to determine if the part is defective and subject to replacement or refund based upon GPR's inspection of the part within thirty (30) days from the date of purchase. (Note: any attempted repairs or modifications made to GPR Stabilizers products will void this limited warranty).

GPR, under no circumstances will be responsible for incidental, consequential, property, or personal injury damage and any cost or expense of any kind or nature whatsoever. By purchasing GPR Stabilizers products or a product sold by GPR Stabilizers, you (1) acknowledge the above disclaimer and agree to its terms; (2) agree that any claim brought against GPR arising from and/or pertaining to or otherwise related to a part manufactured, designed or sold by GPR must be brought in the State of California Courts located in the County of San Diego; and (3) any claim against must be brought within one (1) years after the alleged defect occurs. GPR issues no other warranty, express or implied, including without limitation any guarantees of merchantability and fitness for a particular purpose.

## GPR V.1 / V.4 Installation

1. Remove the stock steering stem nut and washer from your triple clamp/bike (R1's and '06-07 R6's do not need to remove nut etc...) and set them aside. Some bikes require a GPR SSN. Check the list at the end of the instructions to see if your bike requires one. If our stock nut is domed and has a flange on the bottom, it will definitely not be used.
2. With the stock SSN and washer removed, place the GPR Base plate over the steering stem on the top triple clamp. Install the stock/supplied SSN (if required) only (NO washer, the base plate serves as your washer. Failure to follow this stem will damage to the damper) and torque down to the manufacture spec.'s listed in your owners Manual (or refer to your local shop). Select bike model base plates have set screw that help to keep the base plate centered and prevent side to side rotational movement. It is critical that you NOT over tighten these set screws and equally important that you use permanent loctite to keep the set screws from vibrating loose. They are "SET" screws; they just sit there and aren't designed to be torque. Loctite is also critical, as repetitious aggressive high speed riding and high speed front end vibration may cause the base plate to rotate and become loose if set screws are both over tightened and/or non loctite.
3. With the base plate in place and torqued down properly, remove the front gas tank bolts. Set them aside with the other stock hardware out of the way. Place the GPR post mount to the frame and determine the correct position for installation. Using the supplied (longer) socket head bolts, loosely bolt down the post mount to check fitment. If all looks good, then proceed to torque down the bolts per owners/shop instructions (loctite is NOT to be used. Anti-seize or a dab of grease may be used). R1's ignore outside post mount bolts.
4. Once the base plate and post mount are installed properly, you may now install the damper unit to the base plate. Simply place the damper on top of the base plate. Using the supplied socket head bolts (M6x25mm), finger tighten the bolts down. Take care to seat the arm properly in the post mount. With the damper mounting bolts loose/finger tight, tap on the top of the arm to make sure the arm is not bowed/bent in the post mount. The arm will not hit the bottom of the slot on the post as it may not fully sit in the post as well. As long as there is 1/2in. or so in the post, you will be fine as this is normal. Tighten down the 2 damper mounting bolts. With the damper in its middle settings, slowly move your bars left to right to ensure the arm is seated properly. Then you may tighten the pinch bolt for the post mount/arm. Now with the damper setting on #1, rotate your bars lock to lock checking for smooth function, making sure there is no binding. If there is pin point the problem (either the arm/post junction etc...) and address it. If unsure, give us a call.

## KTM 690 Enduro

- 1).Remove your Seat, Head light ass., Odometer and your triple clamp (remove your stock bar mounts from the triple clamp last). Make sure you secure the front end of the bike(i.e. Forks, lower triples etc.) or it will all come crashing down
- 2).Locate the two(2) front seat mount bolts directly behind your ignition key. Remove the bolts/mount and set aside.
- 3).From your freshly packaged GPR kit, locate the Post mount bracket/plate assembly. Take notice as to where the big hole is, as well as the pre-assembled bracket bolted to the plate. With your head tube/stem clear (from above directions), slip the the plate over your stem and seat the rear of the bracket to the seat mount. Make sure that the ring is down on the head tube and is sitting as far down as possible around the head tube, then tighten up the pinch bolt on the front of the plate, tighten up the two set screws on the left and right side of the plate/bracket. Followed by reinstalling the seat front mounting bracket and bolts.
- 4).Install the top triple clamp and using the supplied GPR steering stem nut. Tighten fork bolts and steering stem pinch bolt to KTM Spec.'s. Now you may install the supplied GPR bar mount in the most forward hole of the triple clamp.
- 5).Install Post mount bracket onto the mounting plate with the circle cut out facing the triple clamp.
- 6).Then you may install the GPR Stabilizer. Use caution when doing so. Make sure that the arm is seating into the post mount properly. Arm should not be bowing, bending etc... Taping lightly on the arm will help aid this step. Tighten down the two(2) supplied bolts to secure the unit to the bar mounts. Again, check that the stabilizer arm is not bent or bowed.
- 7).Reinstall your handle bars with the supplied bar mount tops and bolts. You will have to re-adjust your throttle cables, in order to keep them from binding/pulling. Use your BEST judgment on this step.
- 8).After you have completed step #7 and triple checked clearances and fitments, you may now install your odometer and head light unit. Then double check all bolts, new and old ,to make sure that nothing is left loose(proper maintenance) and you have free range of motion left to right.

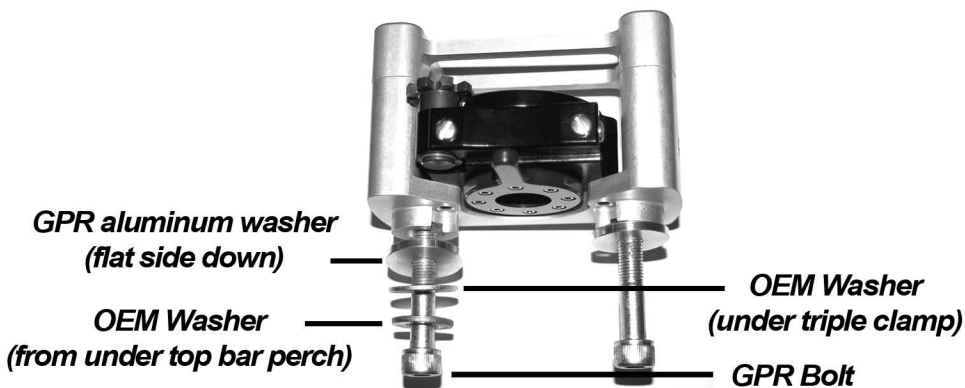


GPR V4 on KTM 690 Enduro

# Ducati '08 Hypermotard V4 Fat Bar Kit

# Buell Installation Instructions

1. Remove handle bars and bar mounts.
2. Install the GPR bar mount per photo # 1.
3. Tighten bolts.
4. Remove the 2 a-corn nuts that hold the black key cover switch on. Place the GPR post bracket over the thread studs. Replace the a-corn nuts and tighten.
5. Mount the stabilizer in the bar mount using 2 M6x20 bolts.
6. Tighten 3mm bolt on the side of the post mount.



## Firebolt

- 1.) Remove your stock steering stem nut... Loosen the pinch bolts for your steering stem nut, as well as the fork pinch bolts. Set steering stem nut aside (save for later).
- 2.) Install the supplied GPR Steering (Male-double ended/threaded) stem nut and torque to factory spec's. Then re-tighten all three (3) pinch bolts, loosen from before (steering stem, forks.).
- 3.) Install the base plate using the supplied (Female) steering stem nut. Tighten down to about 40-45 ft.lbs. Make sure (this far) that every thing is seated evenly and your triple clamp etc... is all tighten down to spec.
- 4.) Locate the bolt on the front, right hand side (throttle side) of the frame, just below your gas tank. Remove this bolt and set aside, with your stock steering stem nut.
- 5.) Install the GPR Post mount using the supplied bolt. "Only" snug this up for now. You will tighten up in a couple of steps. Loosen up pinch bolt as well.
- 6.) Now you can install the GPR Stabilizer unit. Again using the (2) supplied bolts. Make sure that the arm is seated in the post mount, nice and straight.
- 7.) Now you can tighten up the post mount bolts... Keeping the post mount seating evenly on the stabilizer arm, slowly tighten down the main bolt. Make sure that there is no binding, pulling of any sort, again making sure that they (arm & post mount) sit nice and straight in conjunction with each other. Then you may snug up the pinch bolt. Go back and double check all bolts making sure they are properly secured. Rotate bars left to right, checking for any clearance issues and/or bind. Address as necessary... If you have any questions please give us a call.



GPR V4 on Buell XB 12R Firebolt

# Ducati 848 Installation Instructions

## Lightning

1. Remove upper bar mount and set aside. (keep for a rainy day)
  2. Install the supplied GPR upper bar mount, positioning your bars to a desired setting. Tighten them up per manufacture spec's.
  3. Locate the bolt on the front, right hand side (throttle side) of the frame, just below your gas tank. Remove bolt and set aside (w/stock bar mount). Install the GPR Post mount using the supplied bolt. "Only" snug this up for now. You will tighten up in a couple of steps. Loosen up the pinch bolt as well.
  4. Install the GPR Stabilizer unit using the supplied (2) allen head bolts. Seat the arm in the post mount loosely for now (post should still be loose).
  5. Keeping the post mount seated evenly on the stabilizer arm, (slightly snug up pinch bolt) slowly tighten down the main bolt to manufacture spec's. Try to keep the post mount straight, seated with arm evenly gapped. Once that is done, you may tighten down the pinch bolt a little more than snug.
- Go back and double check all bolts making sure they are properly secured. Rotate bars left to right, checking for any clearance issues and/or bind. Address as necessary... If you have any questions please give us a call.



GPR V4 on Buell XB Lightning

1. Remove the 2 4mm allen bolts to ignition cover.
2. Install the 2 gold plated posts. Tighten to 6-7 inch lbs.
3. Install Postmount with the head of the allen screw on the clutch side.
4. Install both 10mm washers and nuts. Tighten to 5"/ lbs.
5. Loosen the 3 8mm top clamp bolts.
6. Slide the top clamp off.
7. Replace the stock steering nut / bearing nut with the GPR supplied nut. Torque to factory specs.
8. Reinstall the top clamp.
9. Install the GPR Baseplate over the steering stem lock tab in slot and fasten the GPR Steering nut.
10. Tighten the 3 triple clamp bolts to the manufacturer's torque spec.
11. Install the steering damper using the 2 M6 screws on the base plate.
12. Tighten M6 pinch bolt on the Postmount with the steering damper arm in the Postmount slot.
13. Make sure the arm is free in the slot by moving the front wheel back and forth a few times. After initial ride check the bolts again.

