

LL59-9

Congratulations! You have just purchased a set of **T-Rex Racing** lowering links. We are a US company headquarter in Dallas, Texas .These links are machined from solid steel. They match or exceed that of OEM link specification. Please feel free to email us at customerservice@t-rex-racing.com or call 972-243-7868 if you have any question.

Important : T-Rex Racing requires that this product to be installed by a certified technician. Lower the front end the same amount as the rear end to maintain the similar handling characteristic. There are limits to how much the bike can be lowered before different parts on the bike start hitting each other. For the front, it is typically the front fender hitting the lower triple clamp. For the rear, it is the tire hitting the fender and the swingarms hitting the shock or shock reservoir. It is important that manufacturer torque specification is applied correctly to all the bolts involving with the installation. Please refer to the service manual for exact number. As a good practice, make sure to hand-tighten any bolt at least a few turns before tightening them to specification. This will drastically reduce the chance of cross-threading.

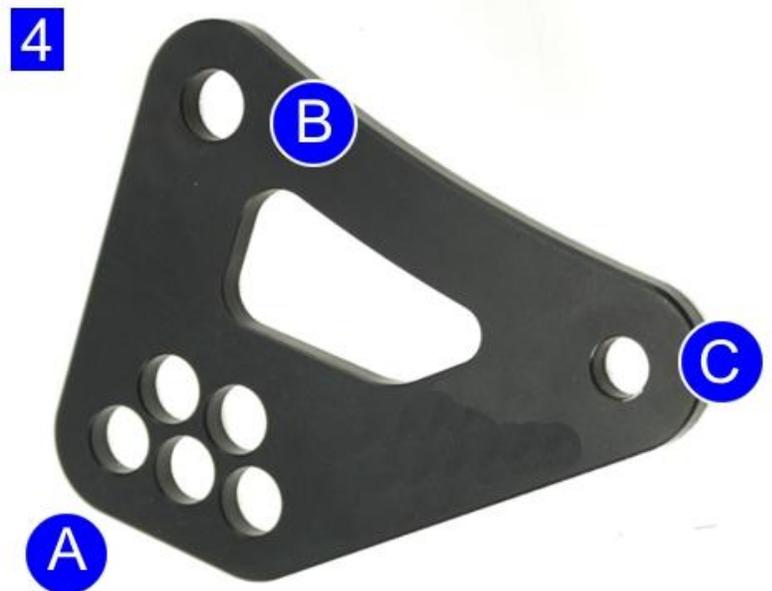
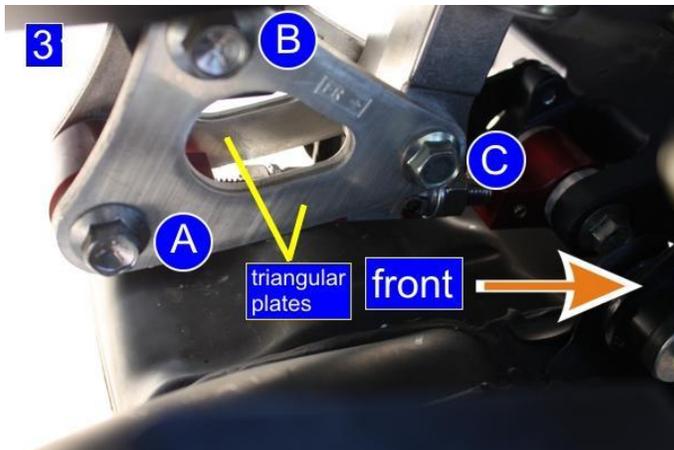
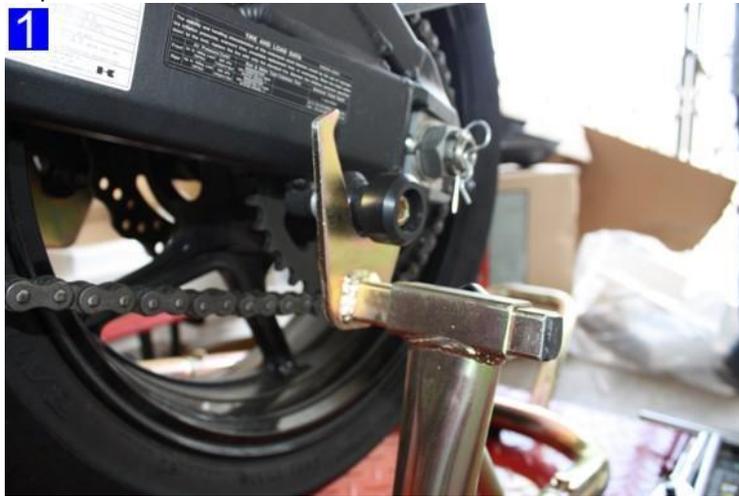
Medium strength (blue color) thread lock compound is recommended. . All screws, bolts, and nuts need to be checked after driving the first 20 mile (or 30km) to ensure that all are tightened properly. Check for any sign of looseness or irregularity. If found, do not use the system. Contact us promptly. Maintain the speed limit. Note that this online instruction is the most updated version and take precedence over the printed version. This product is design for close-circuit racing use only.

Special tools needed:

1. Rear swingarm/paddock stand, front stand is recommended for more stability.
2. Two floor jacks or bottle jacks.

Installation Instructions:

These instructions serve as a guide only. There may be more steps required to remove and install the lowering links. Depending on your bike model exhaust mid pipe or other parts may need to be removed to provide access. Refer to your service manual for steps on removal/installation of tie rod and shock.



1. Lift the bike with a rear stand (see pic. 1) and a front stand too if available.
 2. Lift the bike from the rear sets using floor jacks or bottle jacks from both sides of the bike (see pic. 2). You can also lift from other location on the frame as long as it will raise the frame not the swingarms and it is safe to do so. Put some cardboard paper between the jacks and the rear sets to keep the jacks from marring the rear sets. Raise both jacks at the same time and just high enough to release the compression on the shock. This will make it easier to remove the bolts connecting the lowering links in the following steps. Note: You can spot this height by looking at the swingarm spools. As you are raising the jacks, the spools will come off the rear stand. At this point, lower the jack just enough so the spools come in contact with the stand but not too low where the shock starts to get compressed.
 3. Leave the rear stand in place for safety.
 4. Remove the triangular plates by removing the bolts at location A, B, and C as shown in picture 3. Depending on your bike model, if there are other parts like exhaust pipe is in the way, you will need to temporary remove that too. Take pictures of the bolts that you remove so you remember where to put them back.
 5. Install the new plates by reinstall the bolts at correct locations of A, B and C as shown in the picture 4. .
 6. Experiment with different hole at location A for desired lowering of the bike. You will need to lower/raise the jacks to line up the holes to insert this bolt. Lower/raise them SLOWLY.
- Note:** To make sure that there is no parts hitting each other. Hand-screw on all the nuts. Sit on the bike and try to bounce up and down see if anything hitting each other, especially the rear wheel hitting the fender or the swingarms hitting the shock or shock reservoir. Do this at your own risk since the strength of the rear stand is unknown. If there something hitting each other, move to the next closer hole. The distance between the holes is small but the difference in the bike height is much larger. This is because multiple linkages among the swingarms and rocker arms and shock. Manufacturer designs it this way so large travel on the wheel results in a small travel on the shock.
8. Once desired height is achieved, tighten all the bolts to manufacturer's specification.
 9. Reinstall what were removed.



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We will work with our attorney, The law office of Daniel Swayze, in Plano TX and our eBay account manager to actively enforce our rights. eBay will remove copyrighted products and suspend respective sellers

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