



STABILIZER

OWNERS INSTRUCTION MANUAL

FOR TRIPLE CLAMP WITH
INTERNAL STEERING DAMPER

“WARRANTY VALID WITH PROOF OF PURCHASE”

PLEASE KEEP YOUR RECEIPT

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- YOU ARE ADVISED TO READ YOUR MANUAL CAREFULLY BEFORE INSTALLATION •

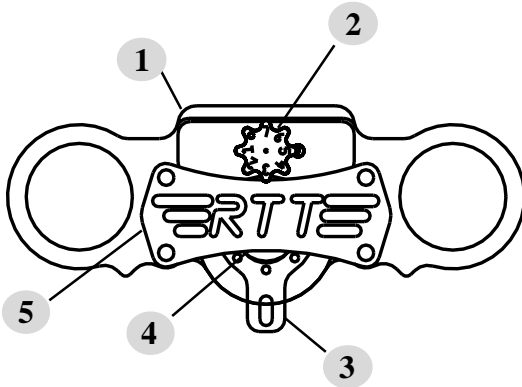
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If you have any questions, please call or email.
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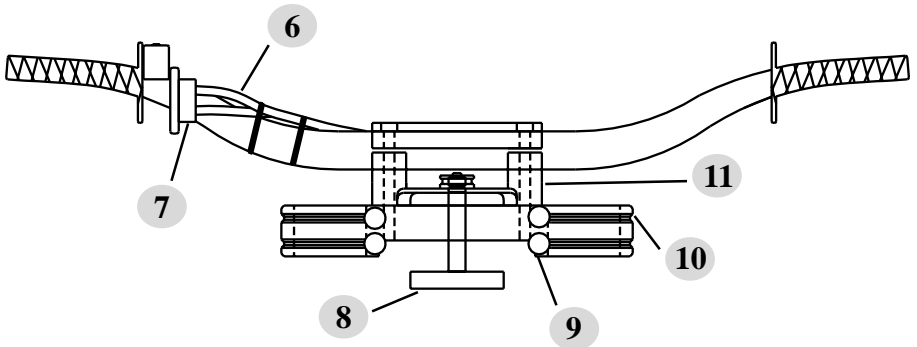
INTRODUCTION

PLEASE READ ALL INSTRUCTIONS BEFORE MOUNTING

- Basic unit, ready to install, no assembly necessary.
- Designed with an internal hydraulic steering damper.
- Includes all hardware.
- Mounts directly to the forks and handlebar.
- Remote rotary valve to adjust dampening resistance.
(Ready to mount to handlebar)
- Accepts any bar configuration.



- (1) CAP
- (2) ADJUSTMENT KNOB
- (3) PADDLE ARM
- (4) STEM NUT
- (5) TOP BAR CLAMP
- (6) HYDRAULIC LINES
- (7) REMOTE ROTARY VALVE
- (8) TYPICAL POST CLAMP
- (9) FORK TUBE CLAMP
FASTENERS
- (10) TRIPLE CLAMP
- (11) BAR RISER



INSTALLATION



Tools for assembly, all tools not be required for all models.

- 8mm SOCKET
- 6mm ALLEN WRENCH
- 10mm ALLEN WRENCH - KTM'S
- 3/8" ALLEN WRENCH - ALL OTHER MODELS
- 24mm BOX END WRENCH

STEPS

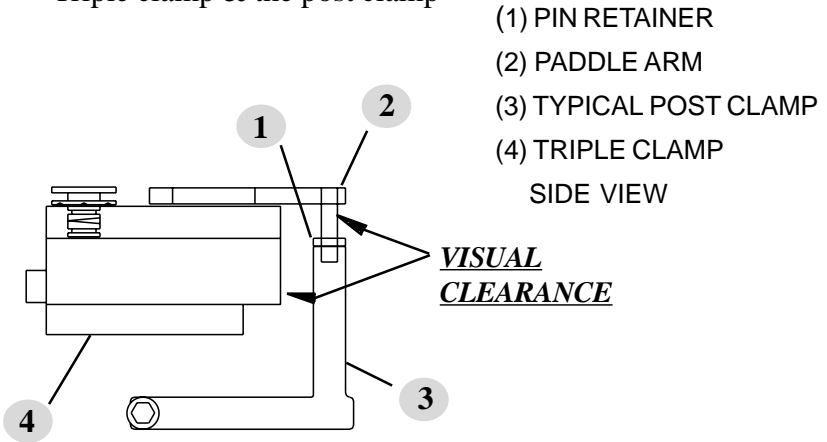
- 1) Remove handlebar from triple clamp. It is not necessary to remove the controls.
- 2) Remove old triple clamp from bike.
- 3) Make sure all mounting surfaces are clean & free of contaminates.
- 4) Inspect steering head bearings for lubrication & adjustment.
- 5) Loosely install *Post Clamp* on center line of the frame.
Do not bolt down.
- 6) Position *Triple Clamp* on forks.

INSTALLATION

7) You must make sure there is

VISUAL CLEARANCE between the:

- The pin retainer & the drive arm
- Triple clamp & the post clamp



8) Lock down **Stem Nut, 65#**, then lock down the **Fork Tube Clamp Fasteners, 20#**.

If your bike does not have a bearing jam nut

(to adjust head bearing tension, KTM only), use the

Stem Nut for tension. Use the supplied **Jam Nut** to lock down the unit.

NOTE: The fork tubes will be slightly recessed below the top surface for your triple clamp. Your new triple clamp is thicker than your OEM.

9) Position the **Post Clamp** on the center line of the frame and bolt down. Again, check for clearance. The top surface of the post clamp should be flush with the top surface of the steering head.

▶ FRAME WELDMENT MAY
NEED TO BE **FILED** TO OBTAIN
NECESSARY CLEARANCE

INSTALLATION

- 10) Check ***Paddle Arm*** position at the extremes. Make sure it does not exceed the inscribed guidelines on the ***Cap***. If the arm exceeds guide lines or you have any questions at this point, please call. See SPECIAL INSTALLS for XR's, YZF's & KTM's, see pg #8.
- 11) Place handlebars on ***Bar Riser, 55#***, place ***Bar Clamp, 20#***, in position, & lock down all fasteners. NOTE: The unit is sent with the ***Bar Riser*** fasteners loose. Be sure to tighten. See TORQUE SETTINGS, pg. #9, for further details.
- 12) Mount ***Rotary Valve*** on left side of handlebar in comfortable operator position.

• WARNING •

*You must remove the wire tie around the valve,
Do not rotate the RED thumb switch during installation,
could cause lost parts & malfunction.*

- 13) Secure hydraulic lines to handlebar, with enclosed wire ties (2) places.

NOTE: If for any reason you need to shorten your hoses, you must use a ***RAZOR KNIFE***. **Important:** do not use wire cutters or scissors.

Recheck all fasteners prior to test riding. Check steering arc to make sure you do not exceed the damper angle.

HONDA XR & YZ-F400's INSTALLS

STEPS

- 1) Remove handlebar from triple clamp. It is not necessary to remove the controls.
- 2) Remove old triple clamp from bike.
- 3) Make sure all mounting surfaces are clean & free of contaminates.
- 4) Inspect steering head bearings for lubrication & adjustment.
- 4) Loosely install *Post Clamp* offset to the left of the frame.
Do not bolt down.
- 5) Position *Triple Clamp* on forks.

• **WARNING** • INCORRECT ASSEMBLY AT THIS TIME COULD CAUSE YOUR RTT STABILIZER TO BIND

- 6) Refer to step (7) **VISUAL CLEARANCE**, pg # 4, at this time.

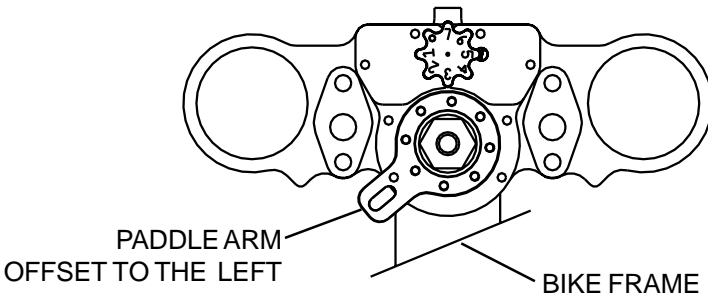
Then

- 7) Lock down *Stem Nut*, 45#, then *Fork Tube Clamp Fasteners*, 20#. If your bike does not have a bearing jam nut (to adjust head bearing tension, KTM only), use the *Stem Nut* for tension. Use the supplied *Wedge Bolt* to lock the unit.
- 8) Again, check for clearance.

HONDA XR & YZ-F400's INSTALLS

9) Check *Paddle Arm* position at the extremes.

- Turn unit counter clockwise, then turn paddle arm *extreme* clockwise (Offset to the left).



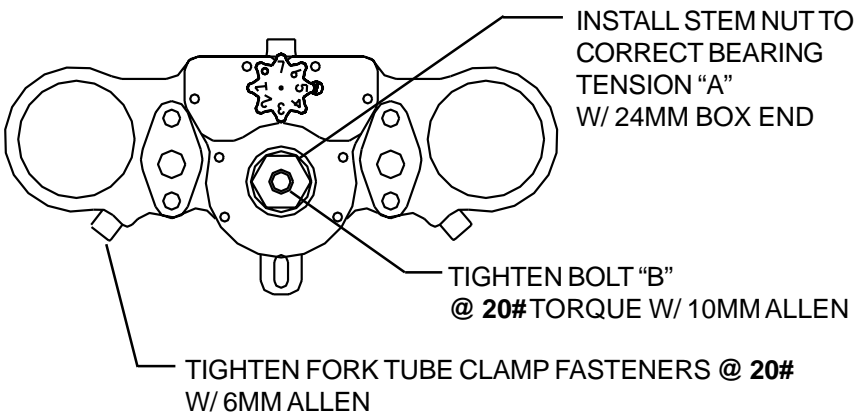
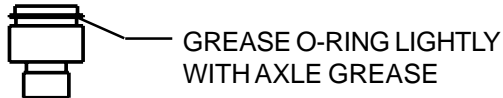
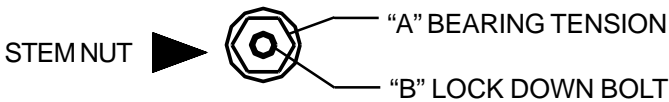
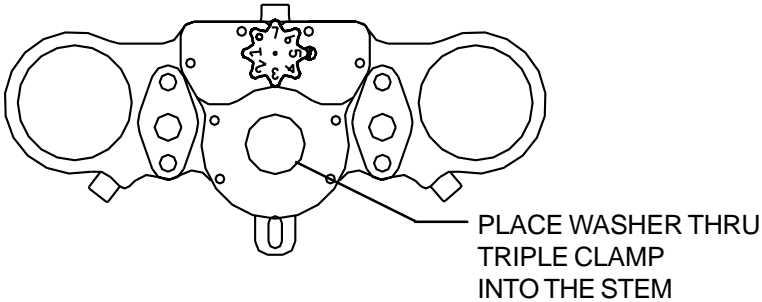
- Snug post clamp.
- Rotate unit to the opposite extreme.
- Make sure post clamp is not limiting the rotation.
- If clearance & rotation are not creating a bind, tighten post clamp.

10) Return to step (10) **INSTALLATION**, pg # 5, to complete the assembly.

SPECIAL KTM INSTALL

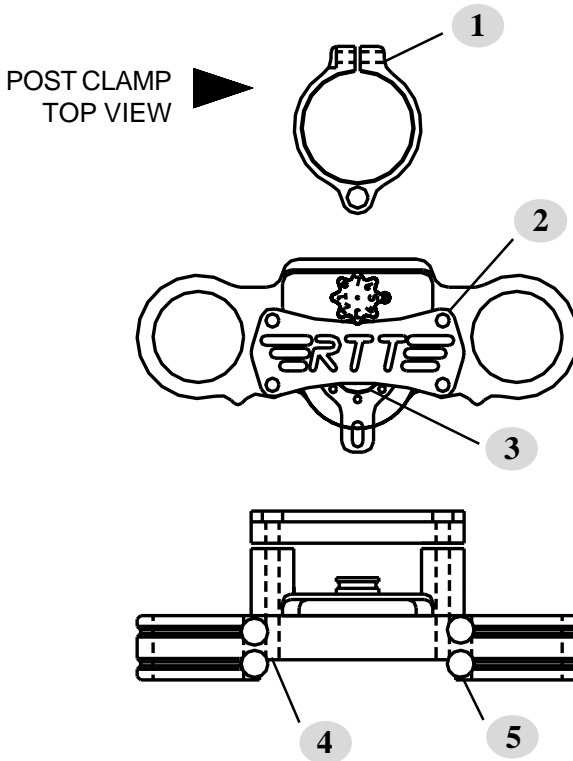
STEM & JAM NUT INSTALLATION

Also: Handout supplied with stem & jam nuts



TORQUE SETTINGS

STANDARD SETTINGS

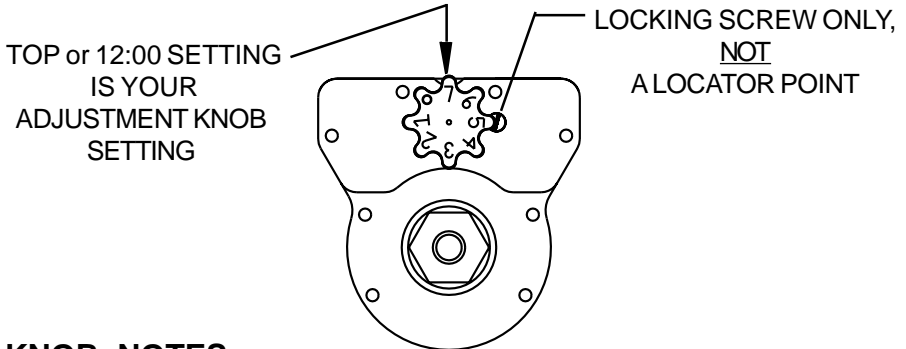


- (1) POST CLAMP @ 20# (1) M6
- (2) TOP BAR CLAMP @ 20# (4) M8
- (3) STEM NUT @ 45# (1) AMERICAN STD. 3/8" ALLEN
- (4) BAR RISER (BOTTOM) @ 55# (2) M12
- (5) FORK TUBE CLAMP @ 20# (4) M8

ADJUSTMENTS

The **Adjustment Knob** controls the flow of hydraulic fluid between the two chambers within the triple clamp. It determines the primary setting of the amount of steering resistance.

- Number (1) is the least amount of steering resistance
- Number (7) is the most.



KNOB NOTES:

- It is not necessary to click into a *numbered position or detent* to operate correctly, the knob functions in any position.
- Turns in a continuous cycle, both directions, and this will not unscrew the knob from the cap.
- You can turn the knob in either direction and go from *high to low*, without doing a full rotation.

The **Remote Rotary Valve** is for "On the fly" adjustment. It is relative to the setting on the **Adjustment Knob**. There are three positions:

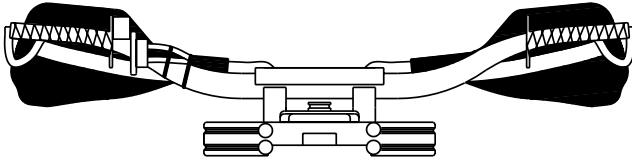
- Full back position: 100% of adjustment knob setting.
- Middle position: Approximately half of adjustment knob setting
- Full forward position: damper off

Setup for maximum range:

- Turn **Remote Rotary Valve** to the "Middle Position"
- Set the **Adjustment Knob** to desired riding comfort.

F.I.T. HAND-GUARD SYSTEM

- **ADJUSTMENTS TO THE ALUMINUM BARS**



The Fastway F.I.T. hand guard system comes in a generic bend and will accommodate many applications in their stock form.

Due to the many variations in handlebar bends and widths, the system may not fit your application as shipped.

Fitting the aluminum bars to your individual handlebars may require some custom bending. This is done easy enough with the help of a vise and a small lever. A large screwdriver, used as a pry bar may be the handiest tool available for the task.

Once fitted the F.I.T. system will provide many miles of worry free trail riding. The plastic shields may periodically need replacing and can be purchased from RTT Motorsports.

MAINTENANCE

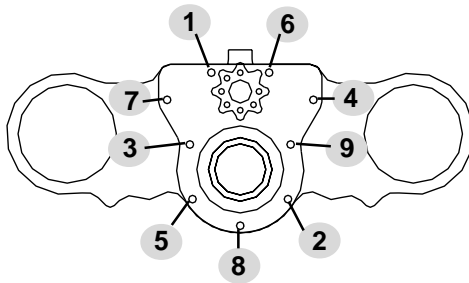
Pressure washing the unit **NOT RECOMMENDED**.

NOTE : Oil weight will affect the characteristics of the steering damper. Use a higher weight oil to stiffen the overall performance.

▶ **Manufacturer assembles the RTT stabilizer with Dextron 3 ATF.**

RTT MOTORSPORTS RECOMMENDS CHANGING THE OIL AFTER EVERY 100 HOURS OF RIDING TIME.

- The Triple Clamp Assembly is easy to service and can be done on the bike. *Regular maintenance* consist of changing the oil and checking or replacing the seals.
- A seal kit (new o-rings, springs & check balls & instructions), can be ordered by calling RTT Motorsports.
- If you prefer to return the unit to RTT Motorsports for servicing, please follow the instructions on the “RETURNS” page. Warranty repairs must be done at the factory.
- If the unit has been disassembled for any reason: The *Cap* bolts must be tightened in a balanced pattern @ **2#’s**.



Tighten bolts halfway starting with #1 and continuing through #9. Finish tightening bolts to standard bolt tolerance in the same order. **INCORRECT ASSEMBLY COULD CAUSE THE STEERING DAMPER TO BIND.**

SYSTEM BLEEDING PROCEDURE

- Turn the bars to the extreme right (full lock position).
- Place remote thumb control in the “DOWN” or “FULL ON” position. This will prevent fluid from flowing out the hoses when you are not bleeding the system.
- Locate the hose on the right side of the main body of the stabilizer and follow it to the remote rotary valve.
- Remove this hose from the coupling on the remote rotary valve by pushing the collets outward or toward the coupling. RTT suggests that you temporarily replace this hose with a short piece of clear 1/4” tube. The clear tube should be directed into a container to catch the runoff oil.
- Hold the free piece of black hose up and fill completely. Using a syringe or pipette type bottle top, pressurize the tubing with oil. This should be done while simultaneously opening the remote rotary valve (placing in the forward most position).
- The bleeding is done when the clear tubing runs free of bubbles. The system holds approximately 1 1/2 ounces of oil, but will take a bit more to bleed it.
* Please understand that a small amount of air or bubbles is acceptable inside the system, and will not harm the unit.
- Again place the remote rotary valve in the “DOWN” or “FULL ON” position, this will prevent oil from flowing out of the hoses.

SYSTEM BLEEDING PROCEDURE

- Remove the clear plastic tube and replace with the free end of the original black hose, insert firmly. Note ONE click, indicating a secure connection.

This should complete the bleeding procedure

IMPORTANT NOTE:

When the bleeding is done, the unit should feel resistance.

It should dampen away from center for approximately 12 degrees. There should be a progressive decrease in pressure in the remaining stroke, to a point of “no damping” at the extreme end of stroke or bar lock.

WARRANTY

RTT Motorsports, extends this limited warranty to the original purchaser of an RTT Motorsports Stabilizer installed and used under normal conditions.

- Lifetime warranty against manufacturers defects in material and workmanship.
- Five year coverage on all components except normal wear items such as seals, springs and bearings.
- One year coverage on normal wear items such as seals, springs and bearings.

This warranty does not cover any failure, damage or defect that results from unauthorized modification or service; or from the use of products or replacement parts other than those from RTT Motorsports. This warranty does not cover any failure, damage or defect that results from abuse or impact. This warranty does not cover any failure, damage or defect that results from lack of maintenance and timely replacement of wear items such as seals, bearings and springs.

Some states do not allow limitations on how long an implied warranty last or the exclusion limitation of incidental or consequential damages, so the limitations or exclusions stated above may not apply to you. This warranty gives you specific legal rights and you may have other rights which vary from state to state.

After one year, normal wear components, such as seals and springs are not covered under the limited warranty.

REPAIR INSTRUCTIONS

A seal kit includes: (seals, springs, and check balls & instructions). It can be purchased from RTT Motorsports for \$20.00 plus shipping and handling.

The unit may also be sent to RTT Motorsports for rebuild. This would include replacing the worn components and testing the unit. The cost is \$20.00 for the seal kit and \$20.00 labor for a total of \$40.00 plus shipping and handling. This assumes that there is only normal wear and no major components have been damaged.

Any changes to the above fees will be posted on the web site: www.rttmotorsports.com.

DAMAGE OTHER THAN NORMAL WEAR:

Upon receipt of the unit, RTT Motorsports will assess the damage and an estimate of the repair cost will be made. RTT Motorsports will contact the owner via phone or email for approval before proceeding with the repair.

RETURNS

PROCESS FOR RETURNING UNIT TO RTT MOTORSPORTS:

Call or email RTT Motorsports, we will issue a **RMA**.

Package and send to RTT Motorsports freight prepaid . (Packages will not be accepted freight collect). Be sure to insure the package for full value. Include the following information inside the box:

- Name
- Address
- Daytime phone #
- E-mail address
- Copy of purchase receipt, & please include the RMA and a description of the problem

Send To:

RTT Motorsports
Repair Department
1625 W Acoma Blvd
Lake Havasu City, AZ 86404