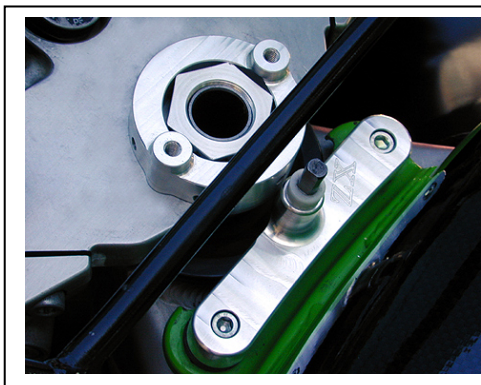


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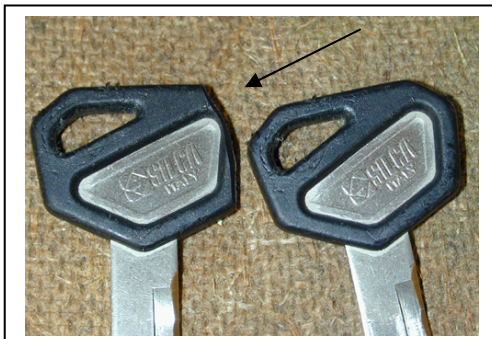
## INSTALLATION INSTRUCTIONS FOR: ZX9-R 1998-1999 ONLY

Special tools required: 12mm allen wrench / 32mm socket / 5mm Allen wrench

- 1) The 1998-99 ZX9-R requires the key to be modified very slightly in order for it to clear the stabilizer (photo below).
- 2) It is mandatory to use Blue Loc-tite on all bolts. They will come loose, if you don't.
- 3) Remove the large Allen nut (12mm) that holds your triple clamp on and replace it with new 32mm hex style nut that we provide. **Retain the stock washer** that sits down inside the recess of the triple clamp. Torque the new nut to the recommended factory setting, which varies from year to year so check your manual. Normally a minimum of 35-85 ft lbs.
- 4) Install the new "triple clamp damper mount" (TC mount) over the new nut with the "machined register" (the tab hanging down) over the back of the triple clamp. The knob insures the mount cannot spin should the damping forces try to loosen the main nut. It should match the contour exactly.
- 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 setscrews are tightened, it will suck the damper mount down against your triple clamp. Remove or modify any carbon deco covers that would prohibit our TC mount from sitting down flush with the stock triple clamp surface.
- 6) Tip to save time: Before installation, using Loc-tite start all the setscrews first, until flush with the inside bore.
- 7) **Using blue loc-tite on the set screws**, run the front screws in just enough to pull the TC mount against the back fo the triple clamp. Then proceed to tighten each one making your way around until they are all equally tight. They should be checked after the first ride as they normally will settle into the groove in the nut and require re-tightening.
- 8) (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).
- 9) Remove the two, stock-front tank retaining bolts. You will replace these with longer ones provided in the kit.
- 10) Install the new "frame bracket tower". There is a front and back to this part, note the left picture!
- 11) Install the longer tank bolts supplied, through our frame bracket and into your tank mounting holes.
- 12) **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 portion greased!!
- 13) Install the damper using the (2) 6x20 Allens with the slot in the link arm matching the tower pin.
- 14) 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 is a good starting point, usually 8 clicks out on the base valve.
- 15) If you have any questions about anything, please call. We want to help you install this correctly.



This "standard" style mounting requires the key to be modified in order for the key to clear the stabilizer upon insertion.



Typical Key Mod requires trimming one corner slightly.