



INSTALLATION INSTRUCTIONS FOR: VFR 800 / VTR 1000

- 1) It is mandatory to use **Blue** Loc-tite on all bolts. They will come loose if you don't.
- 2) Remove the large 30mm nut that holds your triple clamp on and install the replacement we provide. The Hex drive faces up. **Important: 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. Remove any obstructions that would not allow the TC mount to sit flush against your stock triple clamp surface.
- 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 set-screws equally. Re-check after the first ride as normally they will settle into the groove in the nut and require tightening.
- 8) (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).
- 9) Remove the two, stock-front tank retaining bolts, you will replace these with longer ones. Retain the stock washers on top of the grommets, they go between the grommets and the bottom of our bracket.
- 10) Occasionally the bushings inside your tank grommets will be undersize not allowing our tank bolts to pass through easily. You may need to file the inside of the bushings just slightly.
- 11) Install the new "frame bracket tower". There is a front and back to this part, note the picture! **Note:** Counter bores for Allen head bolts face upward and the part #22-4025-07 faces downward.
- 12) Install the longer tank bolts supplied, through our frame bracket and into your tank mounting holes.
- 13) 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.
- 14) Install the damper using the (2) 6x20 Allens. The link arm slot aligns with the flats on the tower pin.
- 15) 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.
- 16) The base valve controls the immediate feel of damping forces exerted.
- 17) The high-speed valve takes over when high velocity impacts override the base valve setting.
- 18) The sweep controls on the sides, determine the degree of damping forces requested from center out.

