



INSTALLATION INSTRUCTIONS FOR: CBR 600 RR 2003-04

- 1) It is mandatory to use **Blue** Loc-tite on all bolts. We promise they will come loose if you don't.
- 2) Remove the plastic cover that sits inside the large 30mm nut and discard this cover, it will not be used.
- 3) Remove the large 30mm nut that holds your triple clamp on. Install the replacement nut we provide. The Hex drive faces up. **Important: Torque the new nut to the factory setting or up to 85ft. lbs.**
- 4) Install the new triple clamp damper mount (TC mount) over the new triple clamp nut with the "machined register" (the small knob) indexing into the matching groove on the top, back of your stock triple clamp. The knob is to assure alignment, be careful not to break it off during installation.
- 5) Be sure this TC mount is setting down flush on the triple clamp surface all the way around. This part is machined precisely to fit over the Scotts triple clamp nut. The groove in the nut is positioned so once tightened, it will force the damper mount down against your triple clamp. Remove any obstructions that would not allow the TC mount to sit flush against your stock triple clamp surface such as carbon fiber deco plates. You must remove or trim such items so that the TC mount is touching flush with the Triple clamp surface.
- 6) Tip: Start all the setscrews first until flush with the inside bore before installation to save time.
- 7) Using Blue loc-tite on the set screws, seat the 5 and 7 o'clock set screws first, checking to be sure the "register" tab is not trying to spin or **you can break it off**. Seat the rest of the setscrews equally. Re-check after the first ride as normally they will settle into the groove in the nut and require tightening. (Note: These set screws will require some heat, in order to break the Loc-tite loose should you need to remove them).
- 8) Remove the two, stock-front tank retaining bolts, you will replace these with the (2) 6x30mm Allens provided.
- 9) Install the new "frame bracket tower". There is a front and back to this part, note the picture! The counter bores for the Allen head bolts face upward and the part # 22-4023-04 faces downward. The steel tank bushings must remain in the tank mount grommets. Our frame bracket should fit very close, but not touch the tank. Remember, under heavy braking, your body may push the tank slightly forward, so until you've tested your specific clearance, it might be wise to put something between the tank and frame bracket to be sure this movement does not scratch your tank. Each bike varies a little.
- 10) Install the longer tank bolts supplied, through our frame bracket and into your tank mounting holes.
- 11) Grease the tower pin and drop it in the tower pin hole. It is designed to "float" and requires no retaining devices. Keep the tower pin slightly greased. The tower pin for the RR is a special shortened version and drops all the way in the hole until the nylon collar touches the frame bracket. **Important:** Do not allow the linkarm to touch the nylon collar, there should be a gap between the nylon collar and the bottom side of the linkarm.
- 12) Install the damper using the (2) 6x20 Allens. The link arm slot aligns with the flats on the tower pin.
- 13) Read your damper manual for initial settings on the controls. The damper is infinitely adjustable and totally up to the user to find their preference. Start with softer (counter clockwise) settings. Normally where we set the unit is a good starting point, which is usually 8 clicks out on the base valve.
- 14) The base valve controls the immediate feel of damping forces exerted.
- 15) The high-speed valve takes over when high velocity impacts override the base valve setting.
- 16) The sweep controls on the sides, determine the degree of damping forces requested from center out.

