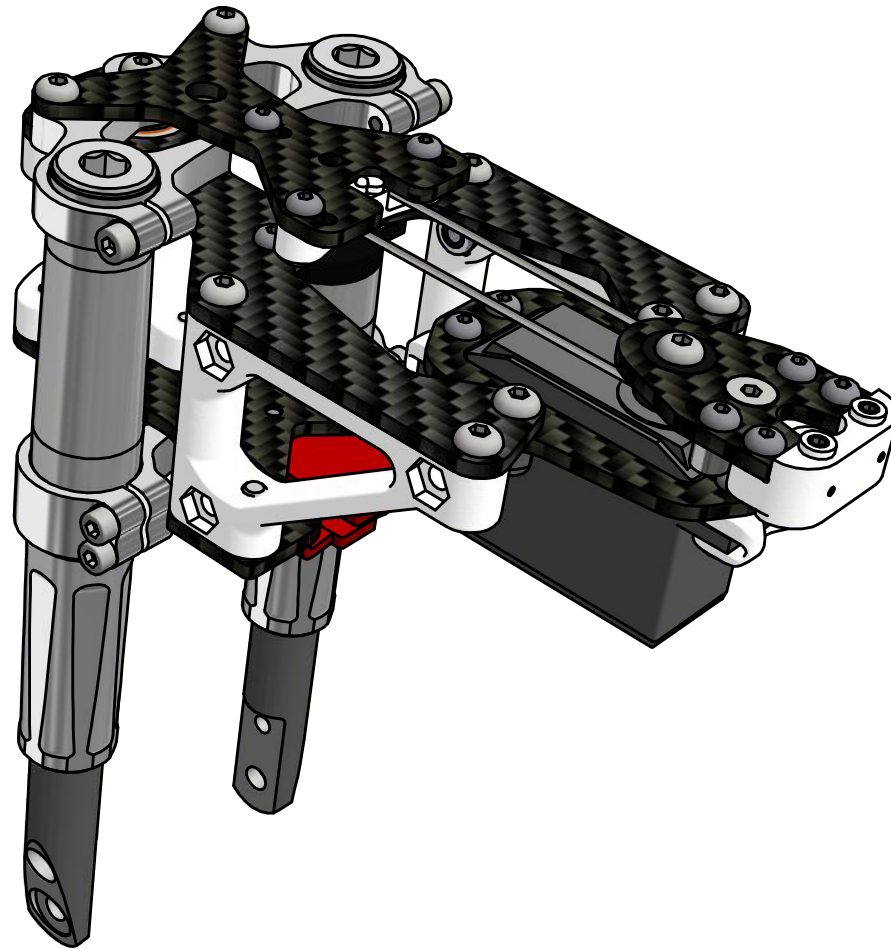


JABBER Steering Damper System 2.0

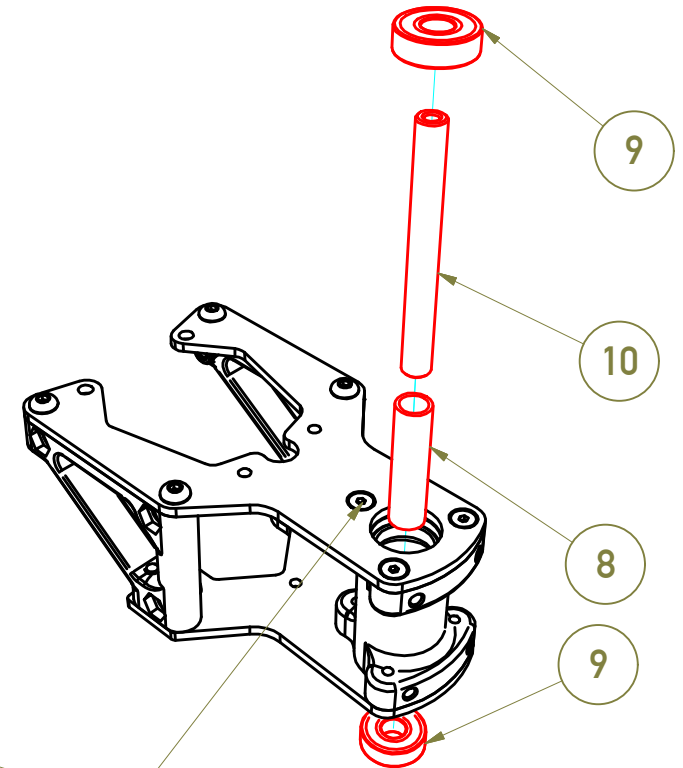
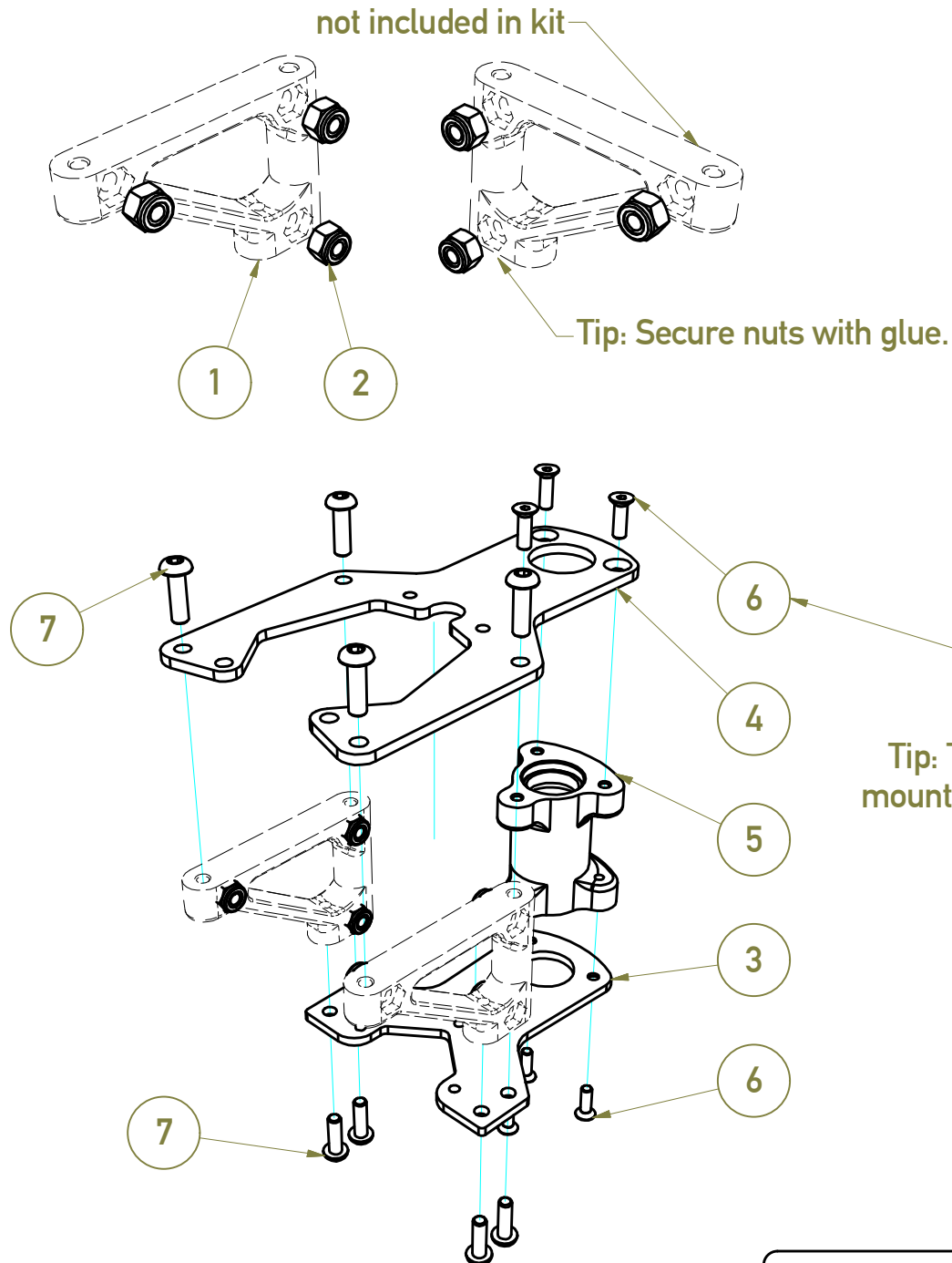
UPGRADE Manual



JABBER

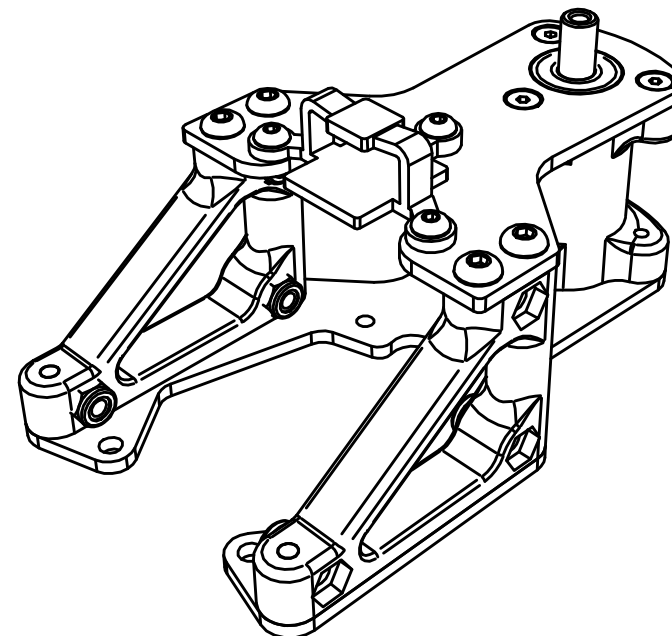
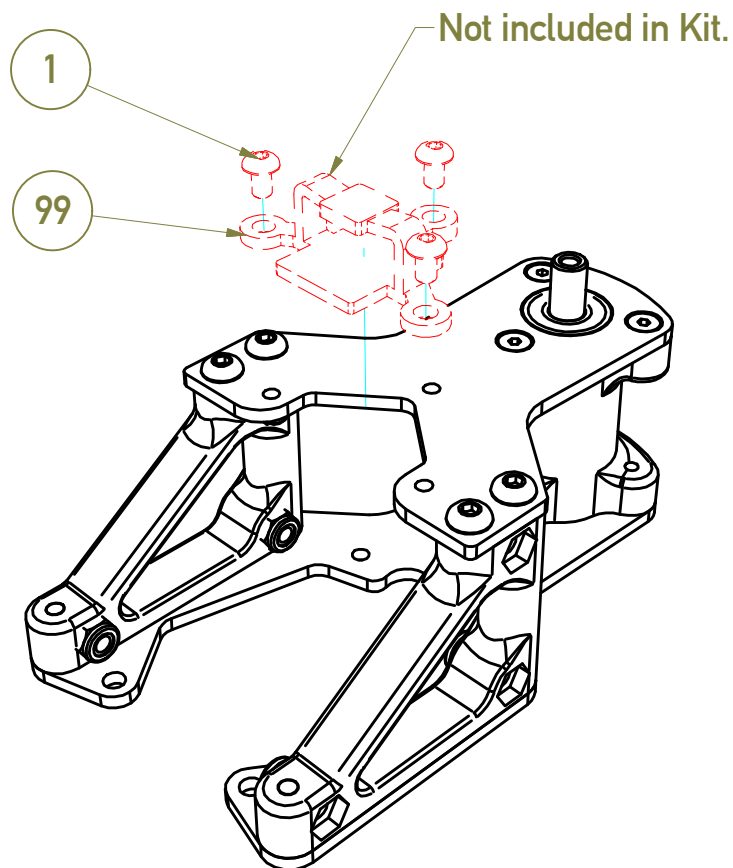
World Championship Bikes

Steering Pivot Assembly



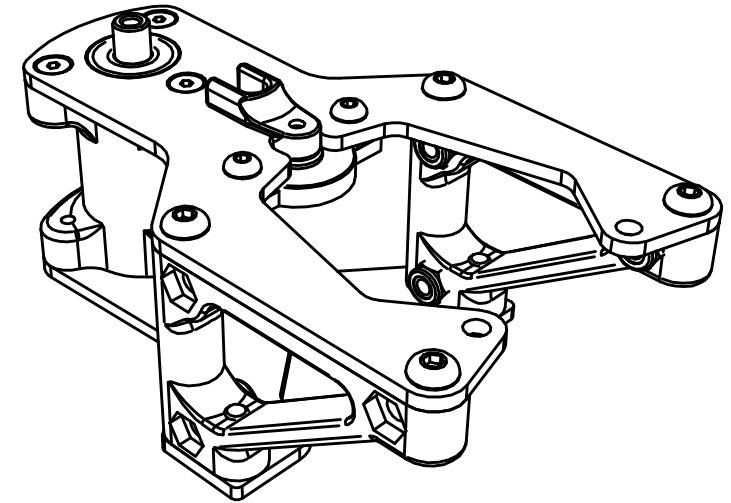
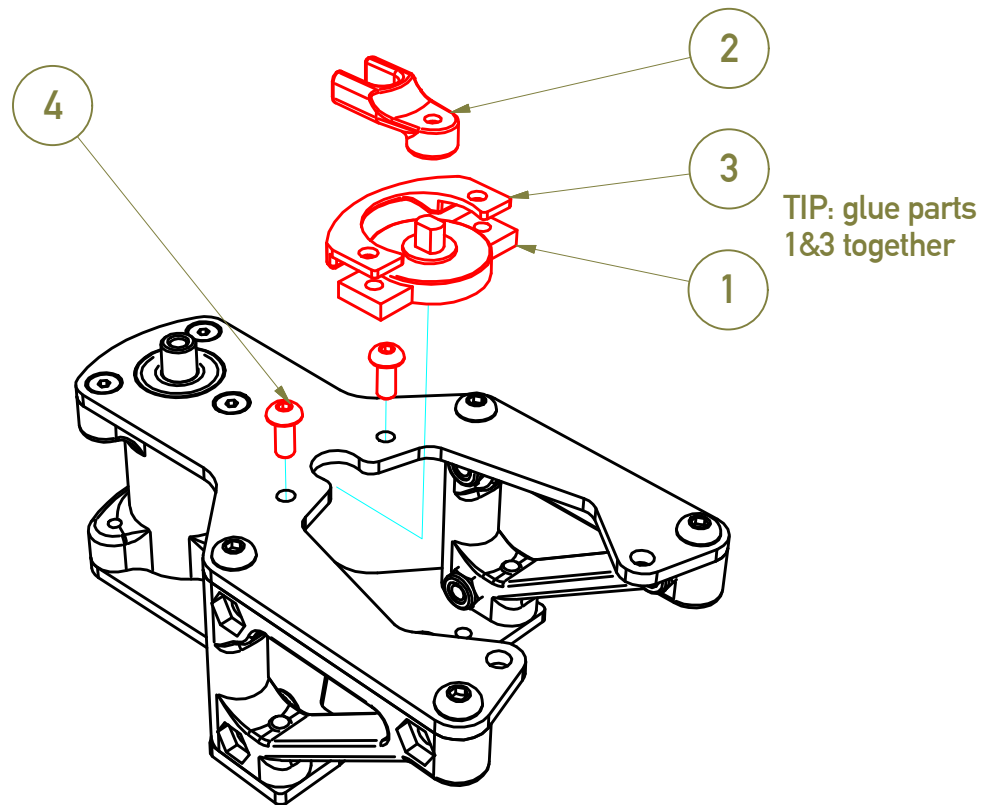
Pos	Name
1	SLS Triangle Plate 2015
2	Nylock Nut M3
3	CFK Steering Pivot Bottom Plate 2016
4	CFK Steering Pivot Top Plate 2016
5	SLS Steering Pivot 2016
6	CS Screw M2,5x8
7	RH Screw - M3 x 10
8	Steering Bushing 2016
9	Ball Bearing 5x13x4
10	Steering Axle 2016

Optional: Transponder Holder Assembly



Pos	Name
1	RH Screw - M2,5 x 4
99	Transponderholder

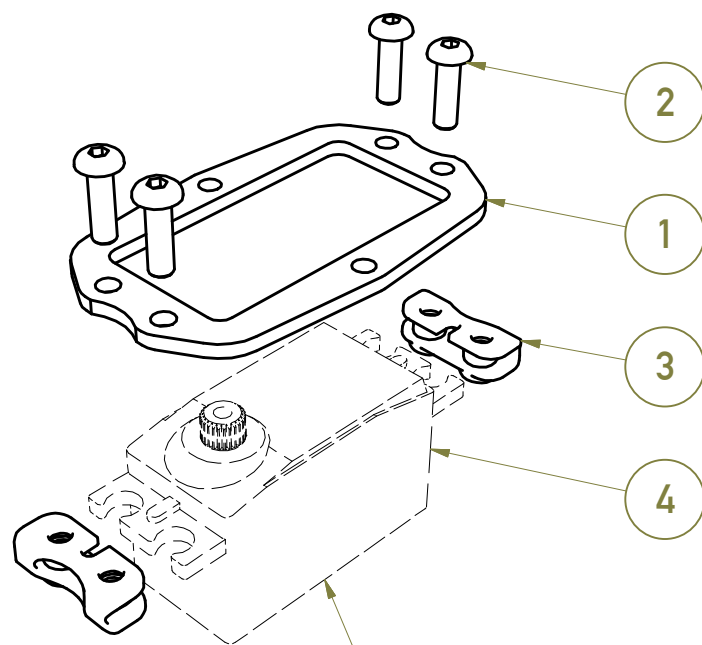
Steering Damper Assembly



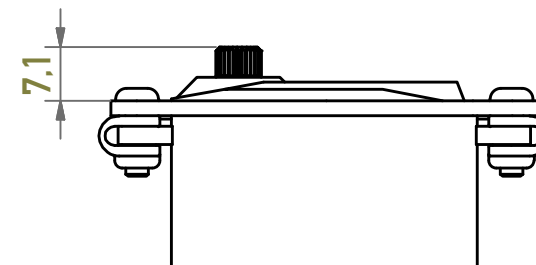
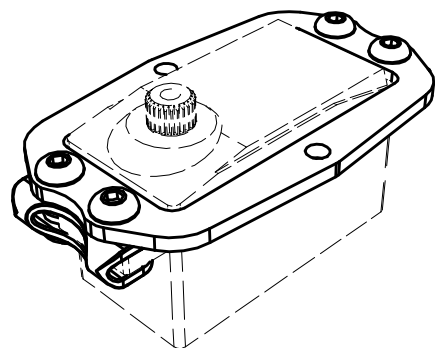
Pos	Name
1	Steering Damper (GREEN)
2	SLS Damper Lever 2016
3	SLS Damper Holder Clip
4	RH Screw - M2,5 x 6

Damper colour table and
Damper adjustment on last page.

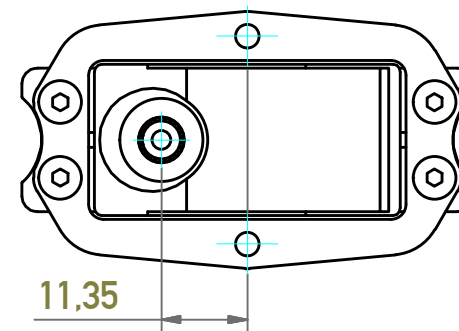
Low Profile Servo Assembly



Not included in Kit.
Futaba Low Profile recommended.

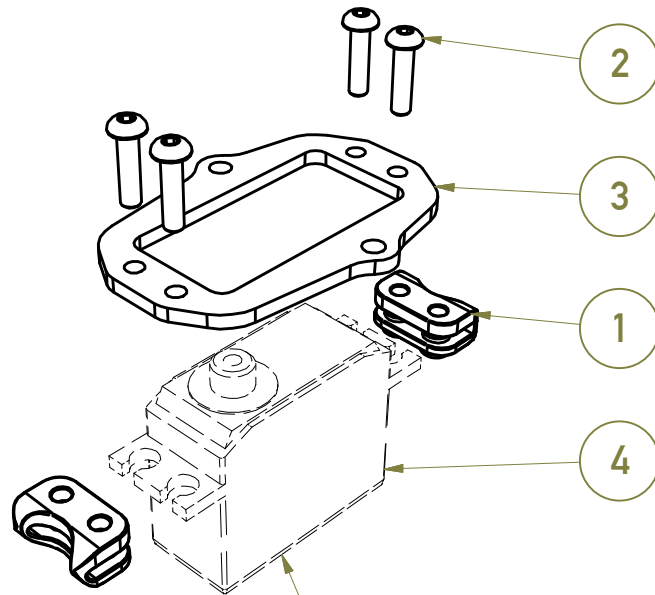


Make sure Servo Spline is positioned as specified.

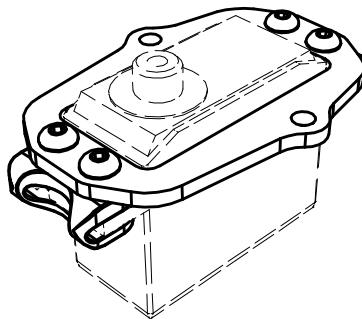


Pos	Name
1	CFK Servo Plate .551 II
2	RH Screw - M3 x 10
3	Servomounting Clip .551
4	Servo Futaba BLS 551 or 9551

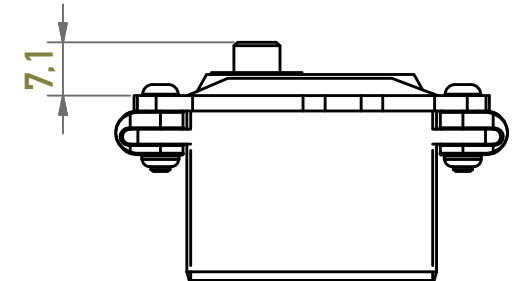
Medium Servo Assembly



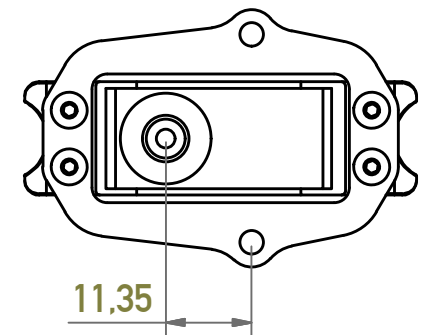
Not included in Kit.
Futaba 671 recommended.



Pos	Name
1	Servomounting Clip BLS671
2	RH Screw - M2,5 x 10
3	CFK Servo Plate 671 II
4	Servo Futaba BLS671SVi



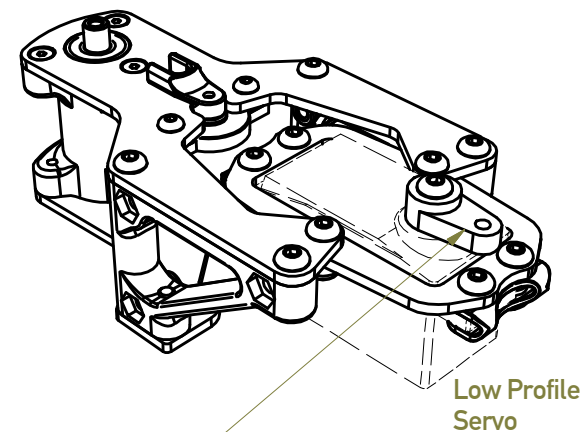
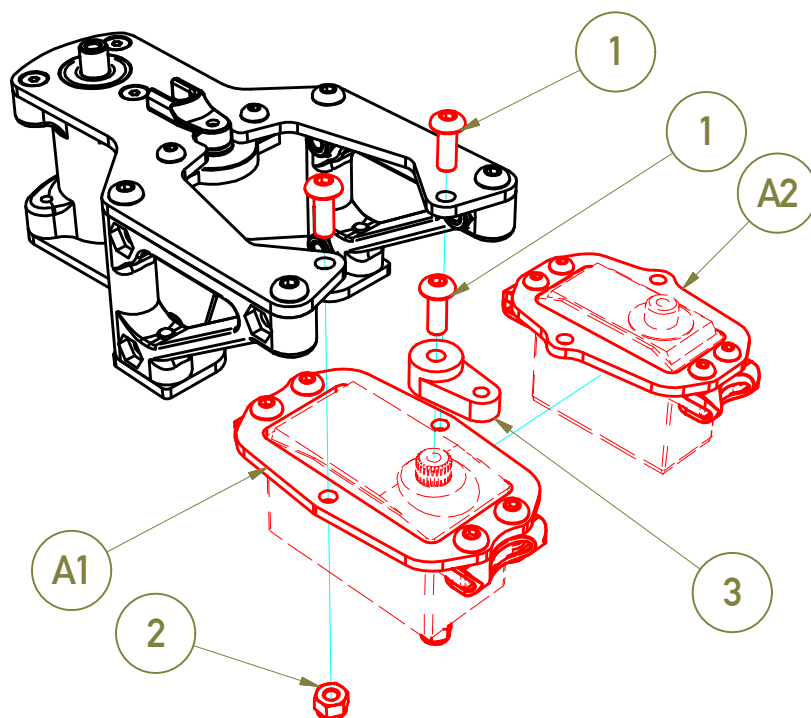
Make sure Servo Spline is positioned as specified.



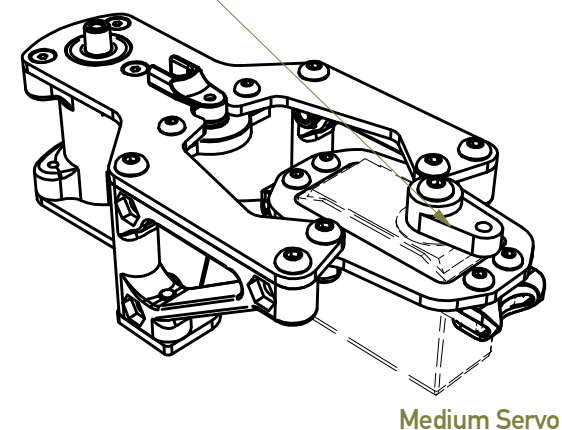
JABBER

World Championship Bikes

Steering Servo and Pivot Assembly

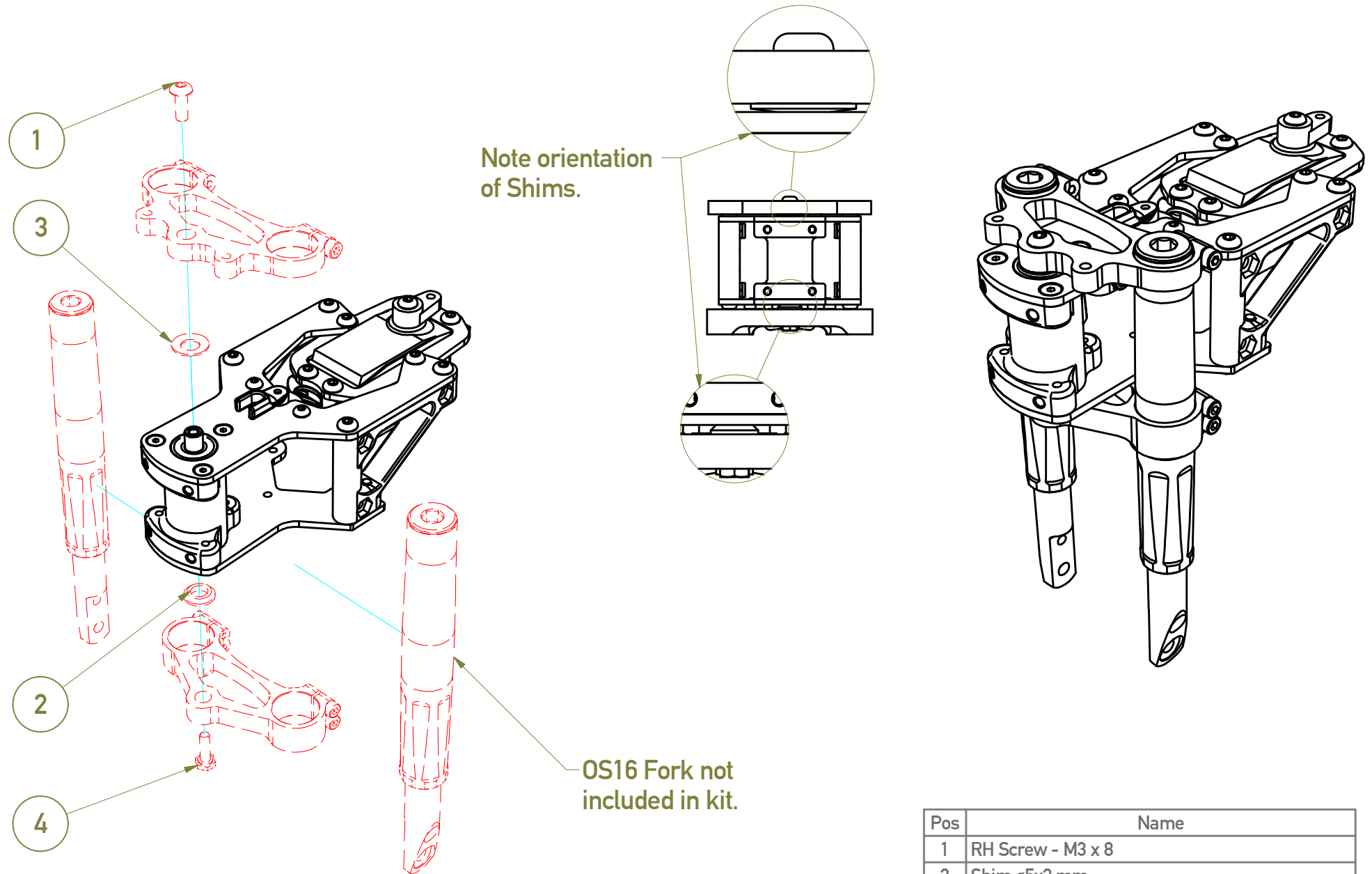


Servohorn in neutral position



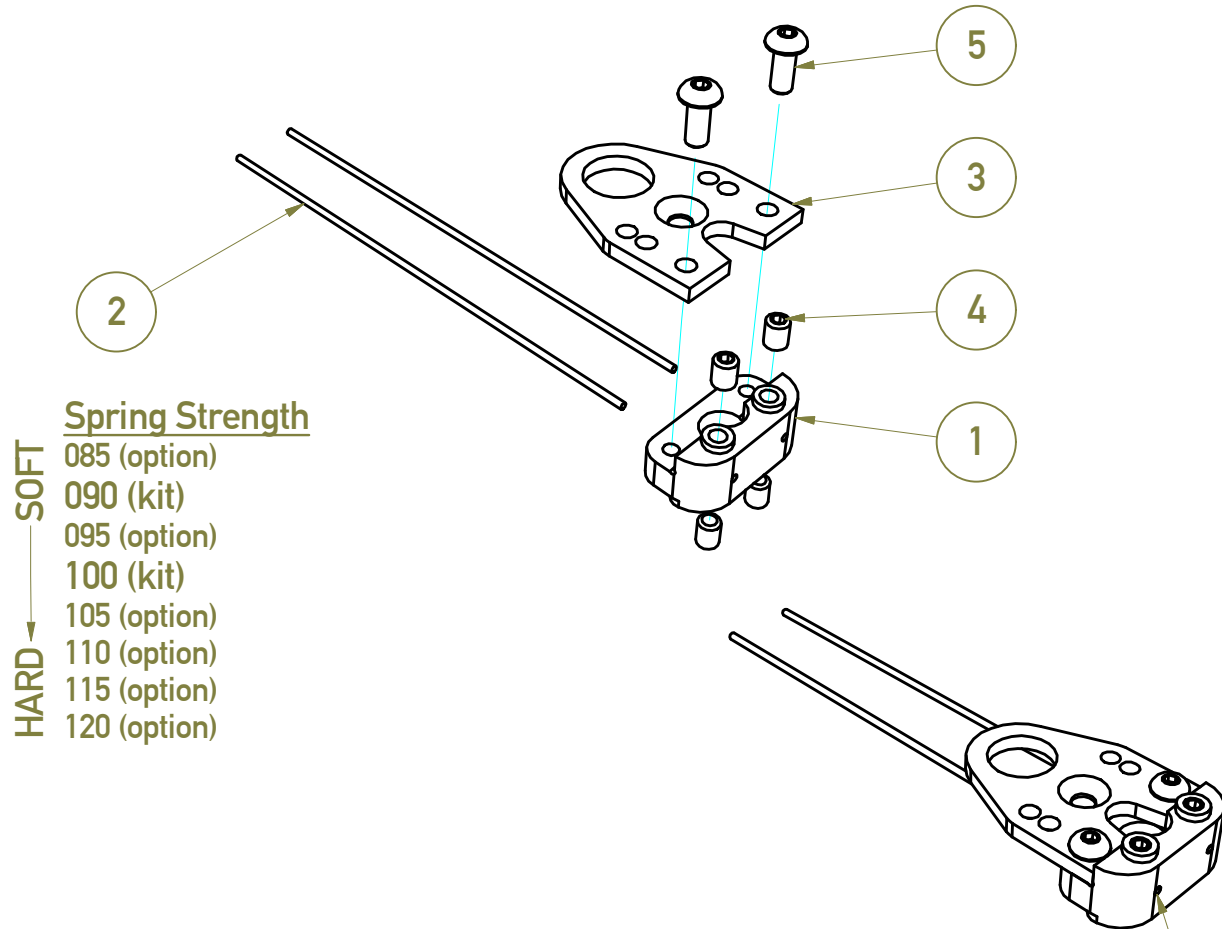
Pos	Name
1	RH Screw - M3 x 8
2	Nylock Nut M3
3	Servohorn JABBER
A1	JABBER 551 Servo Assembly
A2	JABBER 671 Servo Assembly

Steering Pivot and Fork Assembly

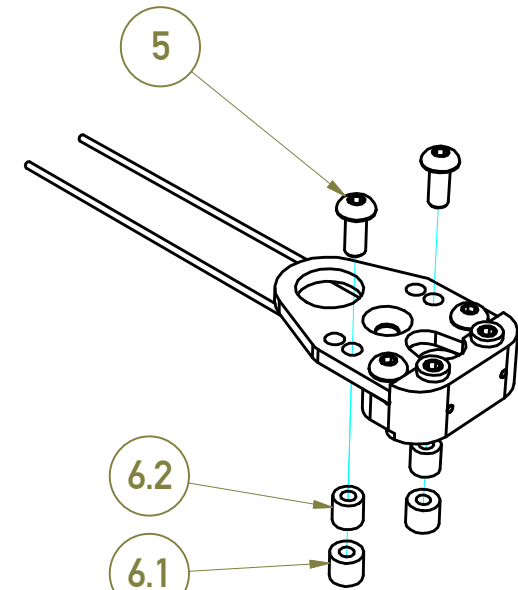
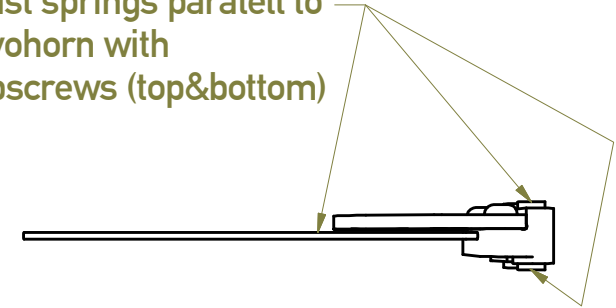


Pos	Name
1	RH Screw - M3 x 8
2	Shim ø5x2 mm
3	Bevel Shim 5mm
4	Hex Screw - M3 x 10

Steering Spring Assembly



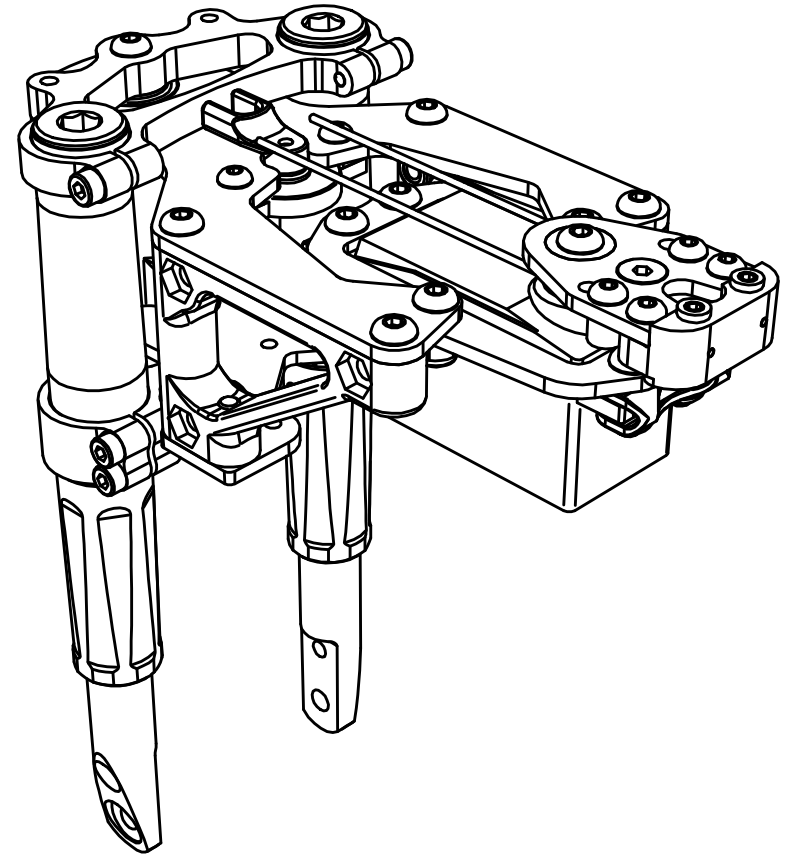
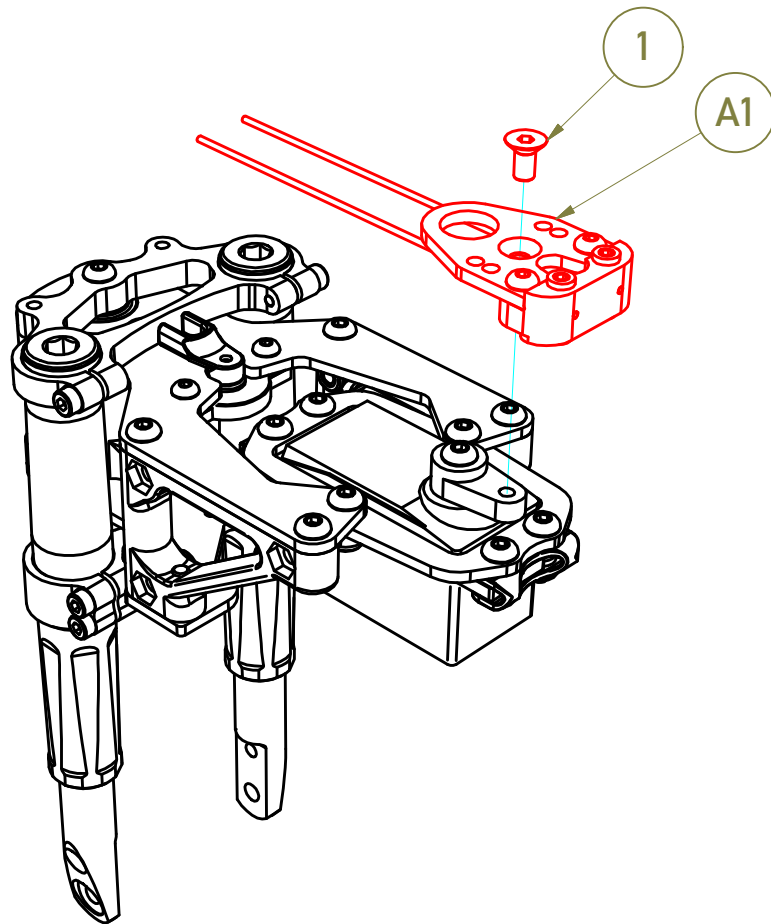
Adjust springs parallel to Servohorn with grub screws (top&bottom)



OPTION:
Spring Strength fine tuning (Hole 1 & 2)
Spring Preload with part 6.1

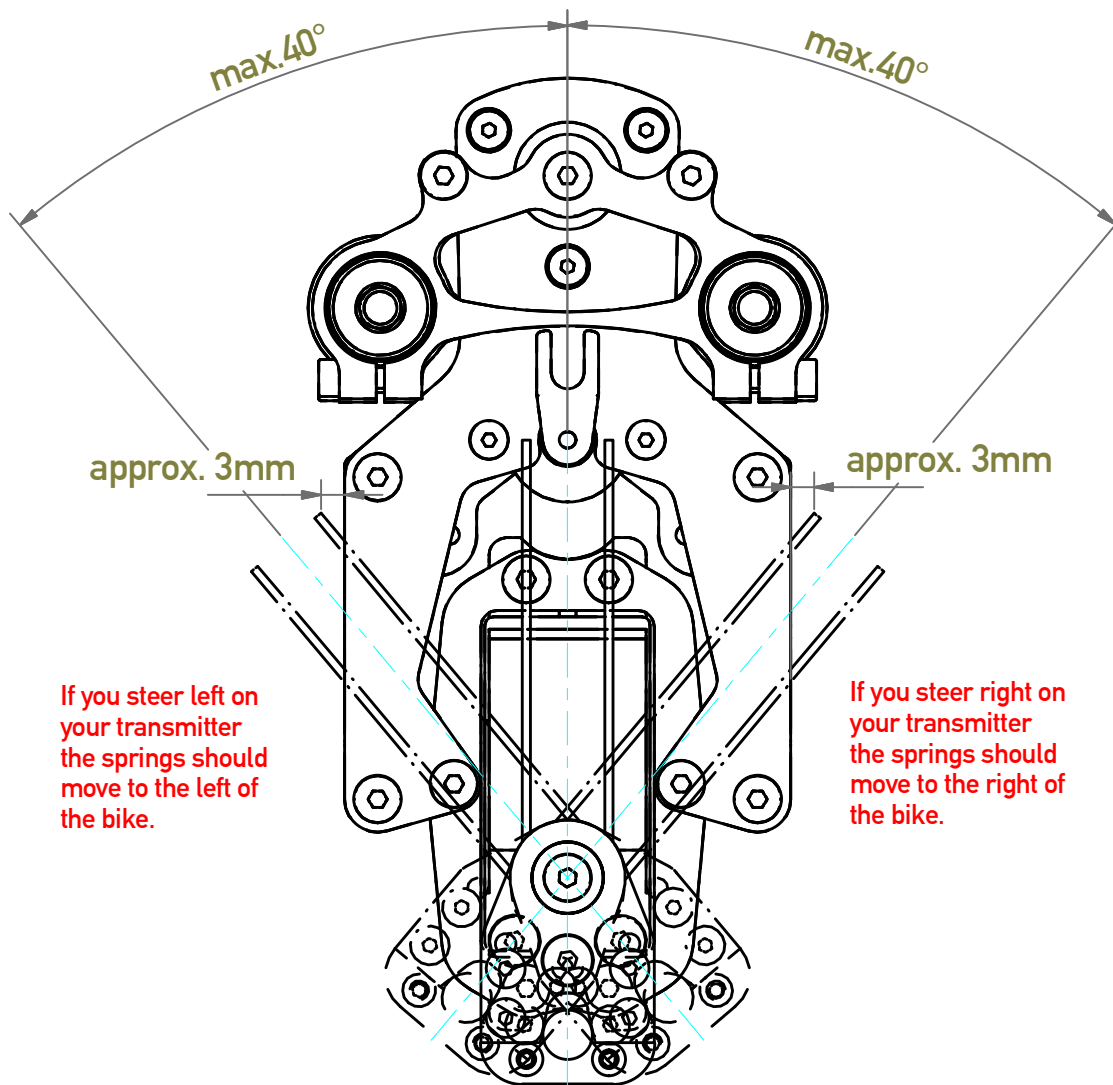
Pos	Name
1	SLS Spring Holder
2	Steering Spring 100
3	Carbon Steering Extender III
4	Grub Screw - M3 x 4
5	RH Screw - M2,5 x 6
6.1	Post for Springs 4,5mm
6.2	Post for Springs 4mm

Steering Spring Assembly



Pos	Name
A1	JABBER Servo Spring Assembly
1	CS Screw - M3x6

Steering Servo Setup!! Read carefully!!



WARNING!! Adjust Servo travel according to drawing. If the Servo is allowed to travel further the springs can be damaged (bent) or overstressed and break over time.

You can do this by reducing the D/R (Dual Rate) of your transmitter. BUT during driving it can happen that you increase D/R beyond the springs envelope and destroy them.

We encourage you to set up your radio the following way:

TIP1:

We recommend to adjust the Servo Travel (+/-40°) by reducing the EPA (Endpoints) of the Steering Servo on your radio.

TIP2:

Once you have adjusted the travel of the servo as on the drawing we recommend not to touch D/R and EPA anymore. Adjust response of the steering over steering EXPO.

TIP3:

If the steering is not responsive enough we recommend to increase (+) the EXPO of your Steering. EXPO of up to +100% is not uncommon for expert drivers on this System. If you reach +100% and the bike still isn't responsive enough try a harder spring.

If the bike is too responsive with the initial spring and EXPO is 0% we recommend to reduce D/R not under 70%. DO NOT use negative (-) EXPO. If this does not help use a softer spring.

TIP4:

We recommend to use the softest possible springs where you still have the best responsive feeling.

Most expert Pilots come close to these settings:

EPA approx. 75-85% to meet the 40° range shown to the left (to not overstress the springs)

D/R approx. 90% (for that extra kick, just in case)

EXPO: +75% (So you have headroom up or down)

These adjustments are valid for a System where 100% EPA is about 45° Servo travel in both directions.

Spring Receiver Assembly

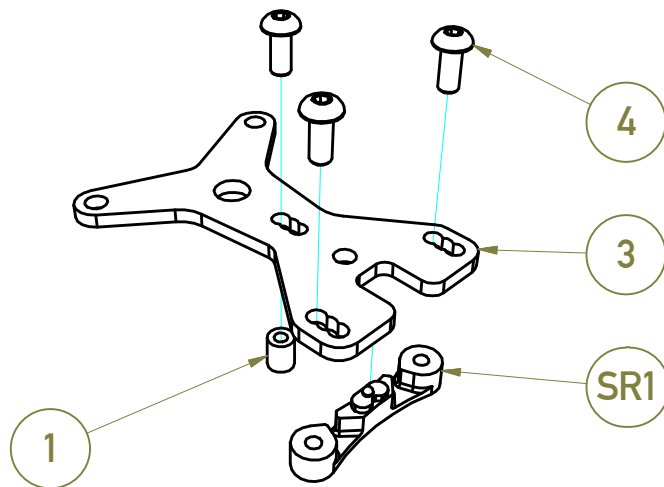
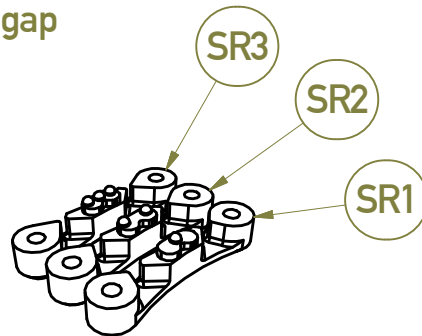
Pos	Name
SR1	Spring Receiver Plate "white" 1
SR2	Spring Receiver Plate "white" 2
SR3	Spring Receiver Plate "white" 3

Neutral range gap

SR1: loose

SR2: mid

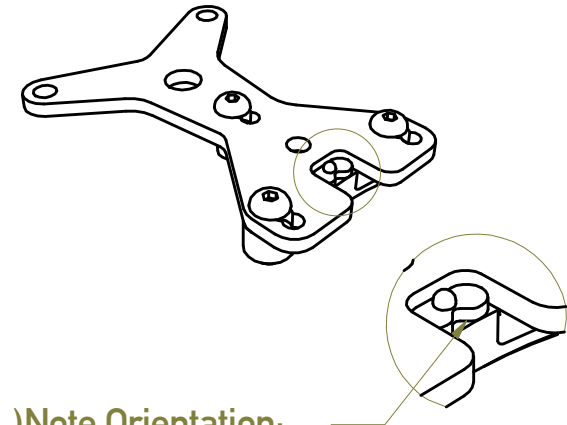
SR3: tight



Pos	Name
1	Post for Damper
3	Cfk Steering Plate LD2 V
4	RH Screw - M2,5 x 6
SR1	Spring Receiver Plate III 1

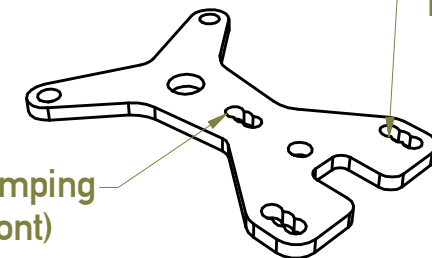
Spring fine tuning:

- 1.) Notch in front or rear position
- 2.) Spring Receiver Plate in front, mid, rear hole
- 3.) Change to different spring diameter



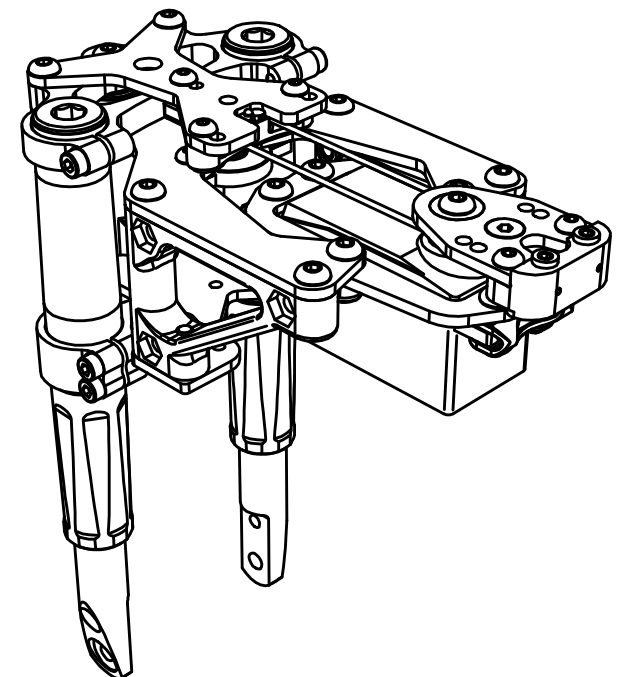
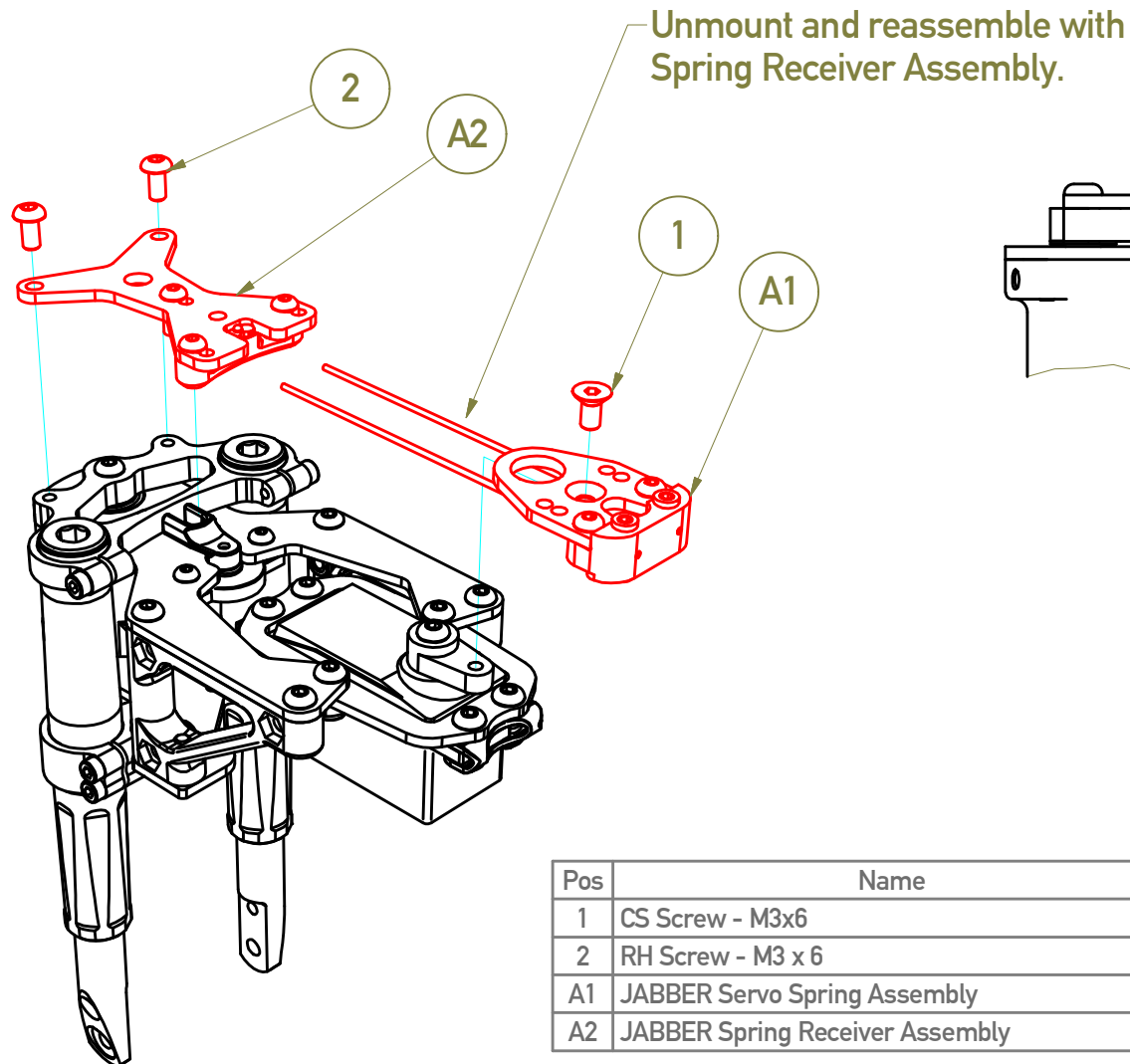
- 1.)Note Orientation:
Notch in rear position
softer Spring setting
Notch in front position
harder Spring setting

- 2.)For Springs:
Soft (front)
mid
Hard (rear)

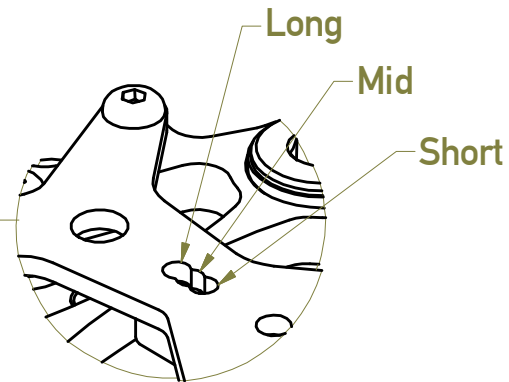
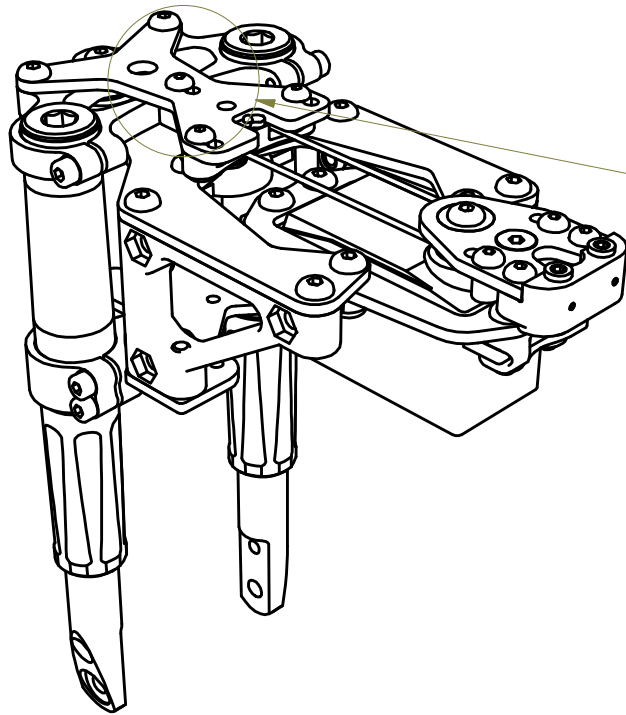


- For Damping
soft (front)
mid
hard (rear)

Final Steering Assembly



Steering Damper Setup



**Steering Damper Chart
Damping Force**

LeverPosition Fork Steer	Short		Mid		Long	
	0°	L/R 10°	0°	L/R 10°	0°	L/R 10°
Beige	3,4	3,0	2,7	2,4	2,1	2,0
Yellow	7,1	6,2	5,6	5,1	4,5	4,2
Green	8,6	7,4	6,7	6,1	5,3	5,0
Brown	12,8	11,1	10,0	9,1	8,0	7,5
Black	17,1	14,8	13,4	12,1	10,7	10,0
Red	27,1	23,5	21,2	19,2	16,9	15,8

Green is recommended
first setup / Mid position

Numbers are damping momentum at the Fork.
0° is initial damping around neutral.
10°L/R is falloff of damping at maximum steering angle.