

HYPERPRO

STEERING DAMPER MOUNTING KIT

for

Royal Enfield Himalayan Model 2017->

MK-RE04-B001 PART LIST

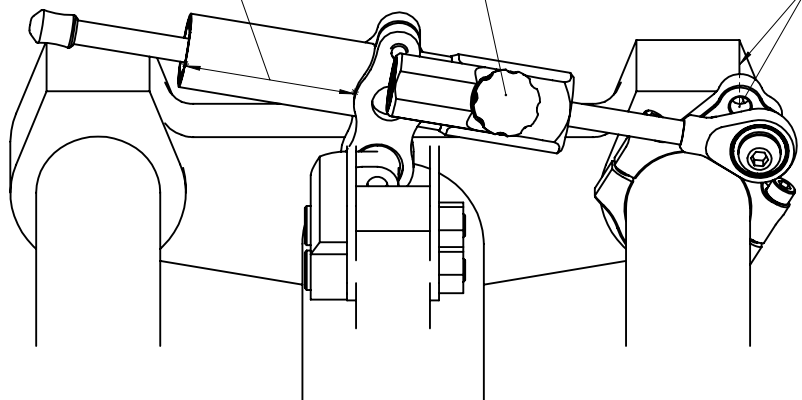
SD stroke 75	1	Washer M8 \varnothing 16	1
Damper Clamp [MP-DB018235]	1	O-ring	1
Fork Clamp \varnothing 41 [MP-FC0410]	1	Zip-Tie L175	1
Frame Bracket [MP-FRMK42]	1	-	-
Spacer d8 H8.5 [MP-SP0008]	1	-	-
M8x25 Button head	1	-	-
M8x30 Button head	1	-	-
M8x45	2	-	-

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.

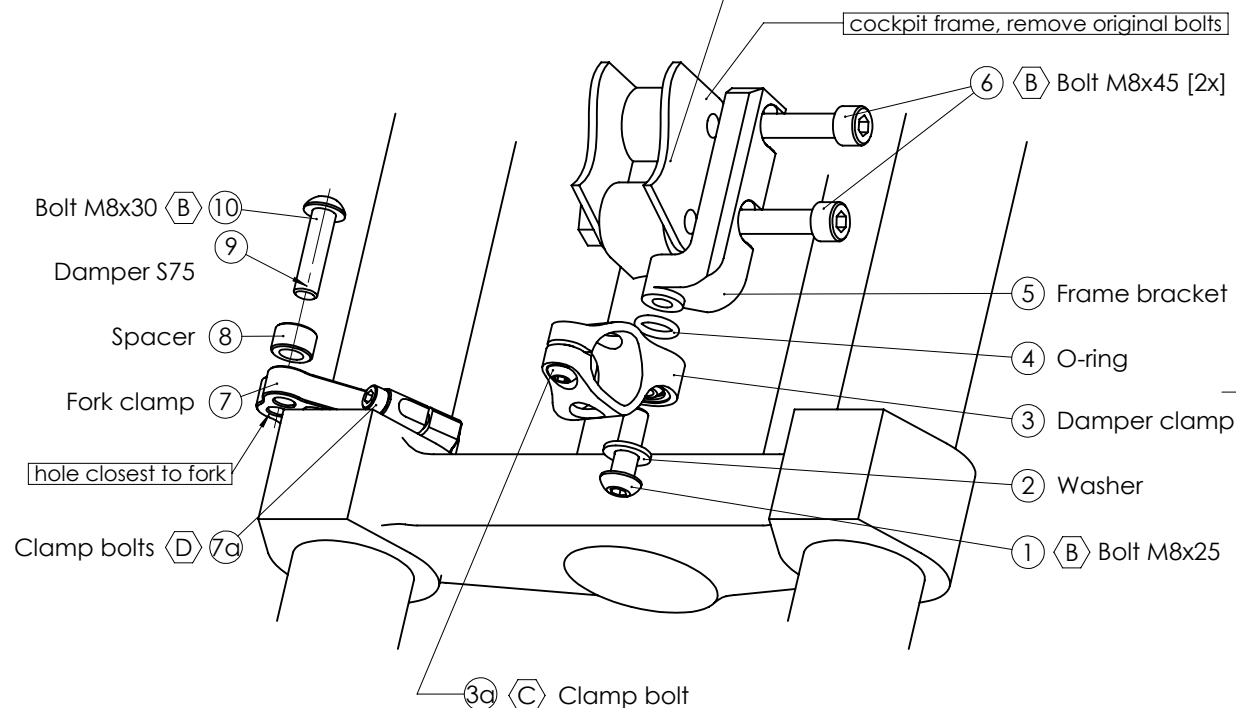
Damping adjustment knob:
- turn CW to increase damping
- turn CCW to decrease damping

Distance X = ± 60 mm

vertically align
hole to edge



Remove original zip-tie from wire loom.
After installation, use supplied zip-tie (11) to
mount wire loom back to cockpit frame.



* TORQUES

A: 5-9Nm / 44-80Lbs.In / 4.0-6.4Lbs.Ft
B: 14-17Nm / 124-150Lbs.In / 10.3-12.5Lbs.Ft
C: 6Nm / 53Lbs.In / 4.4Lbs.Ft

D: 8Nm / 70Lbs.In / 5.9Lbs.Ft
E: 55Nm / 486Lbs.In / 40Lbs.Ft
F: Factory torque (see owners manual)

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MK-RE04-B001 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 contactcleaner 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 untill steering movment 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, untill 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: assemble the frame bracket

Assemble the frame bracket using:

- Bolt M8x25 (1)
- Washer M8 Ø 16 (2)
- Damper clamp (3)
- O-ring (4)
- Frame bracket (5)

Put the assembly together as shown on page 1: use the bolt (1), washer (2) and O-ring (4) to mount the damper clamp (3) to the bottom of the frame bracket (5). Tighten the bolt to a torque of approx. 14-17Nm/124-150Lbs.In/10.3-12.5Lbs.Ft.

Step 2: install the frame bracket assembly

Install the frame bracket to the bike using:

- 2x Bolt M8x45 (6)
- Zip Tie L175 (11)

Cut and remove the original zip-tie that ties the wire loom to the cockpit frame. Remove the 2 M8 bolts from the cockpit frame and the steering head.

Install the frame bracket assembly to the cockpit frame using the M8x45 bolts (6). Tighten the bolts to a torque of approx. 14-17Nm/124-150Lbs.In/10.3-12.5Lbs.Ft.

Step 3: install the fork clamp

Disassemble the fork clamp (7). Re-assemble the fork clamp around the right fork leg, just above the lower triple clamp. Make sure the holes are positioned correctly, align the fork clamp as shown and tighten the clamp bolts (7a) evenly to a torque of approx. 8Nm/70Lbs.In/5.9Lbs.Ft.

Step 4: install the steering damper

Install the steering damper using:

- Spacer (8)
- Steering damper, stroke 75 (9)
- Bolt M8x30 button head (10)

Shove the damper (9), with the knob end first, through the damper clamp (3) untill the distance "X" stated on page 1 is reached. Set the angle of the damper body and tighten the M6 clamp bolt (3a) to a torque of approx. 6Nm/53Lbs.In/4.4Lbs.Ft.

Mount the ball-joint of the steering damper (9) to the fork clamp (7) using the spacer (8) and the M8x30 bolt (10). Make sure to use the hole closest to the fork leg, see the pictures on page 1. Tighten the M8 bolt to a torque of approx. 14-17Nm/124-150Lbs.In/10.3-12.5Lbs.Ft.

Check if the damper does not touch anything when steering from left to right. Check if the bike can make it's full steering angle from left to right, without being limited by the steering damper. Modify distance X and/or the position of the fork clamp if necessary to improve clearance. Do not forget to re-tighten the bolts!