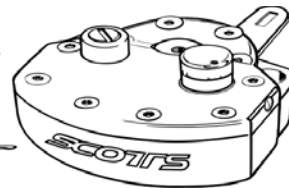


**SCOTT'S**  
*Performance Products*



**2625 Honolulu Ave · Montrose, CA 91020 · 818 248-6747 · Fax: 818 248-4529**  
**www.scottsonline.com · e-mail: sales@scottsonline.com**

### Yamaha YZF-R1 2007-08 installation guidelines:

- 1) Do not attempt this installation unless you are skilled mechanic and are confident you can drill and tap (2) holes in your frame. This is actually a simple operation, if performed properly. The frame bracket serves as the drilling guide.
- 2) It is essential to use **Blue** Loc-tite on all set screws and bolts. They will come loose without it.
- 3) Remove the stock steering stabilizer and save it should you ever decide to sell your bike later.
- 4) Remove the stock 36mm nut **AND washer**, that holds the top triple clamp tight and save them too. Install the new aluminum nut supplied in the kit with the Hex drive facing up and torque to 65ft. lbs. or more. (Check your manual).
- 5) 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.*
- 6) 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.
- 7) 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.
- 8) 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 might seat into their final position and need re-tightening.
- 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. (Loose setscrews protruding out the back can prohibit steering ability. Keep them tight!)
- 10) Remove the stock-front-fuel-tank, retaining bolt. **The longer 6x40mm bolt must be used in our frame bracket.**
- 11) Temporarily install the frame bracket (without tightening yet), as per the picture, and note if it makes any contact with the painted forward tank shroud. Due to the variations of where the tank shroud sits, some are closer than others, and if you want to avoid the frame bracket touching the painted surface, YOU WILL NEED TO CHECK IT FIRST. If you have interference, mark where it touches, and file slightly on the underside of the frame bracket, to match your individual bike. We've tried very hard to give as much clearance as possible, but each bike varies slightly.
- 12) Once the clearance is OK, install the frame bracket with the 6x40 Allen bolt provided. Center the bracket before tightening the bolt, even though it can't move much, you need to verify that it's straight before drilling. To verify if it's straight or not, temporarily position the stabilizer on the bike and hold the front wheel straight, sit on the bike and be sure the linkarm of the stabilizer is straight on the backbone of the bike while your aiming straight ahead.
- 13) The outer feet of this frame bracket **do not have to** make contact with the frame rails, but it is better if they do. Do not try to drill and tap if a gap between the feet and frame exceeds the thickness of a quarter (approximately .080" or 2mm). On Most bikes the outboard feet will sit perfectly, either on, or just slightly above the frame rails. If the gap is too great between the feet and frame it could cause problems as you start to tighten the frame bolts, as the frame is only 3mm thick. We want the feet to be close to the frame, so the outer bolts can snug the feet up against the frame without pulling the threads out from the frame. If the gap is greater than .080", use washers before tightening up the outer feet bolts.
- 14) With the bracket centered, use the Transfer punch to MARK the frame by placing it in the holes in the frame bracket.
- 15) Now is the time to, cover or remove the fuel tank shroud, so the drill or tap handle do not score the paint while you're drilling and tapping. If you are going to remove the shroud, which is the safest method, use the Transfer Punch provided to mark the frame through the frame bracket **before** removing the shroud, so you know where the holes need to be.
- 16) Drill the frame with the #9 drill and finally tap the #9 hole using the 6x1.00 tap provided in the kit. Use lubricant on the tap and keep it straight while tapping the hole. Torque these bolts to 6-ft lbs.
- 17) Avoid over tightening these outer bolts or you can strip the frame holes, which would require inserts to secure the frame bracket. Loc-tite them upon installation and periodically check to be sure they are not getting loose.
- 18) Grease the tower pin lightly and drop it in the tower-pin hole. It is designed to "float". Keep the hole and shaft greased.
- 19) Install the damper using (2) 6x20 Allens, use Loc-tite! The link arm slot aligns with the flats on the tower pin.
- 20) Read your damper manual for details on the initial settings for the controls.
- 21) Please call us if you have any questions, we are here to help you get this installed correctly.

