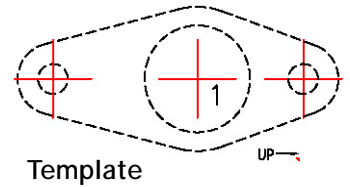




TOOLS NEEDED

Drill, Marker, Clear Tape, 3/32" and 9/16" drill bits, 3mm allen wrench, Tape Measure, Tools to remove fork guard from bike, Phillips screwdriver



Single Button Holeshoot Hookup Installation Instructions

If on a Honda, you need to purchase the Holeshoot fork guard brace. This will brace the fork guard. If not done, the holeshoot device of any brand will tear the fork guard off the bike and then it is time for a new one. The stock Honda guards are junk. It's highly recommended that you purchase aftermarket guards before mounting the device. Everything has a lifetime warranty with the exception if the device is mounted on stock Honda guards, this VOIDS the warranty.

Location B Most bike brands will mount the Tamer ring in location A (fig. 1). 2008 KTM's will
Location A mount the ring in Location B (Fig. 1)



Fig. 1

Step 1: If any, remove stock ring from location A (Fig.1) on the throttle side fork leg except on 2008 KTM's. Spread the Tamer ring apart enough to slide around upper fork and replace mounting bolt (Fig. 2). Then move the ring down to location A or B (Fig. 1). With ring groove (Fig. 2) in Tamer ring facing forward and up and tighten mounting bolt with 3mm Allen Wrench.

Step 2: Remove bike from stand and sit on the bike in the start position (do not bounce up and down). Have someone mark the top of the Tamer fork ring with a horizontal mark on the fork guard using a marker where it is located. (Fig. 3 Line 1).

Step 3: Place bike back on stand and remove guard from bike. Measure down 2" (Novice and Intermediate) and 2-1/2 to 3" (Expert) from line 1 on fork guard and mark a second horizontal line (Fig. 3 Line 2).

Step 4: Cut template out from above. Place a piece of clear tape over the template and with arrow facing up, place the cross lines marked with 1 on template at line 2 (Fig. 3) on guard and tape the template in place.

- **Honda, Kawasaki and KTM** - place in center on front of fork guard.
- **Suzuki '04 and older** – place in center facing forward and using a die grinder, remove the "L" bar from inside 1" past mounting area. On '05 and newer models Suzuki's, mount like the Honda and you don't have to remove the "L" bar from inside..
- **'04 and Older Yamaha** – Place button on front inside flat of fork guard. In order to latch the button, you will have to flex the fork guard towards the ring and this is OK. On '05 and newer models, mount like the Honda instructions.
- Before drilling any holes, place the ring inside the fork guard and see where the groove is the closest to the inside face of the fork guard and this is where you want to mount your template for drilling. The closer you can mount the button to the front center of the fork guard, the better protection it will have from other bikes. See Fig. 4

Step 5: Drill a 3/32" hole through each cross mark accurately (3 holes) (Fig. 5) once you have decided where to place the button on the face of the fork guard for the best interface with the ring groove (Fig. 2) and protection.

Step 6: Final drill a 9/16" hole at cross marks 1 on template (Fig. 5). Deburr any plastic so holes are round and smooth. You no longer need the template.

Step 7: Remove 9/16" drill bit from drill and **BY HAND**, countersink the 2 remaining 3/32" holes from the inside (backside) the fork guard. Do this by hand by rotating the bit. If you use the drill, the bit will grab and go right through the plastic and your fork guard is trash, trust us here! The mounting screws **MUST** be flush with the plastic when mounted. If not, the ring will catch the head of the screws as it travels up and down and will rip the button out of the fork guard. Take your time here and do it right. It will pay off.

Step 8: Install 2 screws through smaller holes drilled in fork guard from inside and apply blue loc-tite to the screw threads after screwed through plastic. Install Tamer guard base on fork guard by tightening the screws after applying Loc-tite. You will have to force screws into plastic and thread them through. **DO NOT** drill a larger bolt hole as it will pull through too easily when mounted. Slide ring over screws making sure everything is recessed and nothing is catching on the ring (Fig. 4).

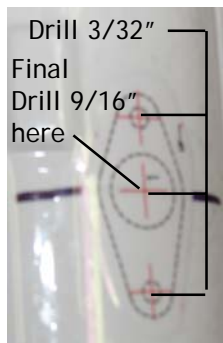


Fig. 3

Fig. 5

Mounting Bolt



Fig. 2

Ring Groove



Fig. 4

Step 9: Install fork guard back onto bike and tighten. Make sure the push button is now in line with Ring Groove (Fig. 2). If so, tighten the mounting bolt (Fig. 2) with 3mm allen bolt. If not, rotate fork ring so that push button will land within the Ring Groove (Fig. 2).

Step 10: After all is tight, remove bike from stand and hold front brake while sitting on bike. Push down on the front end with a rocking motion and while pushing down, have a second person latch the Tamer Holeshoot Hookup in place. Once in place, the Holeshoot Hookup will hold down your forks until you release it by grabbing the front brake or hitting a bump or jump.

EXPERT RIDERS: To ensure the most effective use of the Holeshoot Hookup, you should not be able to activate the button without help. If you can, then the button is not low enough for your riding ability.

THE "VERY IMPORTANT" SECTION

DO NOT activate the Tamer Holeshoot Hookup until at the starting line.

DO NOT leave activated while sitting on stand. Once activated, the forks apply pressure by trying to rebound and this can damage plastic fork guard.

DO NOT place head directly on or near handlebars while the Holeshoot Hookup is latched. It could deactivate and the forks will rebound quickly causing injury.

VERY IMPORTANT Make sure you farm the area behind the gate ensuring a smooth ramp of dirt over the starting gate when down. If there is a large bump, this can deactivate the Tamer Holeshoot Device once the front wheel hits the bump defeating the purpose of the device.

IMPORTANT Be sure to clean and lubricate push rod area at spring before each moto.