SCOTTS *Performance Products*

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INSTALLATION INSTRUCTIONS FOR: CBR 600 RR 2005-06

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 plastic cover that sits inside the large 30mm nut and discard this cover, it will not be used.
3) Remove the 30mm nut and washer that holds your triple clamp on, discard them both. **Do not try to use the washer** on the new parts we've provided or they will not align properly. Install the nut we've provided with the Hex drive facing up.
4) Torque the new nut to the factory setting or up to 85ft. lbs.
5) Install the new triple clamp damper mount (TC mount) over the new triple clamp nut with the "lip" over the back side of the triple clamp. The lip matches the contour of the triple clamp perfectly.
6) 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 in the nut is positioned so once tightened, it will force 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 such as carbon fiber deco plates. You must remove or trim such items so that the TC mount is touching flush with the Triple clamp surface. **(Do not use any washers under the nut).**
7) Tip: Start all the setscrews first until flush with the inside bore before installation to save time.
8) Using Blue loc-tite on the set screws, seat the 5 and 7 o'clock set screws first**.** Seat the rest of the setscrews equally. Re-check after the first ride as normally they will settle into the groove in the nut and require tightening. (Note: These set screws will require some heat, in order to break the Loc-tite loose, should you need to remove them).
9) Remove the two, stock-front tank retaining bolts, you will replace these with the (2) 6x30mm Allens provided.
10) Install the new "frame bracket tower". There is a front and back to this part, note the picture! The counter bores for the Allen head bolts face upward and the part # 22-4023-04 faces downward. The steel tank bushings must remain in the tank mount grommets. Our frame bracket will fit very close to, but not touch the tank or TC mount. Remember, under heavy braking, your body may push the tank slightly forward, so until you've tested your specific clearance, it might be wise to put something between the tank & frame bracket to be sure this movement does not scratch your tank. Each bike varies.
11) Be sure the frame bracket does not make contact with the TC mount and the bars turn freely left to right.
12) Install the longer tank bolts supplied, through our frame bracket and into your tank mounting holes.
13) 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 slightly greased. Important: Do not allow the linkarm to touch the nylon collar; there should be a gap between the nylon collar and the bottom side of the linkarm.
14) Some 06 models vary enough to require spacers under the stabilizer and longer bolts. This is very rare, but if the linkarm is touching the Nylon Collar, space up the stabilizer and use 6x25 Allen bolts or call us and we'll help.
15) Install the damper using the (2) 6x20 Allens. The link arm slot aligns with the flats on the tower pin.
16) Read your damper manual for initial settings on the controls and how to adjust the controls. The damper is infinitely adjustable and totally up to the user to find their preference. Start with softer (counter clockwise) settings.
17) The base valve controls the initial damping feel and should be set at out 8-10 clicks out from full stiff to start with.
18) If you have any questions on anything call us, we want to help you!
19) Please visit our website at: www.scottsperformance.com for photos and other products.

CBR 600 RR