

HYPHERPRO

STEERING DAMPER MOUNTING KIT

for

**Royal Enfield
Continental GT 650 2019->**

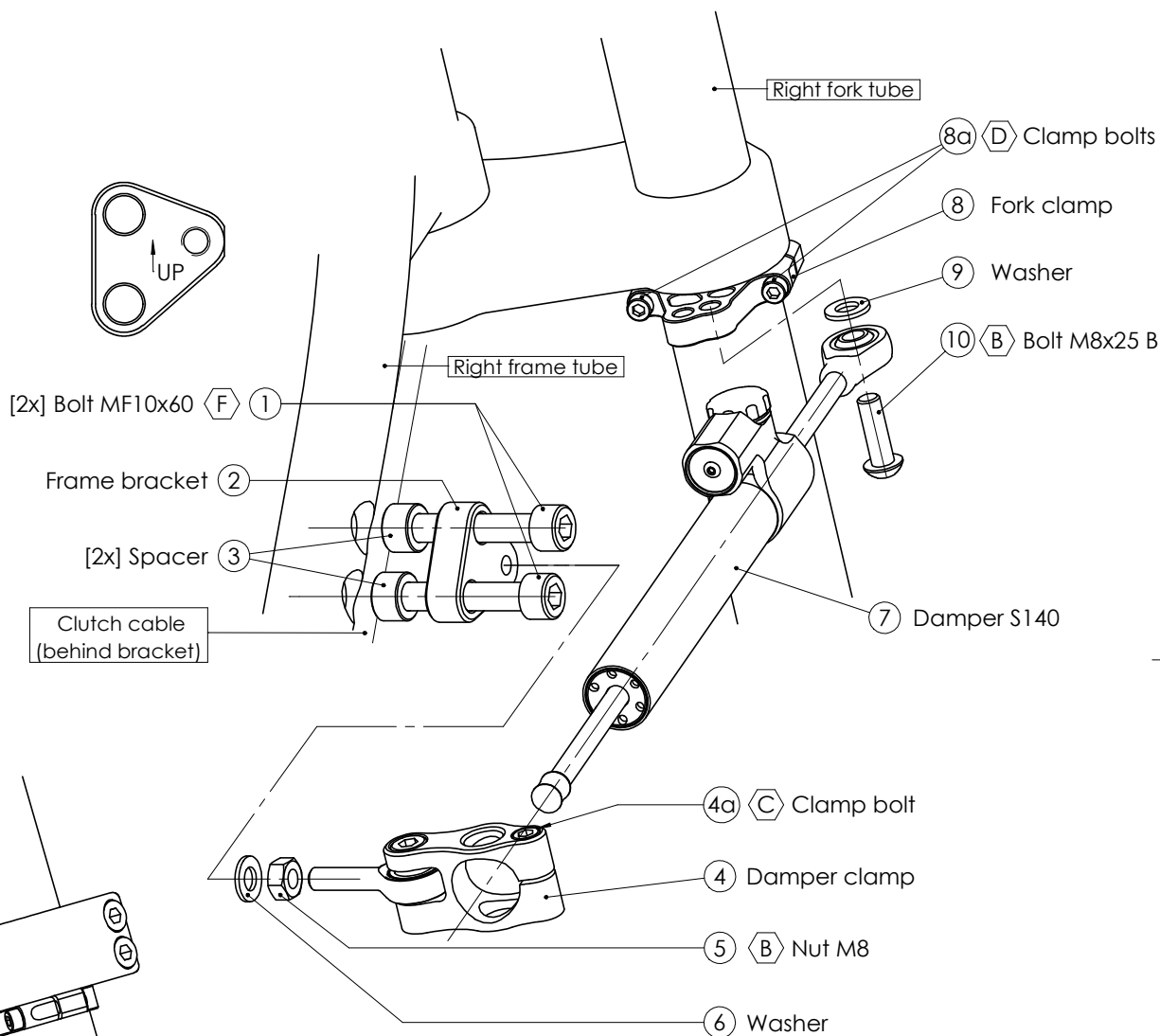
MK-RE06-S001 PART LIST

SD stroke 140	1	Washer M8 ϕ 16	2
Damper Clamp [MP-DB0002]	1	-	-
Fork Clamp [MP-FC0410]	1	-	-
Frame Bracket [MP-FRMK48]	1	-	-
Bolt M8x25 Button head	1	-	-
Bolt MF10x60 10.9	2	-	-
Spacer [MP-SP1017105]	2	-	-
Nut M8	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.

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

Distance X = 100mm



* 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: 10Nm / 88Lbs.In / 7.4Lbs.Ft
C: 6Nm / 53Lbs.In / 4.4Lbs.Ft	F: Factory torque (see owners manual)

HYPERPRO

STEERING DAMPER MOUNTING KIT

for

Royal Enfield Continental GT 650 2019->

MK-RE06-S001 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 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, 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: install the frame clamp and damper clamp

Install the frame and damper clamp using:

- 2x Bolt MF10x60 (1)
- Frame bracket (2)
- 2x Spacer (3)
- Damper Clamp (4)
- Nut M8 (5)
- 1x Washer M8 (6)

Remove the original MF10 bolts from the right hand frame tube connecting point, be aware of the threaded backplate behind the tube.

Use the longer MF10x60 bolts (1) to install the frame bracket (2) with the spacers (3) to the holes and use the original backplate. Make sure the bracket is orientated correctly, as shown on page 1. Make sure the clutch cable is behind the bracket and will not be not clamped, then tighten the bolts (1) to factory torque.

Place nut (5) as far as possible on the thread of the damper clamp (4). Place the washer (6) and mount the clamp (4) to the frame bracket (2) untill the end of the thread is flush with the back of the bracket. Do not tighten the nut yet.

Step 2: install the fork clamp and steering damper

Install the steering damper using:

- Steering damper, stroke 140 (7)
- Fork clamp (8)
- 1x Washer M8 (9)
- Bolt M8x25 button head (10)

Shove the steering damper (7) through the damper clamp (4) untill the distance "X" stated on page 1 is reached, set the angle of the body so the adjustment knob is pointing straight up, then tighten the clamp bolt (4a) to a torque of approx. 6Nm/53Lbs.In/4.4Lbs.Ft.

Assemble the fork clamp (8) around the right fork leg as shown on page 1, directly under the lower yoke and with the nearest hole facing out. Use the washer (9) and the M8x25 bolt (10) to mount the ball-joint of steering damper (7) to the nearest hole of the fork clamp (see pictures) and lightly tighten the bolt to a torque of approx. 14-17Nm/124-150Lbs.In/10.3-12.5Lbs.Ft.

Set the angle of the fork clamp so the damper rod stays at least 5mm away from the cilinder and tighten the fork clamp bolts (8a) to a torque of approx. 8Nm/70Lbs.In/5.9Lbs.Ft.

Step 3: fine tuning

Check if the bike can make it's full steering angle from left to right, without being limited by the steering damper. If the damper limits either angle, modify Distance X to improve. If the damper makes too much stroke, rotate the fork clamp (8) slightly inward towards the steering head untill the damper does not limit the steering angle.

Check if the damper does not touch anything (e.g. engine) when steering from left to right. Adjust the position and angle of the clamps and/or damper body if necessary.

Do not forget to re-tighten the parts after adjustment!