

HYPHERPRO

STEERING DAMPER MOUNTING KIT

for

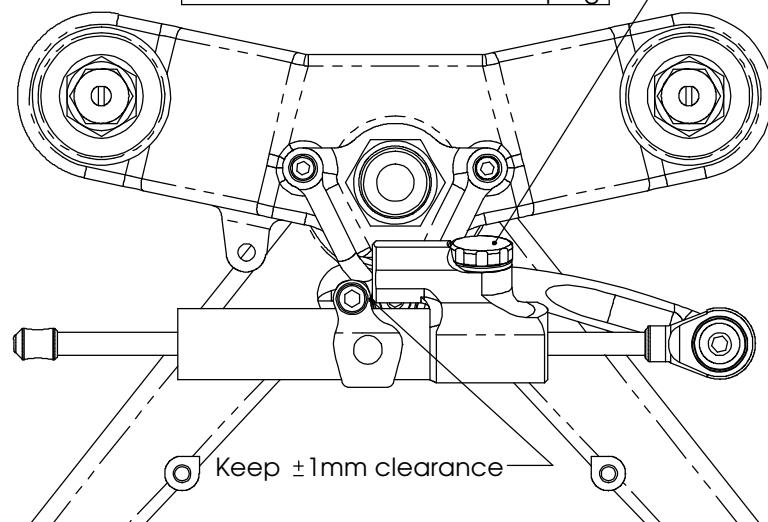
HONDA CBR 600 RR Model 2007➤

MK-HO06-T008 PART LIST

SD stroke 75	1	M8x35 Button head	1
Tube Clamp TYPE 9	1	Spacer Type 1	1
O-Ring 10x2	2	Washer M6 ϕ 12	1
CNC Fork Bracket	1	Washer M6 ϕ 18	1
CNC Tank Bracket	1	Lock nut M5	2
M5x25	2	Electrical resistor	1
M6x20 Button head	1	-	-
M6x25	2	-	-

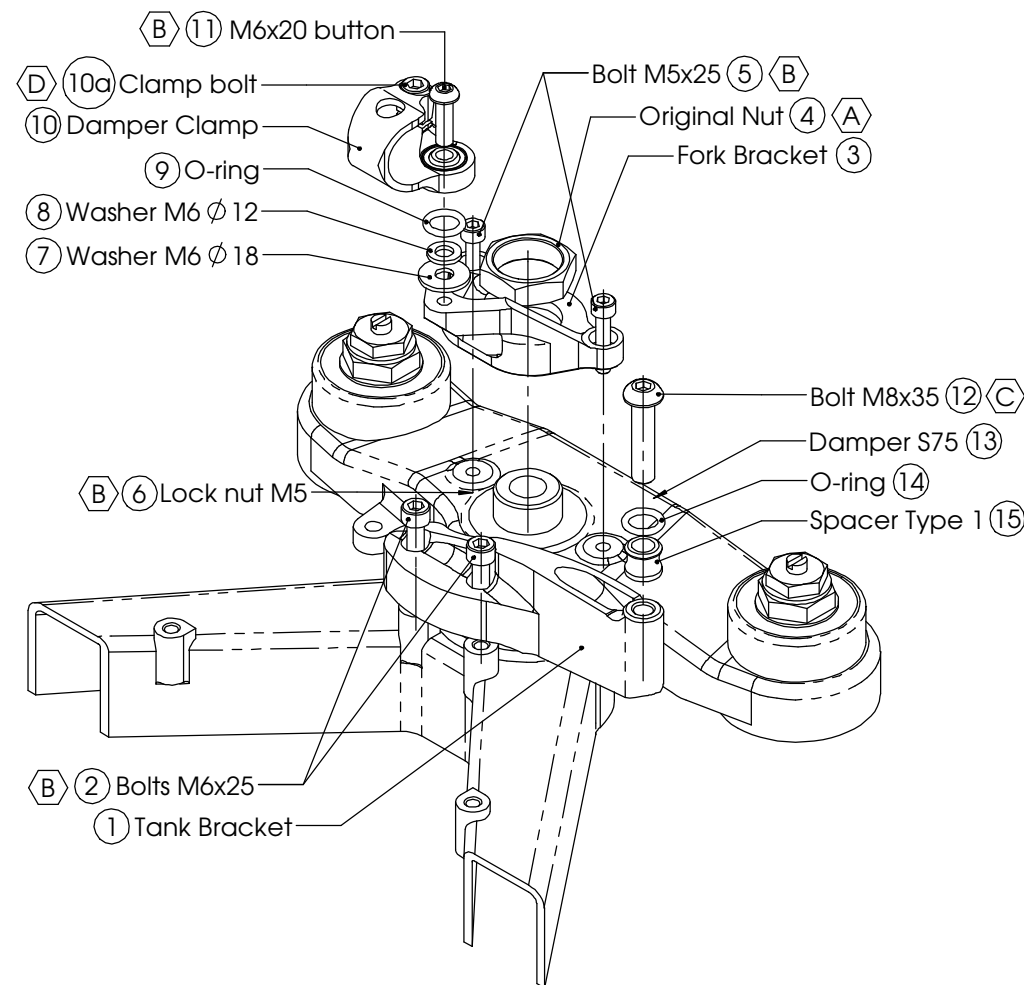
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DAMPING ADJUSTER KNOB:
- turn CW to increase damping
- turn CCW to decrease damping



Step 1: remove original steering damper

Step 2: fit Hyperpro electrical resistor



1
of 2

(A) 55-75Nm / 486-663Lbs.In / 40-55Lbs.Ft	(C) 14-17Nm / 124-150Lbs.In / 10.3-12.5Lbs.Ft
(B) 5-9Nm / 44-80Lbs.In / 4.0-6.4Lbs.Ft	(D) 6Nm / 53Lbs.In / 4.4Lbs.Ft

See WWW.HYPERPRO.COM for the latest pictures, modifications, specs. and e-drawings of this steering damper kit.

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HONDA CBR 600 RR Model 2007➤

MK-H006-T008 INSTALLATION INSTRUCTIONS

In general:

HYPERPRO can not be held responsible in any way for any form of physical, material, financial or other damage arising from use, assembly or overhaul of HYPERPRO products. HYPERPRO reserves the right to make changes without prior notice.

This product is ONLY TO BE INSTALLED BY A PROFESSIONAL MECHANIC.

This product is only to be used for the motorcycle brand, model and year stated specifically on top of the pages of this manual.

DO NOT attempt to install this product on motorcycles from any different brand, model and/or year than stated on the pages of this manual.

DO NOT use this kit for cars, boats, jet-skies, snowmobiles, ATV's, aircraft, hovercrafts or any other vehicle and/or purpose.

HYPERPRO steering dampers are FOR RACE USE ONLY, NOT FOR HIGHWAY USE!

Before installation:

- Please read the entire manual carefully before starting the installation!
- Check if you have all the tools required. Good tools are a must.
- Protect your bike at the most important places in and around the work area (e.g. tank, fairing, frame, etc.) with a blanket, towel or similar.

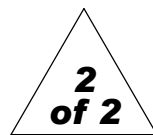
During installation:

- Check all operations and parts carefully before, during and after performing each step.
- Clean all surfaces that are required for fitting parts together or for applying self adhesives or loctite, thoroughly with contact cleaner or another degreaser, unless otherwise stated.
- Be careful not to damage or scratch any part of your bike.
- ALWAYS work relaxed and concentrated!! It is very easy to damage something or make a mistake.

After installation:

- Check and make sure that there is no contact between any part of the steering damper kit and any part of the motorcycle. The kit should not hit anything. Steering movement should not be limited by the steering damper. If the steering movement is limited, adjust the position of the tube in the clamp until steering movement is normal again. Do not forget to tighten the clamp bolt again!
- ALWAYS check the steering movement and feeling before each ride !
- FIRST RIDES: Start with the damper turned fully open (turn adjuster knob fully counter clockwise). Start adjusting in between rides with steps of MAX. 2 CLICKS (0.25 TURN) EACH TIME, until the damper is working satisfactory for your riding style.
- NEVER USE MAXIMUM SETTING, ALWAYS OPEN AT LEAST 2 CLICKS (0.25 TURN).

- WARNING ! DAMPER HAS AN ACTIVE / SPEEDSENSITIVE DAMPING SYSTEM;
 - Steering with NORMAL MOVEMENT should be FREE !!
 - Steering with FAST MOVEMENT should be CONTROLLED BY DAMPER !!
- HYPERPRO uses a special seal to reduce friction. The seal uses an oil film to work properly. It is normal that some oil can appear on the pistonrod.
- Damper works with oil: DAMPING CAN BE HARDER AT LOWER TEMPERATURES!



Step 1: REMOVE THE H.E.S.D.

- Remove seat, side fairings and tank cover.
- Remove the original HESD steering damper and all of its components, disconnect the power supply

Step 2: install Hyperpro electrical connector

Install the Hyperpro connector to replace the original steering damper. It will prevent the HESD warning light to go on.

Step 3: install tank bracket

Install the tank bracket using:

- Tank bracket (1)
- 2x Bolt M6x25 (2)

Install the tank bracket (1) to the forward mounting holes of the original steering damper, using the 2 supplied M6x25 bolts (2), as shown in the right picture on page 1. Tighten the bolts with a torque of approx. 5-9Nm/44-80Lbs.In/4.0-6.4Lbs.Ft

Step 4: install fork bracket assembly

Install & assemble the fork bracket using:

- Fork bracket (3)
- 2x M5x25 (5)
- 2x Lock nut M5 (6)
- Washer M6 Ø 18 (7)
- Washer M6 Ø 12 (8)
- 1x O-Ring (9)
- TubeClamp TYPE 9 (10)
- Bolt M6x20 button head (12)

Loosen and remove the steering stem nut (4), using a 30mm key. Remove the original washer. Remove the 2 bolts next to the steering stem nut and remove the plastic cap (if not already done). Place the fork bracket (4) over the steering stem, align the 5mm holes and hand-tighten the nut (4). Fit the M5x25 bolts (5) with the M5 nuts (6) underneath the top triple tree. Tighten the nuts (6) with a torque of approx. 5-9Nm/44-80Lbs.In/4.0-6.4Lbs.Ft. Tighten the steering stem nut (4) with a torque of approx. 55-75Nm/486-663Lbs.In/40-55Lbs.Ft.

Assembly further as shown on page 1: on the fork bracket (3), place the washers (7 & 8), O-ring (9) and tube clamp (10) and use the M6 bolt (11) to fit all parts to the M6 hole. Tighten the bolt with a torque of approx. 5-9Nm/44-80Lbs.In/4.0-6.4Lbs.Ft.

Step 4: installing the steering damper

Install the steering damper using:

- Bolt M8x35 button head (12)
- Steering damper, stroke 75 (13)
- 1x O-ring (14)
- Spacer Type 1 (15)

Ensure that the clamp bolt of the Tube clamp is pointing forward. Shove the damper (10), with the knob-end first, through the clamp until the ball joint can be fitted to the tank bracket. Use the spacer (15), O-ring (14) and M8 bolt (12) to mount the balljoint to the tank bracket and tighten with a torque of approx. 14-17Nm/124-150Lbs.In/10.3-12.5Lbs.Ft. Position the damper tube until the clearance stated on page 1 is reached, then tighten the M6 clamp bolt (10a) with a torque of approx. 6Nm/53Lbs.In/4.4Lbs.Ft. Check if the damper is level horizontally and aligned to the bike. Check if the damper does not touch anything (e.g. tank) when steering from left to right. Check if the bike can make it's full steering angle from left to right.

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