

Thanks for purchasing this exciting new product from BBR Motorsports! Extensive R&D has gone into this product and we are certain that you will be just as excited about it as we are. If you have any questions please give us a call. Thanks!



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The following instructions are intended to supliment the Kawasaki/Suzuki owners manua. Please refer to that manual for torque specs and disassembly/assembly details. Outside of the details shown, the BBR KLX/DRZ110 SuperPro/SuperComp suspension upgrade installs similarly to the production parts.

**1.** Remove seat, side panels, and gas tank

**2.** Remove old swing arm and shock (save top shock bolt)

- 3. Remove exhaust system
- 4. Remove countershaft sprocket cover

**5.** Flatten the steel vent hose holder on the back of the frame as shown in the photo at the left.



**6.** Drill frame for chain roller using the provided template to locate the hole.



**7.** Install new swingarm (we recommend greasing the pivot bearings with a high quality water proof grease).



8. Remove center engine bolt.



9. Install billet shock tower



 Install shock with reservoir hose pointing towards the rear fender.
Install shock reservoir as pictured.



**12.** Trim counter shaft sprocket cover for shock tower clearance.



**13.** Install rear wheel using supplied M12 Fuji Locknut on OEM axle.

**14.** Install chain. BBR Motorsports rear suspension kits are designed to run a 40 tooth or larger rear sprocket and a 120-link chain. Smaller rear sprockets may cause rapid wear of the chain slider. BBR recommends a 40 or 41 tooth rear sprocket for outdoor race tracks and 42 or 43 for indoor tracks.



**15.** Carefully cut brake rod (we recommend using a hack saw) leaving 3/4" of threads then install the brake rod adapter as shown.



Note: We recommend about 2.5 inches of sag with the rider sitting on the bike.

## KLX/DRZ110 Super Pro Rear Suspension Kit - Drill template

