



INSTALLATION INSTRUCTIONS FOR: ZX6R 1998-99

- 1) Before you start, be aware the **ZX6** may require slight trimming of the key, or have a new smaller one made, in order for it to slide in past the stabilizer. There is no other option for the ZX6. If you want to see how much you have to trim simply mount the damper to the TC mount and “mock fit” it over your stock main nut. If trimming the key bothers you, you probably don’t want to try and mount this kit. The benefits of the stabilizer far out-way slight trimming of the key.
- 2) This kit includes (2) 6x25 Allen bolts and (2) spacers for the ZZR600, ignore those parts if you own a ZX6R.
- 3) It is mandatory to use **blue** Loc-tite on all bolts. They will come loose if you don’t.
- 4) Remove the large nut and washer that holds your triple clamp on. Install the new nut that we provide which has HEX drive facing UP. **You will NOT use the stock washer that was under your stock nut.**
- 5) Torque the new nut to your factory recommended setting as they vary. Normally a minimum of 50-80 ft lbs.
- 6) Install the new triple clamp damper mount (TC mount) over the new triple clamp nut with the “machined register” (the small knob) indexing over the back of your stock triple clamp. The knob insures the mount cannot spin should the damper try to loosen the main nut.
- 7) Be sure this TC mount is setting down flush on the triple clamp surface all the way around. 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 suck the TC mount down against your triple clamp. Remove any obstructions that would not allow the TC mount to sit flush against your stock triple clamp surface.
- 8) Tip to save time: Before installation, using Loc-tite, start all the setscrews first, until flush with the inside bore.
- 9) Using blue loc-tite on the setscrews, run them all in against the nut equally and 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 the groove in the nut and require tightening. (You might have extra setscrews in this kit, you only need 6).
- 10) (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).
- 11) Remove the two, stock-front tank retaining bolts. You will replace these with longer ones in the kit.
- 12) Install the new “frame bracket tower”. There is a front and back to this part, note the picture!
- 13) Install the longer tank bolts supplied, through our frame bracket and into your tank mounting holes.
- 14) The top of the frame bracket tower is designed to sit below the back side of the TC mount, but in rare cases we have found the tank spacer variations move the frame bracket up too high, which causes it to hit the back of the TC mount. Do what is necessary to keep the frame bracket lower than the TC mount so there is no contact between the two parts. Usually filing the tank spacers or slight chamfer on the back of the TC mount will cure this rare occurrence. Call if you are not sure.
- 15) 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 hole portion greased lightly.
- 16) Install the damper using the (2) **6x20 Allens**, (not the 6x25). The link arm slot aligns with the flats on the tower pin.
- 17) 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.
- 18) The base valve controls the immediate feel of damping forces exerted.
- 19) The high-speed valve takes over when high velocity impacts override the base valve setting.
- 20) The sweep controls on the sides, determine the degree of damping forces requested from center out.

IF YOU HAVE ANY QUESTIONS ON ANYTHING CALL US, WE WANT TO HELP YOU!

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