SD.T117 - steering damper kit
Triumph Speed Twin 1200 (DD04) my 21/24
Speed Twin 1200 & 1200RS (DD50) my 25/-

Description – steering damper				pcs
Damper - *ammortizzatore*	SD60	Series **K** & **R**		1
Clamp - *fascetta*	FS8S	(1129)		1
Rod end - *snodo ant.*	S8	(505)		1

Description – set kit SP01.T117				pcs
Support K1 - *supporto*	T117.K1	(T113)	dis.2262.01	1
Fork collar K2 - *collare*	T117.K2	d.54	dis.2353.54	1
Spacer K3 - distanziale	T117.K3	(T113)	dis.2263.16	1
Screws - *viti*	TCEI-C inox	M6x25		2
Screws - *viti*	TCEI-C inox	M8x25		1
Screws - *viti*	TCEI-C inox	M8x35		1
Rubber ring - *gommino*	AVRR8	d.11		2

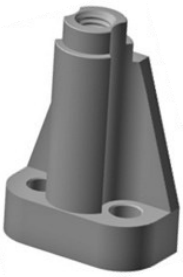
SD-R 60-S8S-S8



SD-K 60-S8S-S8







SP00.T117.K1



SP00.T117.K3



SP00.AVRR8



SP00.T117.K2



SP00.FS8SH



TCEI-C M6x25



TCEI-C M8x25

TCEI-C M8X35

⚠ AVVERTENZE

La posizione della fascetta sul corpo ammortizzatore deve permettere la sterzata in entrambe le direzioni.
Le viti che bloccano la fascetta devono essere serrate con **coppia serraggio 4 Nm** per evitare possibili slittamenti.
Si consiglia di usare colla frenafiletti (Loctite 243) sulle viti che fissano l'ammortizzatore ai supporti.
Iniziare ad utilizzare l'ammortizzatore di sterzo selezionando la regolazione nella posizione di minor freno, per permettere di familiarizzare con il funzionamento dello stesso.
- untuosità oleosa sullo stelo, anche dopo diverso tempo di utilizzo, è dovuta al lento rilascio di fluido lubrificante (gel) inserito in speciali intercapedini per garantire una continua lubrificazione dello stesso.
- fruscii e gorgoglii all'interno dell'ammortizzatore, dovuti a passaggi obbligati dalle regolazioni, non precludono ne compromettono il funzionamento.

L'azienda declina ogni responsabilità per eventuali danni a cose e/o persone derivanti da un'irregolare montaggio, da utilizzo di componenti non in dotazione e da manomissioni apportate all'ammortizzatore e/o suoi componenti.

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ITA

SD.T117K - SD.T117R

TRIUMPH
Speed Twin 1200 (DD04) my 21/24
Speed Twin 1200 (DD50) my 25/-
Speed Twin 1200 RS (DD50) my 25/-



ISTRUZIONI DI MONTAGGIO

Rif.1 Posizionare il supporto (K1) in corrispondenza dei due fori filettati nella parte inferiore del telaio.
Fissare il supporto (K1) serrando bene le due viti TCEI-C M6x25 fornite nel kit.

Rif.2 Fissare il collare forcella (K2) alla forcella sinistra, serrando bene le due viti TCEI M5x16 (fornite nel kit).
Nota: Posizionare il collare sulla parte inferiore della piastra forcella (come foto).

Rif.3 - 4 Posizionare il distanziale (K3) tra fascetta di ancoraggio (FS8SH) e supporto (K1).
Fissare la fascetta FS8SH al supporto (K1+K3) serrando bene la vite TCEI-C M8x35 (fornita nel kit).

> Tra snodo e supporto inserire gommino AVRR8.

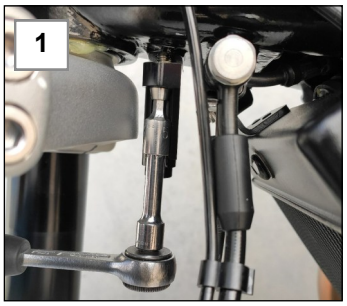
Rif.5 - 6 inserire l'ammortizzatore (SDK/SDR) e fissare lo snodo S8 al punto "K2-A" del collare (K2) serrando bene la vite TCEI-C M8x25 (fornita nel kit).

> Tra snodo e supporto inserire gommino AVRR8.

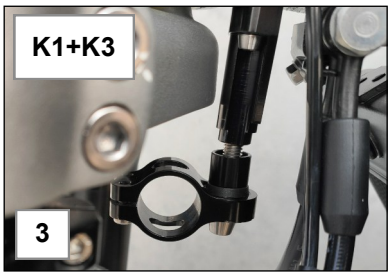
Rif.7 serrare bene le 2 viti della fascetta FS8SH.
> (coppia serraggio 4N.m).

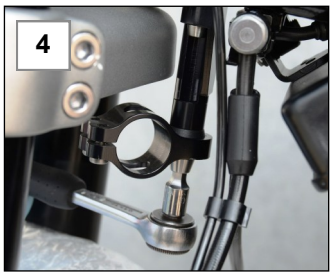
<u>Fissare l'ammortizzatore in modo da permettere la completa sterzata in entrambe le direzioni.</u>

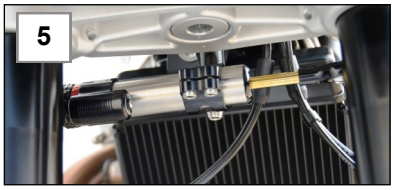
COPPIA DI SERRAGGIO
M6 = 10 N.m * M8 = 22 N.m

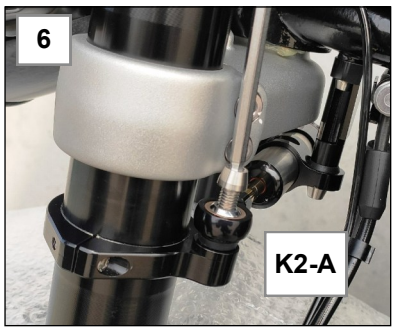


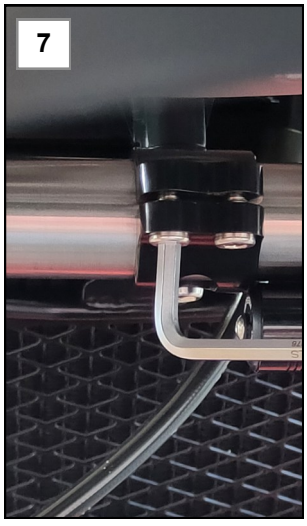












SD.T117 - steering damper kit
Triumph Speed Twin 1200 (DD04) my 21/24
Speed Twin 1200 & 1200RS (DD50) my 25/-

Description – steering damper				pcs
Damper - *ammortizzatore*	SD60	Series **K** & **R**		1
Clamp - *fascetta*	FS8S	(1129)		1
Rod end - *snodo ant.*	S8	(505)		1

Description – set kit SP01.T117				pcs
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Fork collar K2 - *collare*	T117.K2	d.54	dis.2353.54	1
Spacer K3 - distanziale	T117.K3	(T113)	dis.2263.16	1
Screws - *viti*	TCEI-C inox	M6x25		2
Screws - *viti*	TCEI-C inox	M8x25		1
Screws - *viti*	TCEI-C inox	M8x35		1
Rubber ring - *gommino*	AVRR8	d.11		2

SD-R 60-S8S-S8



SD-K 60-S8S-S8





SP00.T117.K1



SP00.T117.K3



SP00.AVRR8



SP00.T117.K2





SP00.FS8SH



TCEI-C M6x25



TCEI-C M8x25

TCEI-C M8X35

⚠ CAUTION

Make sure that the bracket position on body steering damper will allow full steer in both directions.
The screws holding the bracket must be properly tightened (**Torque Load 4 N.m.**) to avoid slipping.
It is advisable to use thread-locker glue (Loctite 243) on the two screws holding the damper to the support.
Initiate the use of the steering damper by selecting the slowest brake position to allow the familiarization of the functioning of the system.

- Traces of oil on the rod, even after a period of use, are normal as this is a result of slow release of lubricating fluid (gel) inserted internally to provide a continuos lubrication of the rod.
- It might be possible to hear a rustling and/or a gurgling noise inside the steering damper caused by the fluid being forced through the valve. This does not slter or in anyway compromise the proper functioning of the damper.

The company declines any liabilities for damage caused by improper assembly, usage of components different from the ones included or modifications made to the damper and/or its components.

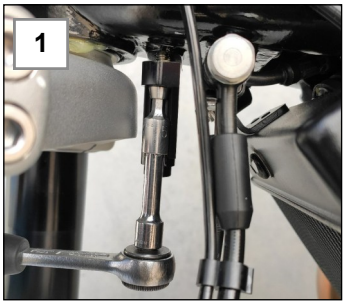
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ENG

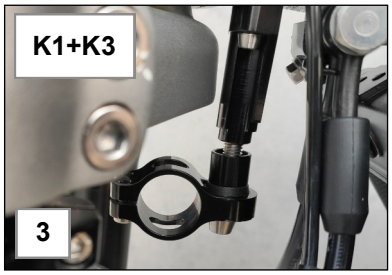
SD.T117K - SD.T117R

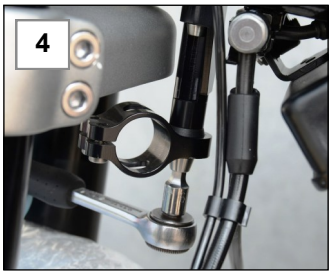
TRIUMPH
Speed Twin 1200
(DD04) my 21/24
Speed Twin 1200
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Speed Twin 1200 RS
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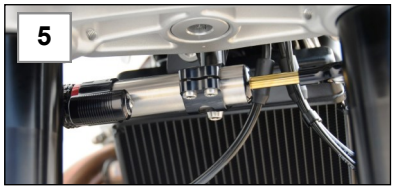


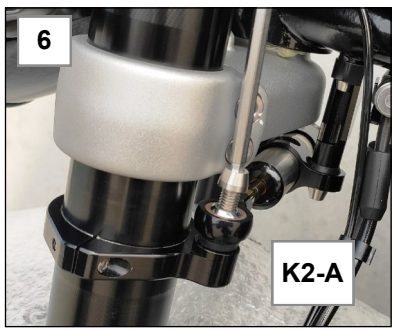














MOUNTING INSTRUCTION

Ref.1 place the support (K1) on the two threaded holes on the frame (bottom side, near the radiator).
Secure it using and tightening the two M6x25 screws included in the kit.

Ref.2 place on the left fork leg the (K2) fork clamp.
Secure it using the two included M5x16 screws.
Note: the clamp is placed under the fork plate (as pic).

Ref.3 - 4 place the spacer (K3) between the support (K1) and the FS8SH clamp and secure it on the support (K1+K3) using and tightening the incled M8x35 screw.

> Place the AVRR8 rubber ring between the support and the bearing (uniball).

Ref.5 - 6 insert the (SDK/SDR) damper and secure the S8 damper rod-end on point “K2-A” of the (K2) clamp using and tightening the included M8x25 screw.

> Place the AVRR8 rubber ring between the support and the bearing (uniball).

Ref.7 secure the two screws of the FS8SH clamp.

> (torque load 4N.m).

Make sure that the clamp position on body damper will allow full steer in both directions.

TORQUE LOAD
M6 = 10 N.m * M8 = 22 N.m