

INSTALLATION GUIDELINES FOR: 2003-04 ZX6RR / ZX6R (636)

- 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 nut and washer that holds your triple clamp on. Install the new nut that we provide which has HEX drive facing UP. **DO NOT use the stock washer that was under your stock nut.**
- 3) Torque the new nut to your factory recommended setting as they vary. Normally a minimum of 50-80 ft lbs.
- 4) Install the new triple clamp damper mount (TC mount) over the new triple clamp nut with the "machined register" indexing over the back of your stock triple clamp.
- 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 Scott's triple clamp nut. The groove machined into the nut is positioned so once the setscrews are tightened, it will suck the TC 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.
- 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 setscrews, run them all in against the nut equally and then proceed to tighten each one making your way around until they are all equally tight. They should be checked after the first ride, as normally they will settle into the groove in the nut and require re-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 the single, stock-front-tank retaining bolt. You will use the longer one (8x25mm) provided in the kit.
- 9) Install the "frame bracket tower" with the 8x25mm bolt. There is a front and back to this part, note the picture!
- 10) The outer feet of this frame bracket do not have to make contact with the frame rails but it is better if they do. The outer frame spars vary in height from bike to bike depending on who and how they were welded at the factory. This variation may in turn make the feet position(s) of our bracket vary, so you may have clearance on some and none on others. These outer feet serve as stabilizers only, to minimize flex in the bracket. If the gap is excessive, we found the best arrangement is to use hard rubber, round-top bumpers. The clearance between the feet and frame rail should not exceed .050" (a dime is .050"). Shim any excessive gaps so the hard rubber bumper is preloaded, but only enough to keep it in place, not enough to distort the bracket. You can file the rubber bumpers so they fit each side perfectly with slight pre-load.
- 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 and hole portion greased lightly.
- 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, 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 your current base valve setting.
- 16) The sweep controls on the sides, determine the degree of damping forces requested from center out.

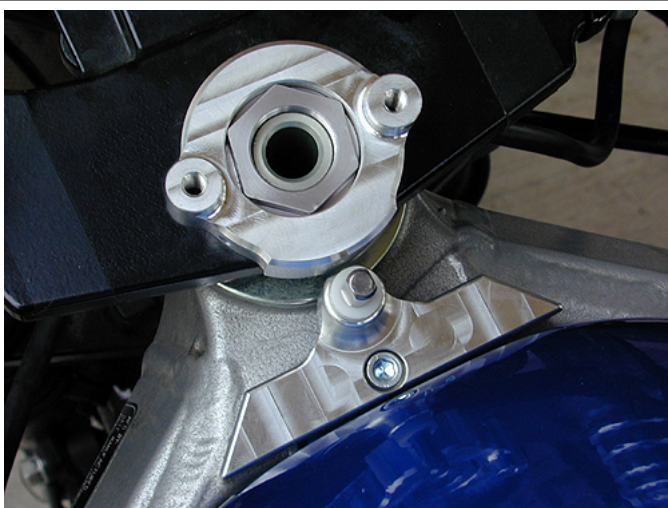
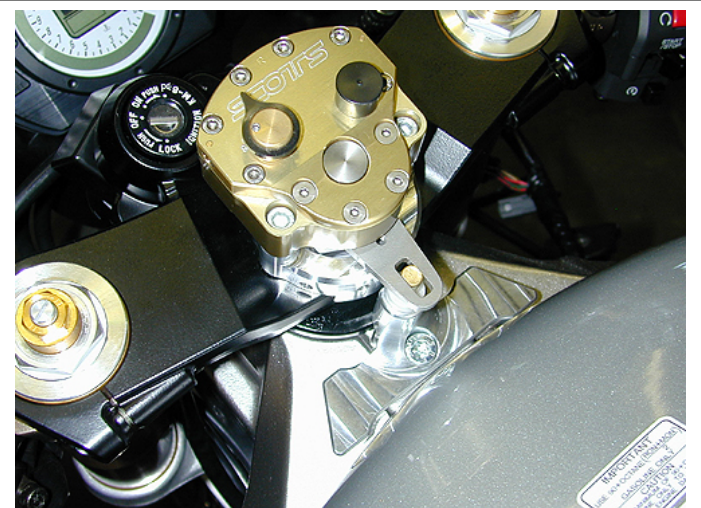


Photo looks a bit different from your bike, concept is correct!



Complete kit installed