

## Please Read Carefully

### Prior to Installation

- Use caution and always wear eye protection.
- Avoid skin contact with fuels and oils.
- If you don't feel confident installing this product, please seek professional assistance.

### What's Included in your kit

- |    |                        |    |                          |
|----|------------------------|----|--------------------------|
| A) | 1 x SDX505 Damper      | E) | 2 x Billet Bar Mounts    |
| B) | 1 x Billet Fork Bridge | F) | 2 x M10 Mounting Bolts   |
| C) | 1 x Damper/Bar Mount   | G) | 2 x Security Bolts       |
| D) | 1 x Roller Arm         | H) | 1 x Security Bolt Driver |

# Installation Instructions

**Note: Prior to installing the PowerCell Performance SDX505 steering stabilizer, you must first remove the factory stabilizer located underneath the steering head. Please refer to the factory service manual for removal instructions and procedures.**

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## Balance the Bike -

Before removing the upper fork bridge, it's important to reduce the weight on the front suspension. This is best accomplished with an empty fuel tank. As needed, add ballast to the tail of the bike. You can do this by either tethering the bike to a heavy object as shown, or adding weight to the rear of the bike.



## Remove the Handlebars -

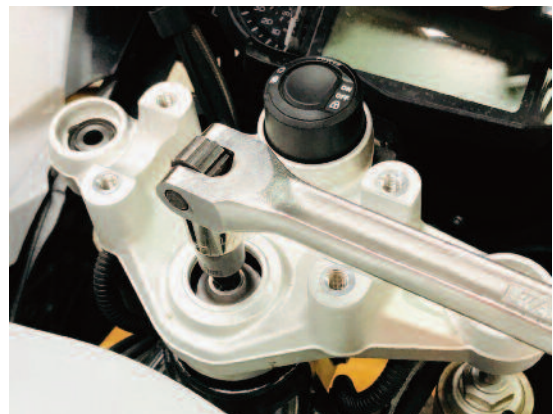
Loosen and remove the top 4 bolts securing the handlebar clamps to the upper fork bridge. Lift the handlebars off the upper fork bridge and secure them out of the way using a bungee cord as shown.



## Remove the Upper Fork Bridge -

Once the handlebars are secured out of the way, you can proceed to remove the upper fork bridge. The first step is to remove the 2 black plastic covers concealing the fork tube nuts. Gently pry the covers off and using a 14mm socket unscrew the fork tube nuts. Slide the tubes downward and out of the way. Now gently pry off the center BMW cover plate from the center of the fork bridge. This covers the bridge retention bolt. Remove the bolt in a clockwise direction using a T55 Torx wrench.

Remove the bridge by unclipping the 2 harness retainers and disconnecting the 2 harnesses from the ignition switch.



# Installation Instructions

## Removing the ignition Switch -

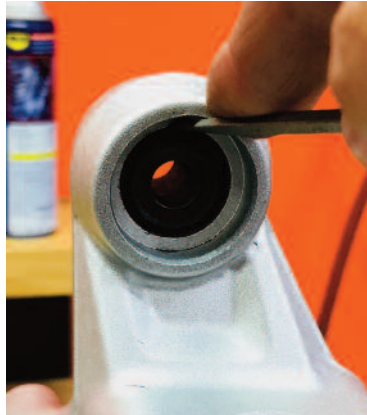
In order to remove the ignition switch from the original upper fork bridge, you'll need to drill out the 2 Fan Screws that mount the switch to the bridge. These screws are relatively soft and because they tighten against the plastic housing of the switch, and not very tight. Drill out the factory Fan Bolts using a 5/32" drill and a No. 3 extractor.



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## Remove the Spherical Joints -

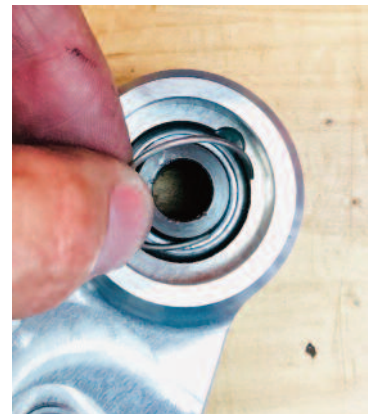
The 2 spherical bearings mounted to the factory upper bridge will need to be re-used on the new PowerCell Billet Bridge. Gently pry the rubber seals from each side of the bearings. From the top side of the bridge, use a small screwdriver to remove the wire circlip that retains the spherical bearing in the bridge. Follow the factory instructions for heating the bridge and tapping out the bearing. Use caution not to damage the bearing as they will be re-used.



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## Install the Bearings -

Install the spherical bearings into the new PowerCell Billet Bridge. Heat the bridge up as described in the factor service manual, and tap the bearings into place using an appropriate drift. Once the bearings are installed and allowed to cool, install the bearing retention circlip taking care to ensure they are fully seated into the circlip grooves. Install the 4 dust seals.



# Installation Instructions

## Install the Ignition Switch -

Using the included Torx-Pin security bolts and installation tool, attach the ignition switch to the new Billet Bridge. Torque to 8ft/lbs.



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## Install the Billet Top Bridge -

Add a small amount of thread locker to the bridge steering bolt. Install the Bridge assembly and gently tap it down into place. Using a T55 Torx wrench tighten the steering bolt to 130 Nm (96 ft-lbs).

Insert the fork tubes back into the spherical bearings. Add small amount of thread locker to each nut and tighten them to 40 Nm (30 ft-lbs). Reinstall the plastic caps over the fork tube nuts.



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## Install the Roller Arm -

Fit the roller arm over the steering bolt and align it parallel to the chassis. Once aligned properly, tighten the pinch bolt to 8 Nm (6 ft-lbs).



# Installation Instructions

## Installing the Damper Mount and Bar Risers -

Once the roller arm is in place, you can add the damper mount and complete the installation by adding the bar risers. Select your preferred mounting position (as indicated below) insert the M10 12.9 grade bolts and tighten to 40 Nm (30 ft-lbs).

### Important Note

The bar supports can be installed in either of 4 positions, forward and back as well as reversed. Whichever position you choose, they should be installed with the flat sides towards each other (as pictured).



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## Assemble the Damper -

Insert the damper mounting bushing into the center opening of the damper. Slip the remaining M10 mounting bolt into the bushing so that the threads protrude from the underside of the damper approximately 12mm.

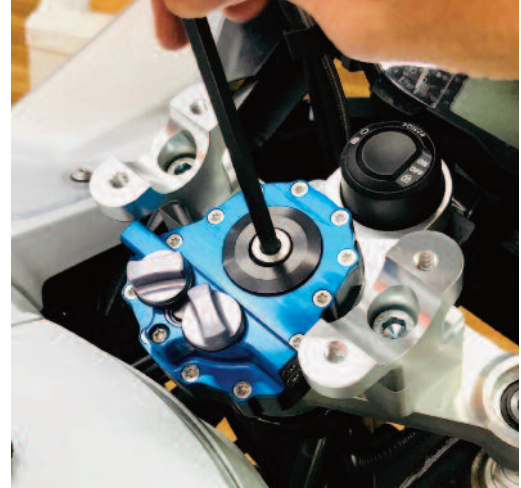


# Installation Instructions

## Mount the Damper and Finish -

Using a 7mm Allen Key, mount the damper on the bike, making certain that the roller bearing underneath aligns properly within the slot on the bridge. Torque the Allen bolt to 25 Nm (18 ft-lbs)

Apply a small amount of grease to the 4 bar cap screws and mount the handlebars. Torque the cap bolts to 25 Nm (18 ft-lbs)



**Enjoy Your New SDX505 Steering Stabilizer by PowerCell Performance!**