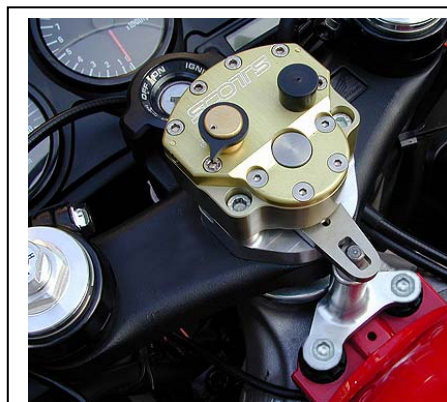


INSTALLATION INSTRUCTIONS FOR: CBR 600 F4 and F4i 1999-2007 (Not for the 600RR)

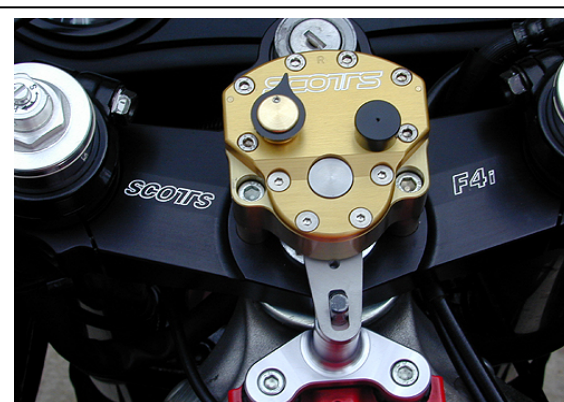
- 1) It is mandatory to use **Blue** Loc-tite on all bolts. We promise they will come loose if you don't.
- 2) Remove the plastic cover that sits inside the large 30mm nut and discard this cover, it will not be used.
- 3) Remove the large 30mm nut that holds your triple clamp on. Install the replacement nut we provide. The Hex drive faces up. **Important: Torque the new nut to the factory setting or up to 85 ft. 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 modify anything that would prevent the TC mount from sitting down flush.
- 6) Using Blue loc-tite on the set screws, seat the 5 and 7 o'clock set screws first, checking to be sure the "register" is not trying to spin or **you can break it off**. Seat the rest of the set-screws equally. Re-check after the first ride as normally they will settle into a 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).
- 7) Remove the two, stock-front tank retaining bolts, you will replace these with the 2 longer ones.
- 8) 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 #, 22-4943-13 faces downward. In most cases the stock tank washers work better than without them. They go between our frame bracket and the top of the rubber tank biscuit, only if space permits. Either option is ok. Choose which makes the fit look like photo.
- 9) Install the longer tank bolts supplied, through our frame bracket and into your tank mounting holes.
- 10) 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.
- 11) Install the damper using the (2) 6x20 Allens. The link arm slot aligns with the flats on the tower pin.
- 12) 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, usually 8 clicks out on the base valve.
- 13) The base valve controls the immediate feel of damping forces exerted.
- 14) The high-speed valve takes over when high velocity impacts override the base valve setting.
- 15) The sweep controls on the sides, determine the degree of damping forces requested from center out.



Finished kit installed correctly



Mount kit installed correctly



This photo shows the optional Scotts Triple clamp