



**YAMAHA YZF-R6 / YZF-R6S INSTALLATION GUIDELINES:**

- 1) It is essential to use **Blue** Loc-tite on all set-screws and bolts. They will come loose without it.
- 2) Remove the stock large nut **AND washer**, holding the triple clamp tight and discard both.
- 3) Install the new aluminum nut supplied in our kit with Hex drive facing up (no washer). Torque the new nut to factory specifications which is normally 85-ft. lbs. (Check you manual recommendations).
- 4) Install the new “triple clamp damper mount” (TC mount), *the part with the set screw holes 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.
- 5) Be sure this damper mounting bracket 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, so occasionally “slight” filing on the back of the triple clamp may be necessary 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.
- 6) 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.
- 7) Loc-tite and tighten the setscrews **evenly** until they make contact with the groove and are secured tightly. Check the setscrews after the first ride as they will seat into their final position and need re-tightening.
- 8) Tip to save time: Before installation, using Loc-tite start all the setscrews first, until flush with the inside bore.
- 9) (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).
- 10) Remove the (2) stock, front, fuel-tank retaining bolts.
- 11) Install the new aluminum frame bracket on top of the extended gas tank plate. It fits correctly only one way, see picture below. 1999-02 bikes will use the *stock tank bolts*. 2003-0N bikes use the *6x20 Allen bolts provided in the kit*. Use loc-tite on these bolts.
- 12) We’ve machined the frame bracket to match the contour of the tank. On some models, the tank sits closer than others to the frame bracket. If yours is too close for your comfort, you might want to put some clear protective tape between the tank and frame bracket. This is normally not needed but we like to give you the “heads up” for all instances. Remember, under heavy braking your entire body weight is pushing the tank forward.
- 13) Grease the tower pin and slide it in the tower-pin hole. It is designed to “float”. Keep it greased so it floats.
- 14) Install the damper using (2) 6x20 Allens. The link arm slot aligns with the flats on the tower pin.
- 15) Read your damper manual for initial settings on the controls and a step by step of how to use the controls.
- 16) The base valve controls the immediate feel of damping forces exerted.

