LL60B2

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.

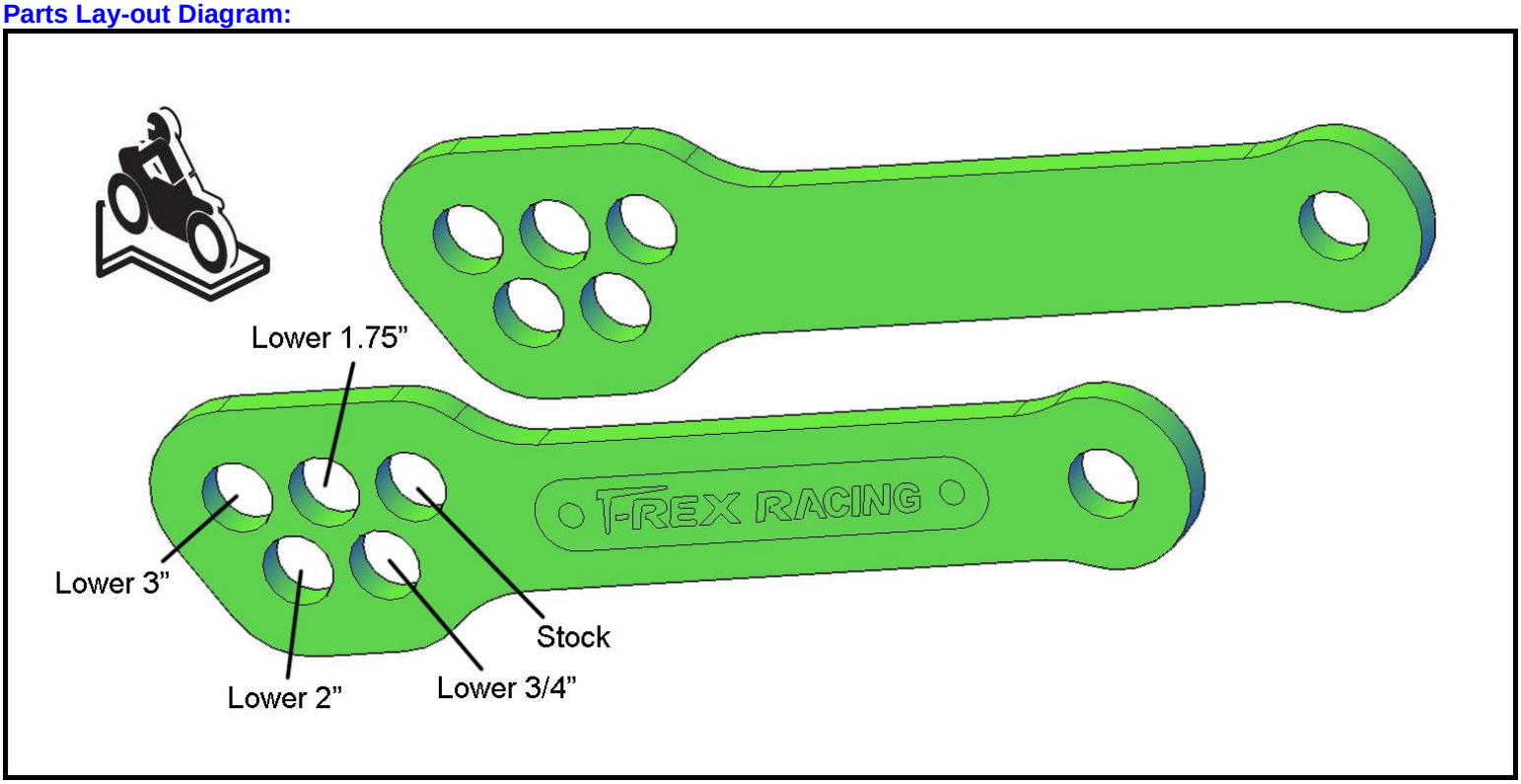
Important : T-Rex Racing requires that this product to be installed by a certified technician. Lower the front end the same amount as the rear end to maintain the similar handling characteristic. There are limits to how much the bike can be lowered before different parts on the bike start hitting each 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.

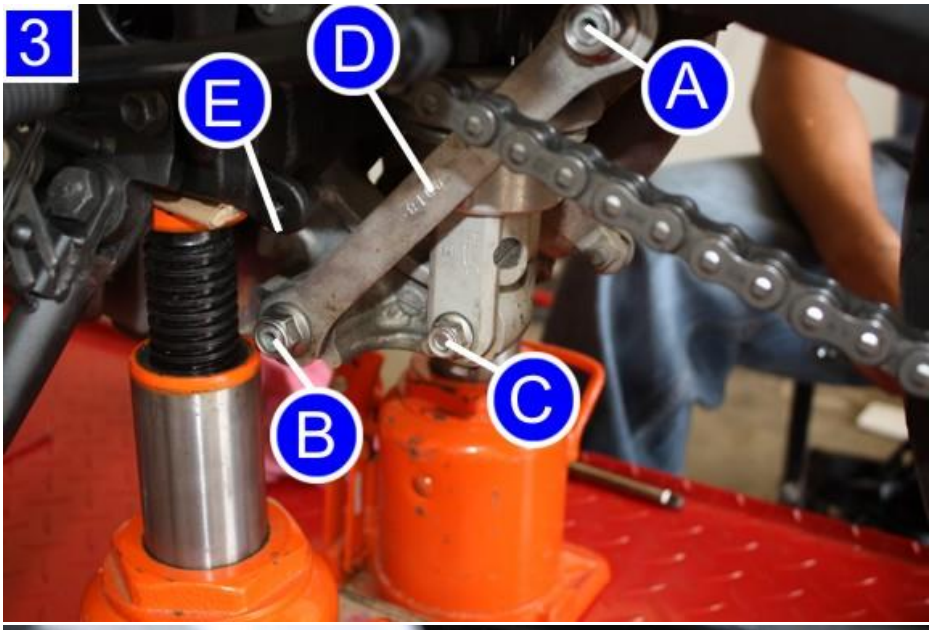
Installation Instructions:

Parts Lay-out Diagram:



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, rocker arm and shock.

1. Lift the bike with a rear stand (see pic. 1) and a front stand too if available. (or center stand).
2. Remove the lower plastic fairings on both sides to expose the lowering links. **Go to step 6** if using the center stand.
3. 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 card board 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.
4. 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.
5. Leave the rear stand in place for safety.
6. Remove the lowering links connecting nuts A and B (see pic. 3) and then the bolts and the link D. Depending on your bike model, bolts A and B may not have enough clearance to slide out. You will have to remove the rocker arm C and E bolts create some clearance. If there 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.
7. Insert bolt A into the single-hole end of the link. If this bolt is too tight to be inserted, spray it with WD40 and screw it in with a socket wrench.
8. Select the appropriate hole for desired height of the bike and insert bolt B through it. Install the other link on the other at the same holes (see pic 4)
9. Note: To select the appropriate hole start with center hole. Hand-screw on all the nuts, lower the jacks, take the rear stand off and sit on the bike. If it is the desired height, put the bike back on the rear stand and sit back on the bike. 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. Depending on your bike, **NOT** all five holes are usable.
10. Screw on all the nuts A, B (C and E too if removed) . Torque the lowering link bolts A, B, C and E manufacturer's specification.
11. Reinstall what were removed and the plastic fairings



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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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