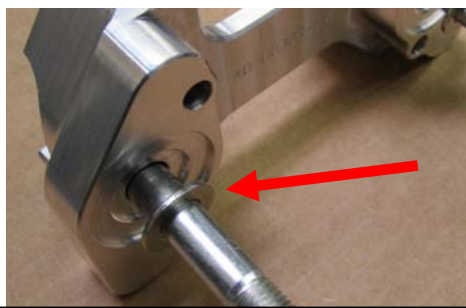


INSTALLATION GUIDELINES FOR: Ducati Monster 696 / 1100:

- 1) It is essential to use **Blue** Loc-tite on all nuts and bolts. Remove any other steering stabilizers.
- 2) It's a good idea to cover the tank with an old sweatshirt, towel or protective device so you don't scratch it.
- 3) Parts shown in photos are aluminum in color to help show contrast for mounting purposes. Production parts are anodized.
- 4) Remove the (4) Allen bolts that hold your handlebars tight. Carefully lay your bars down out of the way, wrapping the bars and levers in a towel or suitable protection, as you will have to turn the front end for the next operation.
- 5) Holding the Allen heads in place with a wrench, remove the 15mm nuts on the bottom of the triple clamp that hold the bar mounts tight. These nuts are normally very tight, so be sure you have a good box end wrench to remove them with.
- 6) Remove the stock lower bar mounts.
- 7) Note: The washers that sit under your lower perches, between the bushings and the stock perches, **MUST** go into the recess area on the bottom of the new bar mount we provide (see photo).
- 8) Install the new lower-perch-mount using the stock Allen bolts and tighten the 15mm nuts with the stock washers to the manufacturer's specs.
- 9) Install the bars and tighten the 4 Allen bolts evenly so the gap between the front and back of the barclamp is evenly spaced. These should be tightened in sequence slowly so each one has the same tension.
- 10) Remove the (2) Acorn nuts that hold the plastic cosmetic key cover on and remove the plastic shroud by lifting it upward and tipping the back downward. It flexes easily to be removed.
- 11) Install the double nuts we've provided and cinch them together tightly as per the photos.
- 12) Now using 2 wrenches, you will keep the upper nut jammed against the lower nut and by turning the lower nut counter clockwise against the other nut, the studs can be removed.
- 13) Install the 2 bushings we've provided into the key cylinder holes where you just removed the studs from.
- 14) Install the plastic shroud back over the bushings.
- 15) Install the frame bracket using the (2) Allen bolts we provide in the kit and torque to 6-8 ft lbs using blue loc-tite.
- 16) Grease the tower pin lightly and drop it in the tower-pin hole. It is designed to "float" and requires no retaining devices. It should spin freely and remain free to float at all times. Keep it greased in the hole, especially after high pressure washing your bike.
- 17) Install the stabilizer onto the barclamp mount using the (2) 6x20 Allen bolts, while aligning the slot in the link arm with the flats on the tower pin. Note the position of the linkarm in the photo. Tap the top of the tower pin to lower its position until it's matching the photo or flip it over and tap to move the collar the other direction, until the tower pin is at the correct height. (see photos).
- 18) Turn the bars from full lock left to right and be sure your cables are free to pivot and have not become restricted. Start the bike and turn your bars again to be sure your cables are not binding or in harms way, before riding the bike. Call if you have any questions on this.
- 19) Read your damper manual for initial settings on the controls. A separate page describes each valving circuit control. The damper is infinitely adjustable and totally up to the user to find their individual preference. Normally where we set the unit is a good starting point, which in most cases is 8-9 clicks out from full clockwise on the base valve. Start at softer settings.
- 20) Always check the installation of your nuts and bolts after the first ride to be sure nothing has loosened.
- 21) If you have any questions on anything, just call us, we want to help you! Phone numbers are at the top of this page.





Be sure the stock washers go into the recess area on the bottom of new mount



New bar mounts installed



Remove the cosmetic key cover



Cosmetic key cover you removed



Double nut the key studs to be removed



Remove the studs using 2 wrenches



Install the bushings into the stock holes



Bolt the frame bracket to the stock key



This shows the correct tower pin height

