



Suzuki GSXR 600 / 750 Installation guidelines / Kit # 77-3468:

- 1) It is essential to use **Blue** Loc-tite on all the bolts and nuts in this kit.
- 2) Removing the stock steering stabilizer located in the front area, down low, near the headlight: Remove the plastic cover bolted to the bottom of the lower triple clamp to access the 5mm Allen bolt holding one end of the stock steering stabilizer. Using a 12mm socket and 12mm open end wrench, remove the other end of the stock steering stabilizer. Depress the latch lock on the electrical connection by squeezing it and unplug the stabilizer plug. Zip tie the wire up out of the way.
- 3) Note: Once you unplug the stock steering stabilizer, a code "SD" will appear on the dashboard and F1. This does not affect any performance issues. We're working on a dummy plug to plug into that circuit to eliminate the error code.
- 4) Remove the large stock nut **AND washer** that holds the top triple clamp tight and discard them. (36mm).
- 5) Install the new Triple Clamp Mount, (TCM) which matches the contour of your stock triple clamp perfectly. You must remove any deco plates or obstructions preventing our TCM from sitting down flush against the stock triple clamp surface.
- 6) 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 slightly in size.
- 7) Install the new main nut provided and using a thin wall 32mm socket and tighten the nut to the factory specifications which is usually 40 ft lbs, but check your torque specifications. (Should you need one, 32mm thin wall sockets are usually available from Sears, Lowes, Ace and Home Depot at a reasonable price).
- 8) Remove the (2) stock front fuel tank retaining bolts **and washers, you will not re-use the washers.**
- 9) Install the frame bracket using the (2) longer bolts provided in kit (6 ft lbs). Do not use the stock washers.
- 10) We've machined this frame bracket precisely to match the shape of the tank. Be sure the triple clamps clear the frame bracket at full turning radius from lock to lock.
- 11) Grease the shaft portion of the tower-pin lightly, and drop it in the tower-pin hole. It is designed to "float" and should be kept greased to it's free to move and pivot.
- 12) Install the stabilizer using (2) 6x20 Allens. The link arm slot aligns with the flats on the tower pin.
- 13) Before riding the bike, check to be sure your throttle cables are not pinched and free to move in both complete directions.
- 14) Read your damper manual for initial settings on the controls. A specific page describes each function. Normally where we send it is a good starting point, which is 1 full turn out from full clockwise on the base valve.
- 15) The base valve controls the immediate feel of damping forces exerted.
- 16) The high-speed valve takes over when "spikes" or high velocity impacts override the base valve.
- 17) The sweep controls on the sides determine the degree of damping forces requested from center out.

