DOUBLE X-WING BUTTON FRONT HOLESHOT HOOKUP INSTRUCTIONS

www.tamermotocross.com
402-420-9557

KAWASAKI KX85 - KX100 2006 - 2021

Part #:
Double Button/ring - HH-2521

Thank you For your purchase of the Tamer holeshot device. The installation process takes 30 minutes or less.
BEFORE YOU DRILL HOLES AND RUIN YOUR FORK GUARD.

STOP **Any questions, please call Tamer**

Before you begin the installation process, please read through these entire instructions to be familiar with the installation procedure. If you feel this project is above your ability, please seek the services of your local bike shop or a professional mechanic.

TOOLS NEEDED

Specialty tools to make install easier

This is a RYOBI 1/2" deburring bit used to drill the 1/2" holes & chamfer the 3/16" small holes from the inside of fork guard. Available at Home Depot SKU #172049

This is a HDX deburring tool for deburring 1/2" holes. Available at Home Depot SKU #1000012507

- Drill
- Thread locker
- Sharpie Marker
- Masking Tape
- Metric Allen Wrench Set
- Tape Measure
- Phillips Screwdriver
- Tools to remove fork from motorcycle
- 3/16" Drill Bit
- 1/2" drill bit or 1/2" deburring bit
- Deburring Tool (Part #100012507)

Included in Double Button X-Wing Package

1 - Ring & Bolt
2 - Clamshell with Instruction QR Code
3 - Base Screws Short (4)
4 - Base Screw Long (1)
5 - Drill Template
6 - X-Wing Bracket
7 - Double Button Base

HOW THE DOUBLE BUTTON SYSTEM WORKS

1 - The upper button is moderate fork compression ideal on concrete, sandy, dry slick or limited traction starts and is easily latched.

2 - The lower button is max. fork compression for tacky dirt, high traction & metal grate pads. The lower button will take some effort to latch and will take the rider and a helper to latch this button. If you can leave a foot print in the dirt, then use the lower button.

CAUTION **IMPORTANT SECTION** CAUTION

1 **DO NOT** leave activated while sitting on stand. Once activated, the forks apply pressure by trying to rebound and this can damage the plastic fork guard. **DO NOT** place head directly on or near handlebars while the Holeshot Hookup is latched.

2 **VERY IMPORTANT** - Make sure you farm the area behind your gate ensuring a smooth ramp of dirt over the starting gate when the gate drops. If there is a large bump at starting gate, this may deactivate the Tamer device once the front wheel hits the bump or gate defeating the purpose of the device.

3 **IMPORTANT** - Wash the button device to remove dirt and debris. Be sure to clean and lubricate the push rod at the springs with WD-40 or similar after each wash and before each use. Other than that, there is no maintenance or disassembly required. This is a very simple system.

DO NOT LATCH THE SYSTEM UNTIL AT THE STARTING LINE

DOUBLE BUTTON SETTING CHART	
TERRAIN	BUTTON
DRY SLICK	TOP
CONCRETE	TOP
SLOPPY MUD	NONE
STICKY MUD	TOP
DIRT w/ LITTLE MOISTURE	BOTTOM
GOOD TRACTION	BOTTOM
REALLY TACKY/STICKY DIRT	BOTTOM
METAL GRATE START PAD	BOTTOM
IF YOU CAN LEAVE A SHOE PRINT IN DIRT	BOTTOM

Unhooked Position

Top Button Position

Bottom Button Position

FILE: 2021 2521 Double P1 12/12/20

INSTALLATION INSTRUCTIONS

1 Remove throttle side fork leg from bike. DO NOT remove fork guard yet. Slide the Tamer fork ring down the fork tube into position (See above pictures of your make/model) making sure the ring groove is facing upward. Do not tighten fork ring bolt yet. You may have to expand ring to get over upper part of fork tube.

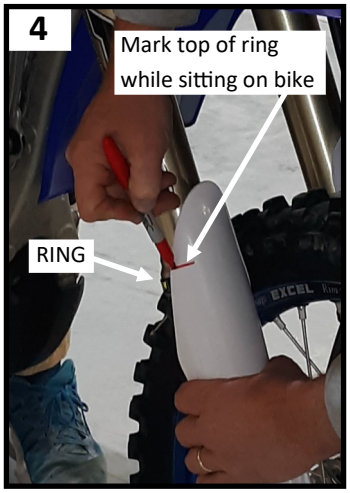
2 Install fork leg and front wheel back onto bike per manufacturer's instructions and specifications.

3 Remove bike from stand, sit on the bike in the start position. Push up and down on the forks a few times while holding the front brake. Now, make sure the forks are in a slightly compressed position and hold that position.

4 While sitting on the bike in the start position, have a second person mark where the top of the fork ring meets the plastic fork guard with a horizontal mark.

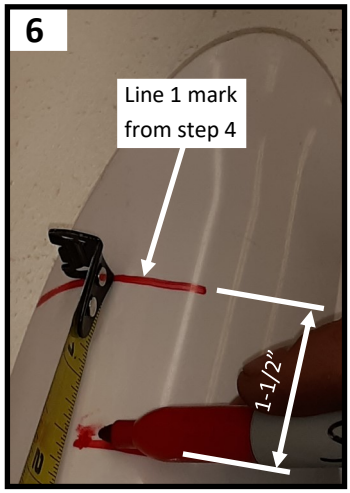
THIS IS VERY IMPORTANT. THIS METHOD TAKES INTO ACCOUNT THE RIDER WEIGHT AND THE SUSPENSION SPRING RATE.

DO NOT assume a certain measurement down is OK. This makes any starting device ineffective

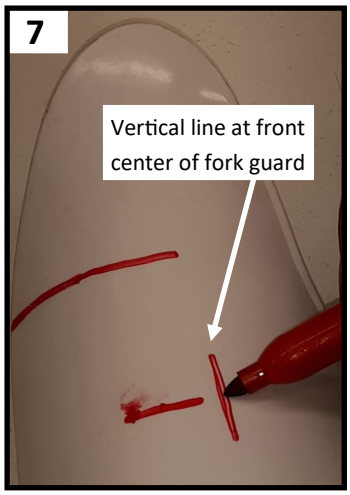


5 Remove throttle side plastic fork guard from fork.

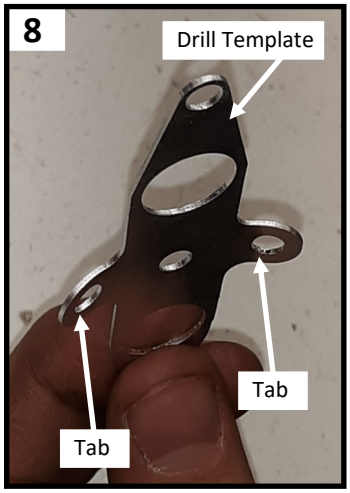
6 From line you made in **STEP 4**, measure down 1-1/2" on fork guard and mark a second horizontal line.



7 Find center of fork guard & draw a vertical line at the 2nd horizontal line making a crosshair mark.

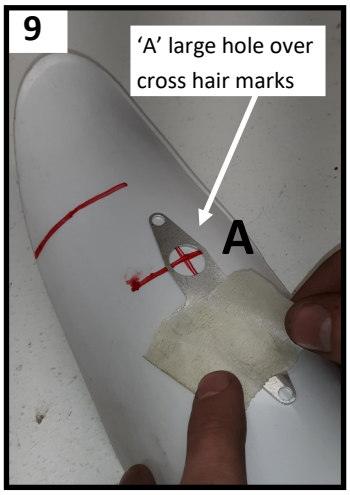


8 Find the 5 screws and metal template in the packaging. With your fingers, slightly bend the 2 tabs on the template into an arc shape so that it will fit the contour of your fork guard.



9 Place the large hole (A) in the metal template at the crosshair lines you made on fork guard in **Step 7.** With a small piece of masking tape**,** tape the template in place.

TEMPLATE IS TAPED ON THE OUTSIDE OF THE FORK GUARD, NOT THE INSIDE.



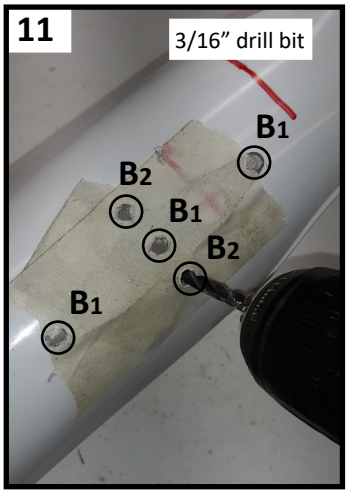
10 Make sure the template is vertically straight on the plastic fork guard. Once vertically straight, tape over the entire template to hold it firmly in place while you drill the 3/16" holes in the fork guard.

You will still be able to see your holes to drill through the tape. To aid with this, you can press the masking tape down into the holes to be drilled.

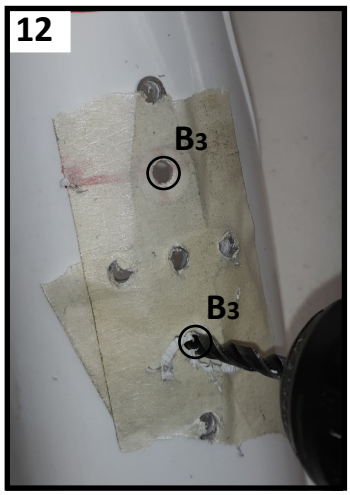
11 Drill 3/16" holes through holes labeled as B1 in picture through metal template.

STOP

Drill 3/16" holes labeled B2 in picture, but tilt drill to drill perpendicular to the curved surface of fork guard.



12 Drill 3/16" holes labeled B3 in the picture (1/2" holes location) as close to center as possible for a pilot hole. This will allow the 1/2" hole to drill much easier.



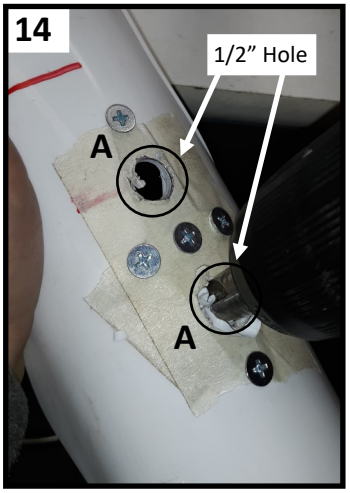
13 Place the 5 small screws through the template holes B1 and B2 (image 11) from the outside to hold the template in place for drilling the 2 larger 1/2" holes.

This keeps the template from moving while drilling larger 1/2" holes.

14 Drill (2) 1/2" holes (A) with deburring bit or drill bit through larger holes in template.

STOP

BE CAREFUL IF USING DRILL BIT, IT WILL BITE & TWIST. GO AT A VERY SLOW SPEED WITH DRILL with little pressure. Take your time here.

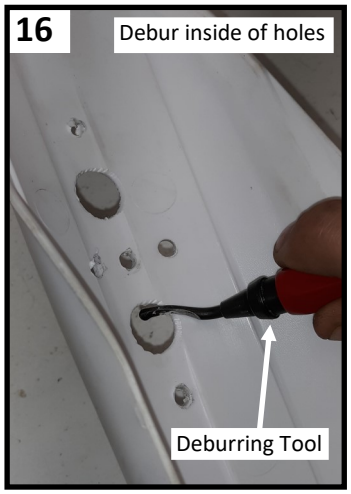


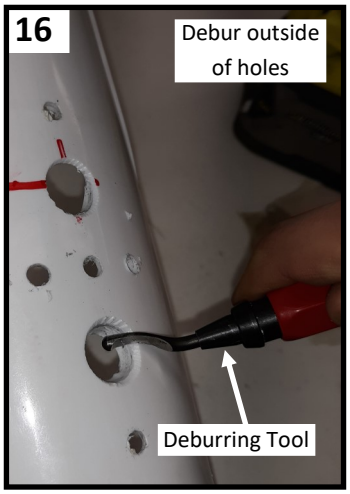
15 Remove the metal template.
You are done with it.
DO NOT MOUNT TEMPLATE ON FRONTSIDE OR BACKSIDE OF FORK GUARD - IT IS USED FOR DRILLING ONLY

DO NOT use metal template behind fork guard. It is for drilling only.

16 Debur any plastic from the 2 large holes inside and out. 1/2" holes need to be round and smooth. You can use a razor blade or preferably, a deburring tool. This step shows using the deburring tool.

See TOOLS LIST on page 1 for this tool at Home Depot.





17

STOP CAUTION **THIS STEP IS VERY IMPORTANT** - Countersink the 5 small holes from the backside of plastic fork guard using the 1/2" countersink bit as shown in the picture. See TOOLS LIST on page 1 for this tool at Home Depot. If using 1/2" drill bit, **DO IT BY HAND** so it does not grab and go through the plastic guard, trust us here! If this happens, you are buying a new fork guard.

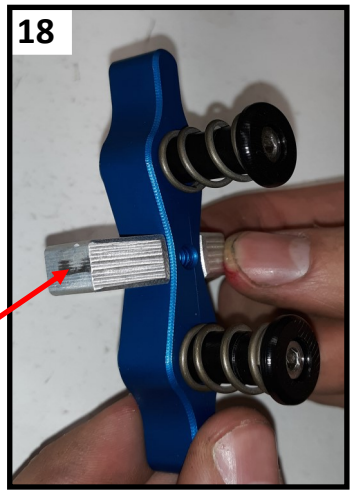
The mounting screws **MUST** be flush with the plastic when tight. Take your time and do it right. **DO NOT ALLOW THE SCREWS TO COUNTERSINK THE PLASTIC FOR YOU. THIS WILL JUST PUSH OUT THE PLASTIC AND MAKE YOUR INSTALL WORTHLESS AND ABOUT GUARANTEE THAT THE BUTTON WILL PULL THROUGH THE PLASTIC. YOU HAVE TO COUNTERSINK THE HOLES WITH A TOOL OR DRILL BIT.**

When countersinking the 2 screw heads for the X-Wing bracket (SEE #3 IN PICTURE), tilt drill so it is perpendicular to face of inside of fork guard.

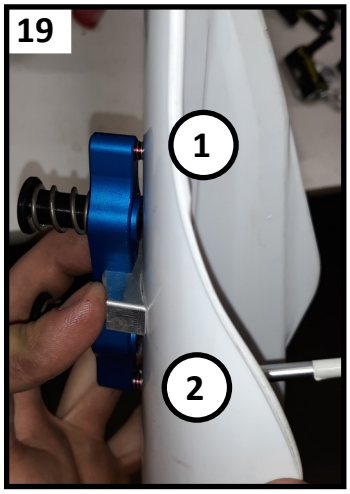
18 Install the X-Wing bracket onto the button by aligning the slots with each other allowing the X-Wing bracket to lock into the button.

Apply thread locker to all 5 screws. **NOTICE 1 SCREW IS LONGER. KEEP LONGER SCREW TO SIDE.**

X-WING BRACKET



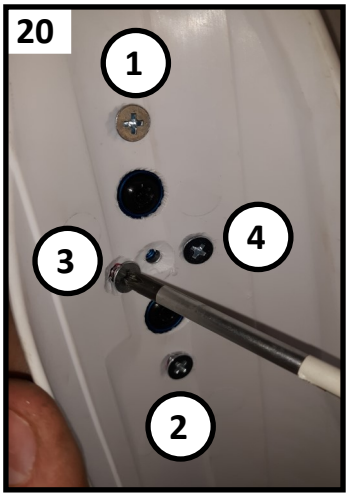
19 Hold base and X-Wing to outside of fork guard & Install top and bottom phillips screws (#1 and #2) through smaller holes drilled in fork guard from the inside. DO NOT TIGHTEN.



20 Install the 2 side phillips screws (#3 and #4) into the X-Wing.

NOW, Tighten all four (4) phillips head base screws starting with the upper and lower screws first (#1 and #2), then #3 and #4. **DO NOT overtighten, only snug**, as the thread locker will hold the screws in place.

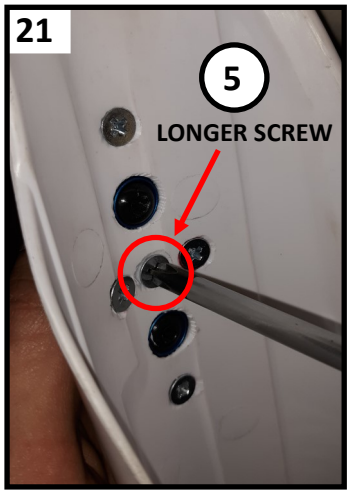
If the base screws begin to bulge the plastic material outward, **STOP** and countersink the holes a tad bit deeper.



21 The longer phillips head screw is installed into the remaining center hole into the X-Wing bracket and tighten (See #5). **DO NOT LEAVE THIS SCREW OUT. IT IS THE MAIN SECURING SCREW.**

STOP

Make sure all 5 screw heads are flush with plastic fork guard surface so that the fork ring or fork will not rub and catch the screws.



21 Picture A - The mounting screws are installed incorrectly. The heads of the screws CANNOT hang outside of the plastic fork guard surface. The screw heads will catch the ring and/or the fork and will make a mess of things and can rip out the button.

Picture B - The mounting screws are installed the correct way. The heads of the screws are recessed into the plastic. Some fork guards are thinner plastic, so it may be difficult to completely countersink the head of the screws as in picture B. But, the screw heads need to be at a minimum flush with inside surface of plastic fork guard.

22 Install plastic fork guard back onto fork.

23 Make sure the button unit is now in line with the ring groove then tighten the ring. **RECOMMENDED TORQUE FOR RING BOLT IS 48 in-lb (4 ft-lb)**. If it is not in line, rotate the ring so that the push button will land within the ring groove. Compress the suspension up and down and make sure the ring is not rubbing on the screws. If the ring is rubbing on the screws, you must remove the fork guard and countersink the screws further.

24 After all is tight, remove bike from stand, sit on bike and hold the front brake. Push down on the front suspension with a rocking motion and while pushing down, latch the upper button in place. Now hold front brake and compress front forks to release.

25 To latch the lower button, hold front brake and push on front suspension with a rocking motion while having another person pull down on the handle bars. While you are pushing and the second person is pulling down, have the second person latch the lower button. The lower button will take some effort, but this is one of the benefits of the Tamer double button system. **MAKE SURE RING TRAVELS PAST PIN/BUTTON BEFORE PUSHING PIN TO LATCH. Now go rip your next start.**

Once either button is latched, the Tamer Holeshot Hookup will hold down your forks until the front wheel impacts a bump or the forks dive from the front brake releasing the system.

DON'T PANIC. Although it seems the lower button is latched hard, it will come unhooked and it provides excellent traction.

CHECK OUT TAMER'S REAR STARTING DEVICE @ www.tamermx.com
A PERFECT MATCH FOR YOUR FRONT DEVICE.

Look for the Tamer support truck at many of the amateur nationals.

Make sure to stop by and we are at these events with race support for our customers