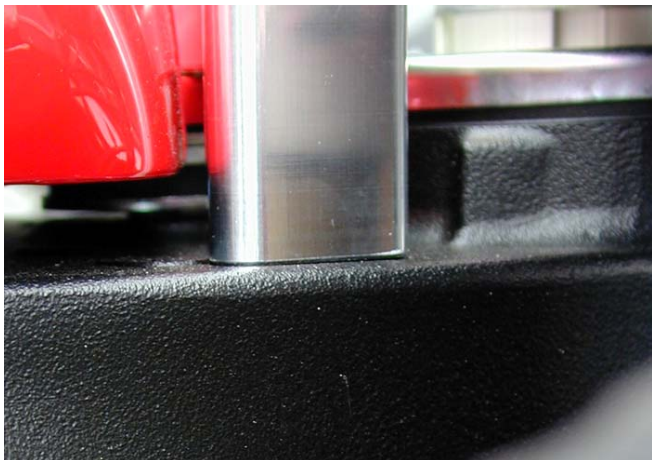




Suzuki GSXR 600/750 #48-2148 Installation instructions:

- 1) It is essential to use **Blue** Loc-tite on all setscrews and bolts or they'll come loose.
- 2) Remove the stock steering stabilizer located in the front area, near the headlight.
- 3) Remove the large stock nut **AND washer** that holds the top triple clamp tight and discard them both.
- 4) Install the new aluminum nut supplied in the kit with the Hex drive facing up, no washer underneath, and torque the new nut to the stock specs or at least 45 ft-lbs.
- 5) To save time, using Loc-tite, start all the setscrews into the "triple clamp damper mount" (TC mount) before installing it on the bike, until they are flush with the inside bore of the TC mount. It's much easier to get them started before the TC mount is actually on the bike.
- 6) Install the new TC mount, *the part with 8 set screws in it*, over the main triple clamp nut with the "machined register" (lip) indexing over the back of the triple clamp (see photo below).
- 7) Be sure this TC mount is setting flush on the triple clamp surface all the way around. This part is machined precisely to fit over the stock triple clamp. Due to the fact the stock triple clamp is cast, they could vary in size. Remove or trim around any obstructions that might prevent the TC mount from sitting down flush such as carbon fiber deco plates.
- 8) The setscrews are designed to hit the groove in the nut and force the TC mount downward, holding it tight against the top. Any obstructions such as deco plates should be eliminated or modified so the set screws hit the groove just above center.
- 9) Loc-tite and engage the setscrew at the 12 o'clock (front) position first so it pulls the "lip" "register" up against the back of your triple clamp. Do not tighten this set-screw; just snug it enough to secure the position of the TC mount.
- 10) Loc-tite and tighten the remaining setscrews evenly, working your way around slowly, until they all make contact with the groove in the nut and are eventually secured tightly. It's a good idea to check the setscrews after the first ride as they seat into their final position.
- 11) (Note: When removing the setscrews, you must use some heat to compromise the Loc-tite before trying to remove the setscrews or the small Allen head setscrews can be stripped easily).
- 12) Remove the stock front fuel tank retaining bolt **and washer**. **You must use the longer 8x35mm Allen bolt provided.**
- 13) Retain the rubber bushing and the spacer-washer that fits inside the rubber bushing for your tank mount.
- 14) Install the frame bracket so the "feet" that contact the frame are positioned to match the frame. View the photo below to see how it should look and remain straight with the front edge of the gas tank. There is a front and back to this part. It is important that the outer feet make contact with the frame in order to stabilize the frame bracket and counter the side forces generated from the stabilizer. **In some rare cases, you may need to use the stock tank washer under our frame bracket, between the tank and frame bracket, in order to make the feet match the frame.** Check for any gaps between either the feet or the bracket where it bolts to the tank and find the combination that achieves this goal. Call if you have questions.
- 15) We've machined this frame bracket precisely to match the frame, so as the bolt tightens up it will pre-load the frame bracket just enough to secure it tightly to the frame. The frames vary slightly from bike to bike.
- 16) Grease the tower-pin lightly and drop it in the tower-pin hole. It is designed to "float". Keep the hole and shaft portion of the tower pin greased for free and easy movement. The pin should always be free to float in the shaft.
- 17) Install the stabilizer using (2) 6x20 Allens. The link arm slot aligns with the flats on the tower pin.
- 18) Read your damper manual for initial settings on the controls. It's always best to start on lighter settings and work your way up to the desired control settings that suit your style of riding.
- 19) The base valve controls the immediate feel of damping forces exerted.
- 20) The high-speed valve takes over when "spikes" or high velocity impacts override the base valve.
- 21) The sweep controls on the sides determine the degree of damping forces requested from center out.



Try to have the feet match the frame perfectly if possible.



In some cases you may need the stock tank washer.

