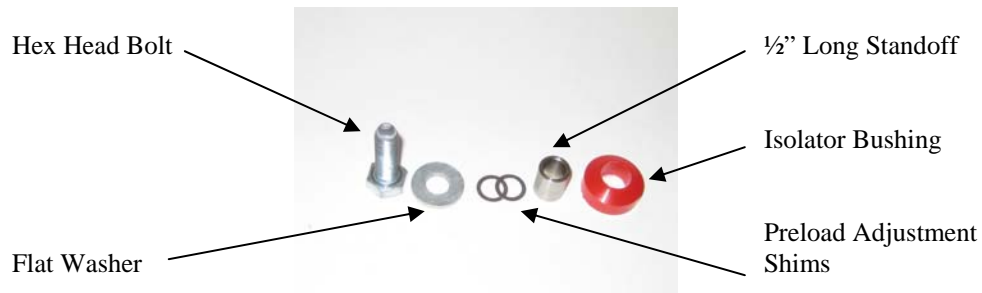


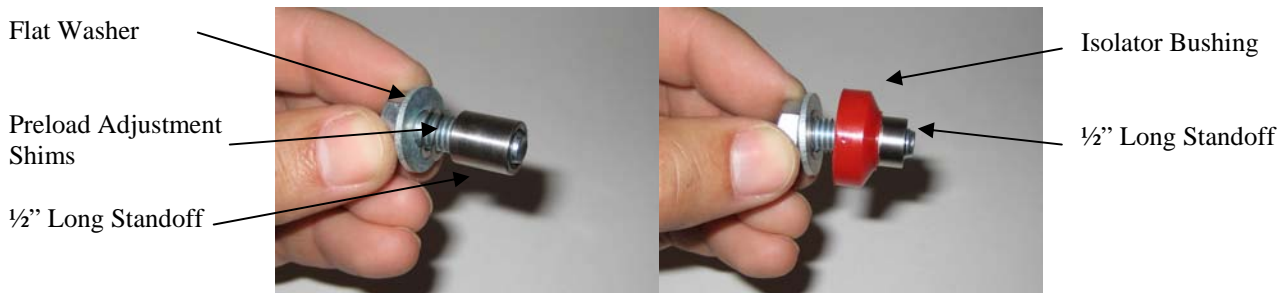


## Anti-Vib/Shock Handle Bar Clamp Installation Instructions

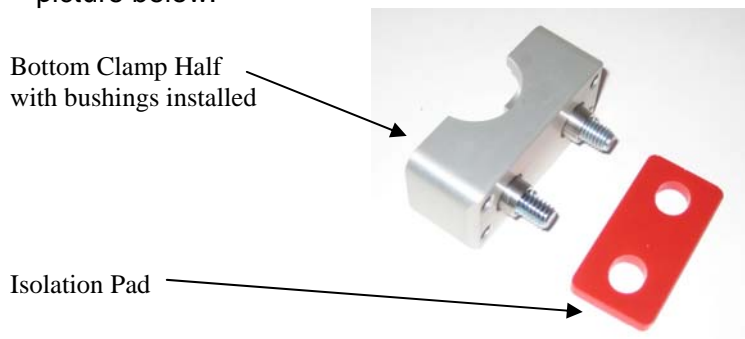
1. Remove the stock handle bar clamps by removing the four bolts that attached the clamps to the triple clamp/steering post.
2. Position the handlebars and attached cables forward out of the way.
3. Layout the parts as shown in the picture below for easy identification and assembly.



4. Start with one of the hex head bolts. In this order slide on one flat washer, two adjustment shims, and one 1/2" standoff as shown in the left picture below. Now slide one isolator bushing with the pocket side towards the flat washer over the 1/2" long standoff. Repeat for the other three hex head bolts. See the pictures below for orientation.



5. Hold each isolator bushing assembly together and push each one into the pockets on the bottom clamp halves. With both isolator bushings installed it will look like the picture below.



6. Install the isolation pad over the ½” standoffs sticking out of the bottom clamp half. You will need to push on the hex head bolts as you do this so they don’t push out. Repeat for the other bottom clamp half.
7. **Apply blue loctite** on each of the four hex head bolt threads for added security. If you are using nylon lock nuts and are bolting thru a steering post plate it’s not necessary to use loctite.
8. Bolt each bottom clamp half to your steering post and torque the four hex head cap screws to 18 ft.lbs.
9. Center your handlebars on the bottom clamps and install the top clamp halves and 6mm socket head cap screws. Make sure to equally snug down the cap screws so there is roughly the same gap on each side of the clamp halves. Once you have the bars where you want them equally tighten the eight socket heads screws to 14 ft. lbs.
10. Check cable routing and adjust if necessary. Make certain that the throttle does not open when turning the bars fully to the left and right. If it does adjust the cable routing until it works freely.
11. **Bushing Preload Adjustment** – The Anti-Vib/Shock Clamp System comes with adjustment shims so you can fine tune the preload on the isolator bushings. Depending on handle bar height and application you will need to experiment with different bushing preloads to optimize the performance of the Anti-Vib/Shock clamp system. For the best vibration and shock absorption it is desirable to have light preload on the bushings. The tighter the preload the less the bushings will absorb vibration and shock. It is also desirable for the bars to flex slightly under hard hits to absorb the shock. Run the bushing preload as soft as possible to maintain the vibration and shock absorbing qualities but tight enough so you are comfortable with the amount of flex in the bars.
  - To Increase Bushing Preload - If your bars flex too much for your application you want to increase the isolator bushing preload by removing shims. Remove the top clamps halves and handle bars. Loosen and remove one of the hex head bolts. Remove the flat washer and then remove the desired amount of adjustment shims that are on top of the ½” standoff. Reinstall the flat washer. Reapply blue loctite to the hex head bolt threads if required and torque the bolt to 18 ft-lbs. Repeat for the three other isolator bushings.
  - To Decrease Bushing Preload - If your bars don’t flex too much for your application you can experiment with reducing the isolator bushing preload to optimize the system. Remove the top clamps halves and handle bars. Loosen and remove one of the hex head bolts. Remove the flat washer and then add the desired amount of adjustment shims on top of the ½” standoff. Reinstall the flat washer. Reapply blue loctite to the hex head bolt threads if required and torque the bolt to 18 ft-lbs. Repeat for the three other isolator bushings.
  - Note: Depending on the application it may be necessary to increase the isolator bushing preload over time as they get broken in and take a set.

**Warning: Make certain that the throttle does not open when turning the handlebars fully left or right. Test this before riding. Failure to do so could cause injury.**

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