



Suzuki GSXR 1000 Installation instructions (kit # 66-2162):

- 1) It is essential to use **Blue** Loc-tite on all setscrews and bolts or they'll come loose.
- 2) Remove the stock steering stabilizer located in the front area, near the headlight. Note: Once you unplug the stock steering stabilizer, a code "SD" will appear on the dashboard. This does not affect any performance issues.
- 3) Remove the large stock nut **AND washer** that holds the top triple clamp tight and discard them.
- 4) Install the new aluminum nut supplied in the kit with the Hex drive facing up and torque to at least 45 ft-lbs. or stk setting.
- 5) Using Loc-tite, start all the setscrews into the TC mount, until they are flush with the inside bore of the TC mount.
- 6) Install the new "triple clamp damper mount" (TC mount), *the part with 8 set screws in it*, over the main triple clamp nut with the "machined register" (lip) indexing over the back of the triple clamp (see photo below).
- 7) Be sure this TC mount is setting flush on the triple clamp surface all the way around. This part is machined precisely to fit over the stock triple clamp. Due to the fact the stock triple clamp is cast, they could vary in size.
- 8) The setscrews are designed to hit the groove in the nut and force the TC mount downward, holding it tight against the top.
- 9) Loc-tite and engage the setscrew at the 12 o'clock (front) position **first**, so it pulls the "register" up against the back of your triple clamp. Do not tighten this set screw just yet, just snug it enough to secure the position of the TC mount.
- 10) Loc-tite and tighten the remaining setscrews evenly, working your way around slowly, until they all make contact with the groove in the nut and are eventually secured tightly. It's a good idea to check the setscrews after the first ride.
- 11) Note: When removing the setscrews, 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.
- 12) Remove the stock front fuel tank retaining bolts **and washers. (you won't re-use the washers).**
- 13) Install the frame bracket using the stock tank bolts without the stock washers
- 14) We've machined this frame bracket precisely to match the shape of the tank.
- 15) Grease the tower-pin lightly and drop it in the tower-pin hole. It is designed to "float" and should be kept greased.
- 16) Install the stabilizer using (2) 6x20 Allens. The link arm slot aligns with the flats on the tower pin.
- 17) Before riding the bike, check to be sure your throttle cables are not pinched and free to move in both complete directions.
- 18) Read your damper manual for initial settings on the controls.
- 19) The base valve controls the immediate feel of damping forces exerted.
- 20) The high-speed valve takes over when "spikes" or high velocity impacts override the base valve.
- 21) The sweep controls on the sides determine the degree of damping forces requested from center out.

