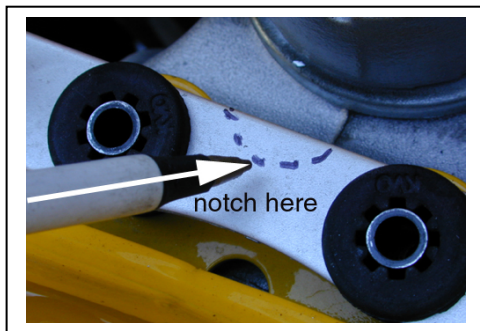


INSTALLATION INSTRUCTIONS FOR: CBR 900 1996-97 and CBR 900 1998-99 (pictured)

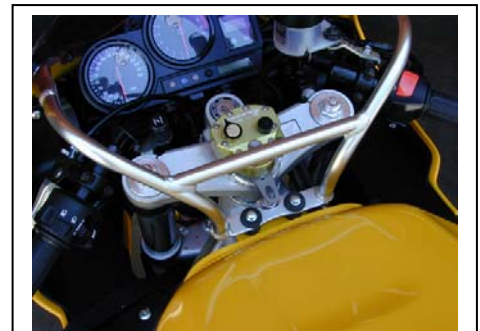
- 1) It is mandatory to use **Blue** Loc-tite on all bolts. We promise they will come loose if you don't.
- 2) Remove the large 30mm nut that holds your triple clamp on and install the replacement nut we provide. The Hex drive faces up. **Important: Torque the new nut to the factory setting or up to 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 into the matching groove on the top, back of your stock triple clamp. The knob is to assure alignment, be careful not to break it off during installation.
- 4) 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 Scott's triple clamp nut. The groove on the nut is positioned so once tightened, it will suck the damper 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.
- 5) Remove or modify any obstructions such as carbon fiber deco plates that would prevent # 4.
- 6) Tip: Start all the setscrews into the TC mount before installing so they are flush with the inside bore to save time.
- 7) Using Blue loc-tite on the set screws, seat the 5 and 7 o'clock set screws first, checking to be sure the "register" is not trying to spin or **you can break it off**. Seat the rest of the setscrews equally. Re-check after the first ride as normally the setscrews will settle into the 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).
- 8) You will need to "notch" your fairing bracket mount in between the 2 grommets as per the picture (below left). The notch has to be large enough to allow the frame bracket tower to extend upward. It is easier to remove the fairing bracket altogether for this operation and use a file or die grinder. The 1996-97 bikes have a slightly different looking bracket than the picture but the final result needs to be the same as the picture below.
- 9) Install the new "frame bracket tower". There is a front and back to this part, note the center picture! Our frame bracket must go in between the 2 sets of rubber grommets, below the set for the fairing grommets. It's important that the frame bracket be pinched tightly between the steel bushings that pass through the grommets. Additional washers can be used for more support, as long as the frame bracket does not sit up too high.
- 10) Install the longer tank bolts supplied, through our frame bracket and into your tank mounting holes.
- 11) 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 slightly greased.
- 12) Install the damper using the (2) 6x20 Allens. The link arm slot aligns with the flats on the tower pin.
- 13) 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 settings (counter clockwise). Normally where we set the unit is a good starting point, usually 8 clicks out on the base valve.
- 14) The "base valve" controls the immediate feel of damping forces exerted.
- 15) The high-speed valve takes over when high velocity impacts override the base valve setting.
- 16) The sweep controls on the sides determine the degree of damping forces requested from center out.
- 17) **If you have any questions on anything call us, we want to help you** or visit www.scottsonline.com for more info.



Fairing bracket mod



Frame bracket location



Completed operation