



INSTALLATION INSTRUCTIONS FOR: CBR 954

- 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 large 30mm nut that holds your triple clamp on. **Discard the stock nut (and washer if your bike has one).** Install the replacement nut we provide, with no washer. If you try to use a washer, our parts will not line up correctly. The Hex drive on the nut faces up and you can see the groove on our nut through the set- screw holes. **Torque the new nut to the factory setting or up to 85 ft. lbs.**
- 3) 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.
- 4) 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 on the nut is positioned so once tightened, it will suck the damper mount down against your triple clamp.
- 5) Remove or modify any obstructions such as carbon fiber deco plates that would prevent # 4.
- 6) Tip to save time: Before installation, using Loc-tite start all the setscrews first, until flush with the inside bore.
- 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" 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 a groove in the nut and require tightening. Note: 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).
- 8) Remove both, stock-front tank retaining bolts. Discard the bolts but use the stock washers.
- 9) Install the new "frame bracket tower" using the longer bolts provided. Retain the stock washers on top of the rubber grommets. There is a front and back to frame bracket, note the picture! Counter bores for Allen head bolts face upward and the part #, 22-4826-07, faces downward.
- 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 and hole portion greased lightly.
- 11) Raising and lowering the tower pin can be done my moving the nylon collar on the tower pin.
- 12) Install the stabilizer using (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, 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.

