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## INSTALLATION INSTRUCTIONS FOR: Aprilia Mille 2000-02

Special tools required: 14mm Allen wrench / 5mm Allen wrench / 8mm socket / common sense

- 1) It is a good idea to use Blue Loc-tite on all bolts you are about to remove and replace.
- 2) This kit has extremely close tolerances and in order for all the parts to clear the triple clamp and gas tank, you will probably have to loosen and align most of the associated bolts. We have tried very hard to make this as compact as possible but we know the factory tolerances vary from bike to bike. Be patient, the results are worth it.
- 3) Remove both front fuel-tank retaining bolts. You will use the longer bolts provided in our kit.
- 4) Install the frame bracket (part #22-6036-03) that mounts to your front (2) tank bolts holes. The frame bracket sits on top of the stock tank spacers. The frame bracket is offset. This means it fits correctly only one way, with the offset toward the triple clamp, part numbers facing forward, (see photo below). Due to the tight clearances on this model you'll want to be sure the frame bracket does not make contact with the tank itself. It's easier to start the tank bolts if you lift up on the tank slightly, while starting the new bolts into their threaded hole. Tighten the new tank bolts to 6 ft lbs. and use Loc-tite.
- 5) Remove the large 14mm Allen nut and washer that holds your triple clamp on. You will not re-use either one.
- 6) Install the new "Triple clamp damper mount" Part # 22-2925-00 into the recess area where the stock Allen head bolt was sitting. There is a machined recess or built-in-washer on the bottom of our mount to match the recess on your triple clamp. The 2 nubs that hang down, should match the rear contour of your triple clamp precisely. Use loc-tite and retighten the new 14mm Allen nut provided to your factory torque specs, usually a minimum of 35 ft lbs. and maximum of 85 ft. lbs. Do not use the stock washer that was under the original 14mm nut.
- 7) **Grease** the tower pin and drop it in the tower pin hole portion of the frame bracket. The tower pin is designed to "float" and requires no retaining devices. Keep the tower pin lightly greased! It should not touch the gas tank on the bottom side.
- 8) Install the stabilizer using the (2) 6x20 Allens with the slot in the link arm matching the tower pin.
- 9) Since the tank is rubber mounted at the rear, you want to be sure it won't push forward and rub the frame bracket. After riding the first time, be sure the tank has not shoved forward by your body making contact with it. Remember, under heavy braking your entire body weight is pushing the tank forward. Until you have verified sufficient clearance between the tank and the tower pin, it might be smart to put something between the tank and tower pin to protect the tank.
- 10) 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, at 8 clicks out on the base valve, is a good starting point.
- 11) If you have any questions about anything, please call. We are here to help you install this correctly.
- 12) Phone: 818 248-6747 Fax: 818 248-4529 email: [sales@scottspower.com](mailto:sales@scottspower.com)

