



Yamaha YZF-R1 2000-03 Installation guidelines:

- 1) It is essential to use **Blue** Loc-tite on all set screws and bolts on the R1. They will come loose without it.
- 2) Remove the stock 36mm nut **AND washer**, that holds the top triple clamp tight and discard them. Install the new aluminum nut supplied in the kit with the Hex drive facing up and torque to 85 ft lbs or more. (Check your manual).
- 3) 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. *Tip to save time: Before installation, using Loc-tite, start all the setscrews first, until flush with the inside bore.*
- 4) Try to have the TC mount as flush to the triple clamp surface as possible. 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 and we have found that some might require “Slight” filing on the back of the triple clamp or the TC mount to achieve “flush mounting.” Remove or trim around any obstructions that might prevent the TC mount from sitting down flush such as carbon fiber deco plates etc. Call us if you not sure about any of this or if it looks like it would require more than slight filing. We are here to help you.
- 5) The groove machined into the nut is positioned so once the setscrews are tightened, it will force the damper mount down against your triple clamp. Some triple clamps are not flat which appears as though the bracket is not all the way down.
- 6) Loc-tite and tighten the setscrews **evenly** until they make contact with the groove and are secured tightly. It’s a good idea to check the setscrews after the first ride as they will seat into their final position and need re-tightening.
- 7) 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. (Loose setscrews protruding out the back can prohibit steering ability. Keep them tight!)
- 8) Remove the stock front fuel tank, retaining bolt (6x15mm). **You must use the longer 6x30mm bolt provided.** Using the stock length tank bolt can damage the threads and jeopardize the strength of the bracket.
- 9) Remove and discard the small “U-clip” underneath that single 6x15mm bolt. It holds the forward tank mount on.
- 10) Install the new “single hole” aluminum, lower half frame mount, taking note that the under side is machined to match the casting radius in the frame. The 1998-99 part # is 22-2929-07 which is different from the 2000-2003 model which is part # 22-2941-07. There is a front and back to this part, be sure to get it mounted correctly. Use Loc-tite!
- 11) Next, install the “2-hole” aluminum frame mount on top of the single mount with the tower pin positioned closest to the front of the bike, see picture below, this assures alignment of the tower pin with the damper link arm.
- 12) 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 in turn makes the feet positions 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, like you find in the hardware store. The clearance between the feet and frame rail should not exceed .030” ,(a dime is .050”). Shim any 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 preload.
- 13) Grease the tower pin lightly and drop it in the tower-pin hole. It is designed to “float”. Keep the hole and shaft greased.
- 14) Install the damper using (2) 6x20 Allens, use Loc-tite! The link arm slot aligns with the flats on the tower pin.
- 15) Read your damper manual for details on the initial settings for the controls.
- 16) Please call us if you have any questions, we are here to help you get this installed correctly.

