

Yamaha Gen2 Triple Clamp

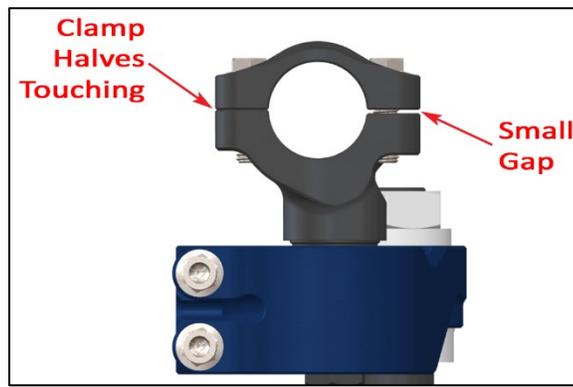
Instructions for Use



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Please read carefully as this is vital to the performance of your new clamps!

- 1) Clean inside of triple clamp clamping surfaces and outside of upper fork tubes with brake/contact cleaner to remove any lubricants that may cause slippage.
- 2) The bar mounts use an offset clamp system, similar to stock, where one side of the bottom bar clamp is taller than the other. Lightly tighten the bolts on that side until both clamp halves touch (leaving a gap on the other side) and then torque all four bolts appropriately. The lower mount is reversible to adjust bar position to suit rider preference.



- 3) All bolts are grade 5 titanium, except the stock steering stem nuts, which are aluminum. **You must use anti-seize (Loctite C5-A included) on the titanium bolts and torque to the correct specs!** Apply anti-seize to the bolt threads and under the bolt head, then torque to the following specifications:

	Bolt Location	Size	Torque
A	Top Triple Clamp to Fork Tube	M8-1.25x35	12 Nm (106 in·lb)
B	Bottom Triple Clamp to Fork Tube	M8-1.25x35	8 Nm (71 in·lb)
C	Bar Clamps to Bars	M8-1.25x25	12 Nm (106 in·lb)
D	Bar Mounts to Top Triple Clamp	M10-1.50x45	24 Nm (212 in·lb)
E	Bearing Preload Nut	M28-1.00	To Appropriate Bearing Preload
F	Steering Stem Top Nut	M24-1.00	145 Nm (107 ft·lb) DRY

These torque specs seem low, but the anti-seize acts as a lubricant and reduces the torque required. Re-check all bolt torques after the first ride and at regular intervals.

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- 4) Due to the added HPSD mount on the lower clamp, some front fenders and/or number plates may need to be trimmed to fit. Using a razor blade or a Dremel tool with a sanding drum, cut away the plastic as needed for your application. KTM shown here, but other brands are similar:



- 5) Thoroughly grease steering bearings, races, and seals, and follow the manufacturer's instructions for general installation applying the notes above.

----- WARNING -----

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