

TT **MONO** Top Brace Installation Instructions (38.5mm)

TT Spacers are provided. The MONO brace does not use bore rings.

This process may seem complicated, but it's to ensure everything is held in the correct position and torqued in sequence while assembling the forks. Once installed, the forks will be much easier to align and service.

I strongly recommend you perform a fork alignment when you install a TT brace. See the Randy Glass article: <http://w6rec.com/duane/bmw/fork/title.html>

Loosen both pinch bolts in the TT brace to allow a little spread when positioning them on the fork tubes. It's machined to the stanchion diameter so will fit snug. If needed, lightly tap the ends with a SOFT rubber mallet to seat on the bearing adjuster ~OR~ spread the clamp slit slightly with a soft wedge. There should be 7mm of recess in the bore from the top of the stanchion to the top of the brace.

NOTE: The nut for the type below and the later top bolt will **BOTTOM OUT** in/on the stanchion due to the BMW top plate being removed. You will need the provided **TT spacers** underneath the top bolt/nut to bridge the gap and seal the forks.



Install the center stem nut and tighten to about **40 ft/lbs to seat it**. The recess should remain the same in both clamp bores. Photo shows top stack for 86-on model.

Loosen the lower yoke pinch bolts. Slide the stanchions up through the brace with a twisting motion until they are protruding **slightly above** the brace. You may have to spread the pinch slit in the lower yoke. Retighten the lower yoke pinch bolts just enough to hold the tubes in place.

Tighten the center **stem nut to 85 ft/lbs**. Use a piece of wood to block against the lower yoke so the fork stop isn't damaged when you torque it.

*** If you are NOT using a TT Stem Nut ***
Re-torque the BMW stem nut after 500 miles.



Install the stanchion top bolt/nut and TT spacer. The spacer should be sitting on top of the fork tube to seal it.
Tighten to 35 ft/lbs.

Loosen the lower yoke pinch bolts and slide the stanchions back down so the spacer is just resting on top of the TT brace.

Tighten the **TT clamp pinch bolt to 18 ft/lbs**.
DO NOT over-torque. More is NOT better and may damage the threads.

Loosen the lower yoke pinch bolts on both sides, whack the lower part of the stanchions with a rubber mallet a few times to release any preload in the forks.

Retighten the lower yoke to **25 ft/lbs** and check for stiction.

The bike will be about 7mm lower than stock. This will not affect handling, fork travel or balance.