



INSTALLATION INSTRUCTIONS for: GSXR 600 1997-2000 and GSXR 750 1996-1999

- 1) It is mandatory to use Blue Loc-tite on all set-screws and bolts. They will come loose without it.
- 2) Remove the stock 32mm nut **and washer** holding the triple clamp tight. Discard both. Do not use the stock washer with our kit. Install the aluminum nut supplied in our kit with the HEX drive facing up.
- 3) Torque the new aluminum nut to the factory specifications, which is normally 85 ft. lbs.
- 4) Install the new triple clamp damper mount (TC mount), the part with the six set screws, over the main triple clamp nut with the “machined register” (lip) indexing over the back of the triple clamp.
- 5) Be sure this TC mount is setting down flush on the triple clamp surface. This part is machined precisely to fit over the Scotts triple clamp nut. The groove machined into the nut is positioned so once the set-screws are tightened, it will force the damper mount down against your triple clamp..
- 6) Remove or modify any obstructions such as carbon fiber deco plates that would prevent # 4.
- 7) Tip to save time: Before installation, using Loc-tite, start all the setscrews first, until flush with the inside bore.
- 8) Using blue Loc-tite, install the forward set screws **evenly**, until they make contact with the main nut, this ensures the Triple clamp bracket is being snugged securely against the back of the triple clamp.
- 9) Tighten the rest of the setscrews now. They should be checked after the first ride as normally they will settle into the groove in the nut and require slight re-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).
- 10) Remove the (2) stock, front, fuel tank retaining bolts, they will be replaced with longer ones in the kit.
- 11) Install the new aluminum frame bracket on top of the extended gas tank plate. It fits correctly only one way. Use the (2) new longer Allen bolts provided in the kit for this mount. (See photo below).
- 12) Grease the “tower pin” and drop it in the tower-pin hole. It is designed to “float” freely and should be kept greased in the hole. The tower pin can be adjusted by moving the collar up or down on the pin by simply tapping on it in the hole. It is best to have it flush with the top of the link arm.
- 13) Install the damper using the (2) 6x20 Allens. The link arm slot aligns with the flats on the tower pin.
- 14) Read your damper manual for initial settings on the controls.
- 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 bas valve.
- 17) The sweep controls on the sides determine the degree of damping forces requested from center out.
- 18) If you have any questions on anything call us; we want to help you!**
- 19) Phone: 818 248-6747 Fax: 818 248-4529 Email: [sales@scottperformance.com](mailto:sales@scottperformance.com)
- 20) Please visit our website at: [www.scottperformance.com](http://www.scottperformance.com) for photos and other products.

