

TT-202

GS Lower Bridge

Installation Instructions

Your bridge kit has 4 main parts and 8 - 6x20mm fasteners.

I found Stainless, **8x35mm socket head screws** work the best for mounting to the lower fork leg boss. (not included) It threads almost to the bottom of the boss so there's no exposed hole to fill up and rust. I used an aluminum flat washer under the head so it doesn't dig into the base when tightened and improves the torque accuracy. You will also need a short, 6x10 or 6x15mm socket head to attach the brake line bracket. I ground down a 6x20.



First – rotate any boot clamps so the tightening adjuster is on the inside of the forks. This is so you can access them with the bridge in place. Set the two bases on the fork boss with shiny side up and loosely screw in the bolts. Leave them loose enough so you can wiggle the bridge piece on and move the base around to adjust.

Note the mounting holes are oblong for final alignment.



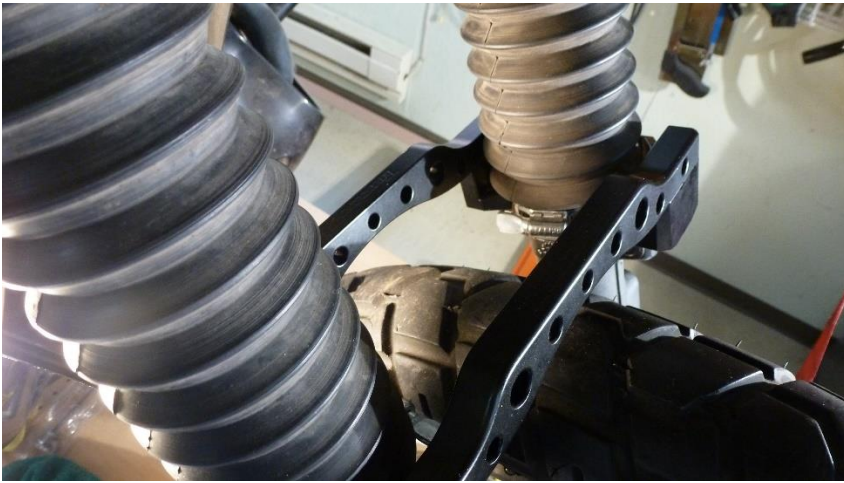
Pull the boot back against the fork tube and be careful not to pinch the boot rib under the bolt washer. I found using a socket/allen works best as the allen wrench L would hit the boot when turning in.



Note the two bridge pieces have a side with radiused edge and a flat side. **The flat side goes IN** so the ToasterTan logo can be read facing out. Drop the bridge pegs into the holes and wiggle down so it seats flat. It's OK if they are snug and don't go all the way down. You can pull them in with the fastener – just be sure they are in far enough so they don't wedge sideways in the bore.

I used an allen socket with extension to turn screws in by hand first.





Install the 8, 6mm screws from the bottom into the bridge pegs.

Standard torque is 7-8 ft/lbs. DO NOT over tighten or it deforms the aluminum threads.

You can use a **small** dab of blue Loctite on them. Do not use Red or you won't enjoy taking the bridge off when needed. I found using a socket allen works best as you can turn them in by hand until seated.

Here's the important part – lower fork braces tend to cause stiction if not installed perfectly neutral. They will introduce a preload if they pull on the forks even the slightest when tightened. You want to install the brace with the bike in sprung weight, which is where the forks are usually positioned.

To avoid preload and stiction, put the bike on the side-stand and block under it to bring the bike as upright as possible and still be safe. If you have another person – have them sit on the bike so it's at proper sag.

If the bike is on a lift – use ratchet straps and compress the forks about 1 inch to simulate sag with a rider. Proceed with tightening.



Look at the bridge from the front and align it to be centered in the slotted mounting holes. Cross-tighten the bolts on each side: one on the front left – then the right rear / right front – left rear. Make them snug enough the bridge doesn't move. Then torque to 18 ft/lbs. You don't really need blue Loctite, but it won't hurt. Again: small amount. Take it for a test ride to feel for stiction.

~ IMPORTANT ~

DO NOT install lights or brackets on the TT-202 bridge. The lower leg is where all the movement is and it takes a pounding.

When anything is bolted to it the constant vibration **WILL** fatigue the aluminum and it can fail.

