

Xtreme Revolution

9630-B Black Mtn Rd • San Diego, CA 92126 • (858) 566-5788 • www.xtremerevolution.com

"Ground Pounder" Radiator Shroud Installation Instructions

Thank you for purchasing an Xtreme Revolution "Ground Pounder" radiator shroud. Installation of this part requires the radiator to be relocated approximately 2 inches lower. Follow these steps to reposition the radiator and install the shroud.

1. Remove the stock plastic radiator cover/grill. Remove one upper bolt and two lower bolts so that the radiator hangs free from the frame.

2. Remove the 4 bolts that hold the fan onto the radiator so that the fan hangs free.

3. Use the four 2" straps



to reattach the fan at a higher location. Re-use the stock gold-colored bolts and four new bolts with ny-lock nuts and washers. You will have to push the radiator down a bit to get the fan moved into position -- the straps should be straight up and down to move the fan up as much as possible. Don't forget to reattach the ground wire.

4. Install the hose guard over the upper radiator hose. Position the guard to protect the hose from rubbing on the cylinder head. After slipped over the hose, squeeze the guard down a bit to hold in place.

5. Thread the new stud into the frame at the upper radiator attachment location -- the threads in the frame may need some oil if they are rusty. The stud should stick out about 5/8".

6. Install the upper bracket onto the radiator by re-using the stock bolt with a new washer and a ny-lock nut.

7. Push the radiator down and slide the bracket over the stud. Align the radiator to be centered in the frame rails and then tighten the upper bracket down with a regular nut. The notch on the bracket is to the upper right.



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8. Assemble the lower brackets as shown. Re-use the stock lower bolts with new washers, ny-lock nuts, and two new bolts. Before tightening adjust the lower cowl brackets side-to-side so that the holes will line up with the holes in the cowl.



9. Slide the upper mounting hole in the cowl over the stud, use one more washer and the acorn nut to secure the cowl.



10. Attach the cowl to the lower brackets with the new button head bolts, washers, spacers, and ny-lock nuts. Adjust the lower brackets by gently bending forwards or backwards until the cowl maintains an even gap with frame.



Preparing For Painting

If you have purchased an unpainted shroud you must check the fiberglass carefully for any bubbles or voids and fill and repair as needed. We highly recommend that you expose the part to heat in an attempt to discover any blisters. You can use a heat gun, a painting oven, or bright sunlight. Tap the surface looking for any weak spots. Dig out and repair anything that is questionable. Your paint job might get ruined if you don't deal with any problems now, so it's worth the effort to check very carefully.

We ship the unpainted parts with the wire mesh radiator grill bolted to the shroud. If you prefer, you can easily fill the holes and attach the mesh semi-permanently to the back of the shroud with some body filler (we do this when we ship pre-painted parts).

Happy riding, hope to see you on the road someday.

-- Paul

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DISCLAIMER OF WARRANTY

WARNING: Installation of any component or kit should **ONLY** be performed by persons experienced in the installation and proper operation of all systems. It is also the responsibility of the person installing any system or kit to determine the suitability of the component or kit for that particular application.

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IMPORTANT INFORMATION ABOUT YOUR NEW "GROUND POUNDER" RADIATOR SHROUD

This product looks really cool because visually it "draws" the VTX down closer to the ground – giving it more of a "slammed" appearance without sacrificing the suspension travel. Actual ground clearance from the frame rails to the ground is reduced by approximately 1/2" inch.

Although we are sure you will enjoy the new appearance of your bike, **YOU MUST BE VERY CAREFUL GOING OVER SPEED BUMPS** or the radiator shroud actually will pound the ground!

Your VTX forks will tend to compress right at the moment your front tire comes down over a speed bump, and that is when the bottom of the shroud is right there. If your not going very slow (to keep the forks from depressing) the shroud might hit the speed bump.