

## Instructions for Installing the Billet Fork Brace

### **PLEASE READ FULLY**

**IMPORTANT:** Your new Billet Fork Brace is precision machined and will fit properly but there is one vitally important thing that must be true. If you do NOT have rotor covers (chromed circles that cover the brake rotors), there MUST be a washer installed between the left fork leg and the speedometer drive. If the washer is missing or has been moved to the outside of the fork leg, it MUST be returned to the proper location before attempting to install the brace. Failure to have a washer or a rotor cover in place will cause the brace not to fit and, even if you can get it drop into place by loosening up the pinch bolts at the bottom of the right fork leg and loosening the axle nut, it will put bending pressure on the fork legs and lead to premature wear of the slider bushing, and excess stiction in the fork action. It may also cause instability in the steering and may cause you to lose control of the bike and crash.

If the washer or rotor covers are in place, then simply unbolt and remove the old brace and slide the new one in place and bolt in using the supplied new bolts. DO NOT over-tighten the bolts. Use a standard length 6 mm hex key wrench and tighten them good but don't put a cheater on the wrench. You can strip the threads out of the forks by over-tightening the bolts. When finished, place the supplied covers into the bolt recesses to complete the job.

If yours is **missing** the washer, it can be replaced with a standard 5/8" SAE flat washer from a hardware store or you can order the part from a Suzuki dealer. **WARNING! DO NOT** install this brace without either the washer in place or the rotor covers.

If you have to put in a washer or move a washer that was on the outside of the fork leg (tire changers do this often), you must **ALSO** do the following to prevent problems.

**IMPORTANT!** After putting the washer in the proper place and with everything tightened back up, remove the black, plastic covers from both front brake calipers. Using a screwdriver, carefully pry both sets of pads away from the discs slightly. Verify this by spinning the front wheel. There should be no brake drag on it. After all four pads have been pried away from the rotors, squeeze the front brake lever fully. Release and wait 2 seconds, squeeze fully again. Release and wait 2 seconds. Repeat this until the brake lever is firm when squeezed. This procedure will prevent the front pads from digging into the discs from one side. The process re-centers the pads to the discs.

If you have any questions or comments, you can contact me at 620-241-1515 or [tpres@ks-usa.net](mailto:tpres@ks-usa.net)

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