



INSTALLATION GUIDELINES FOR: GSXR 1000 2003-04

- 1) It is mandatory to use **Blue** Loc-tite on all bolts. They will come loose without Loc-tite.
- 2) Remove your stock steering stabilizer. Remove the large nut ***and washer*** that holds your triple-clamp on and discard them. Install the new aluminum nut supplied in the kit with the Hex drive facing UP. **Torque the new nut to the factory specifications, which is normally a minimum of 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 over back of your stock triple clamp. The knob insures the mount cannot spin, should the damper try to loosen the main nut. (Note the picture below).
- 4) Be sure this TC mount is flush on the flat surface of your triple clamp. Remove any obstructions that would keep your TC mount from sitting flush against your stock triple clamp. This part is machined precisely to fit over the Scotts triple clamp nut. The groove machined into the nut is positioned so once the setscrews are tightened, it will force the TC mount down against your triple clamp. Due to the angle on the back of this triple clamp it’s important to hold the bracket flat while tightening.
- 5) Tip to save time: Before installation, using Loc-tite start all the setscrews first, until flush with the inside bore.
- 6) Using blue loc-tite on the set screws, run the front screws in first pulling the TC mount up against the back of the triple clam, this also forces it downward to mate flush. 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 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).
- 7) Remove the two, stock-front tank retaining bolts, you will replace these with the 2 longer ones and it’s better to retain the stock washers under the frame bracket, although either way works.
- 8) Install the new “frame bracket tower”. There is a no front or back to this part, note the picture!
- 9) Install the longer tank bolts supplied, through our frame bracket and into your tank mounting holes.
- 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 hole and tower pin portion lightly greased.
- 11) Install the damper using the (2) 6x20 Allens. The link arm slot aligns with the flats on the tower pin.
- 12) 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.
- 13) The base valve controls the immediate feel of damping forces exerted.
- 14) The high-speed valve takes over when high velocity impacts override the base valve setting.
- 15) The sweep controls on the sides, determine the degree of damping forces requested from center out.

