



INSTALLATION GUIDELINES FOR: TRIUMPH DAYTONA 675 / (Kit # 69-3064):

- 1) Be sure to use **Blue** Loc-tite on all bolts and periodically check them for tightness.
- 2) Remove the stock stabilizer by finding each end of the stock unit. One end is attached to the lower side of the triple clamp and can be removed by using a 5mm Allen wrench accessing the bolt from the upper side of the bottom triple clamp. The other end of the stabilizer has a rubber boot covering the Heim joint. Roll the boot back and you can access the other 5mm Allen bolt. This bolt in some cases can be very tight, so as an option you can remove the upper radiator mount, which can be removed by pulling 3 small bolts. This just allows easier access to the Allen bolt that holds the rear of the stock stabilizer. Once the stock damper is removed the radiator bracket can be re-installed.
- 3) Remove the large main nut and washer that holds your triple clamp on. This is an odd-size nut (37.5mm) so you may need to use a crescent wrench to remove it, if you don't have that size socket.
- 4) Install the new triple clamp damper mount (TC mount) over the steering stem with the "machined register" indexing over the back of your stock triple clamp. It's machined to fit perfectly over the back edge of the triple clamp.
- 5) Be sure this TC mount is setting down flush on the triple clamp surface all the way around. Remove any obstructions that would not allow the TC mount to sit flush against your stock triple clamp surface.
- 6) Install the new 32mm main nut that we provide in the kit. This goes inside the recess on the TC mount and should be tightened to the recommended Torque setting from the factory. Normally a minimum of 50-80 ft lbs.
- 7) (Note: 32mm sockets are available from Sears at a reasonable price, should you not have one in your tool set).
- 8) Remove the (2) stock-front-tank retaining bolts. You will use the longer (6x30mm) bolts provided in the kit.
- 9) **Warning: check the frame bracket clearance before you install it. Some tanks are too close and need repositioning.** Put some duct tape on the tank where the frame bracket is closest so you can view it as it tightens. On rare occasions you might have to loosen and reposition the tank and or trim that point on the bracket in order to clear your tank. This is rare.
- 10) Install the "frame bracket tower" with the recess side toward the tank. There is a front and back to this part so the frame bracket can clear the tank. Note how it's mounted in the picture. Use loc-tite on these bolts.
- 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 the hole portion greased lightly.
- 12) Install the Scotts Stabilizer 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.
- 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.
- 17) **Optional mounting position:** The stabilizer can be turned around 180 degrees but will interfere with the key slightly, which requires filing a portion of the key for clearance. To reverse the stabilizer, should you desire that position, will require a linkarm puller, which is available from Scotts.



Mounting kit installed properly with 32mm main nut



Complete kit installed