

INSTALLATION INSTRUCTIONS FOR: ZX6R 2000-02 (Page 1) / ZZR 600 2003-08 (Page 2)

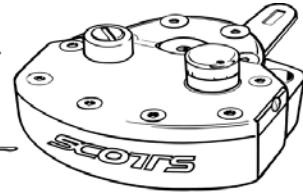
- 1) Before you start, be aware the **ZX6** may require slight trimming of the key, or have a new smaller one made, in order for it to slide in past the stabilizer. There is no other option for the ZX6. If you want to see how much you have to trim simply mount the damper to the TC mount and “mock fit” it over your stock main nut. If trimming the key bothers you, you probably don’t want to try and mount this kit. The benefits of the stabilizer far out-way slight trimming of the key.
- 2) This kit includes (2) 6x25 Allen bolts and (2) spacers for the ZZR600, ignore those parts if you own a ZX6R.
- 3) It is mandatory to use **blue** Loc-tite on all bolts. They will come loose if you don’t.
- 4) Remove the large nut and washer that holds your triple clamp on. Install the new nut that we provide which has HEX drive facing UP. **You will NOT use the stock washer that was under your stock nut.**
- 5) Torque the new nut to your factory recommended setting as they vary. Normally a minimum of 50-80 ft lbs.
- 6) Install the new triple clamp damper mount (TC mount) over the new triple clamp nut with the “machined register” (the small knob) indexing over the back of your stock triple clamp. The knob insures the mount cannot spin should the damper try to loosen the main nut.
- 7) 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 machined into the nut is positioned so once the setscrews are tightened, it will suck the TC 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.
- 8) Tip to save time: Before installation, using Loc-tite, start all the setscrews first, until flush with the inside bore.
- 9) Using blue loc-tite on the setscrews, run them all in against the nut equally and 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 normally they will settle into the groove in the nut and require tightening. (You might have extra setscrews in this kit, you only need 6).
- 10) (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).
- 11) Remove the two, stock-front tank retaining bolts. You will replace these with longer ones in the kit.
- 12) Install the new “frame bracket tower”. There is a front and back to this part, note the picture!
- 13) Install the longer tank bolts supplied, through our frame bracket and into your tank mounting holes.
- 14) The top of the frame bracket tower is designed to sit below the back side of the TC mount, but in rare cases we have found the tank spacer variations move the frame bracket up too high, which causes it to hit the back of the TC mount. Do what is necessary to keep the frame bracket lower than the TC mount so there is no contact between the two parts. Usually filing the tank spacers or slight chamfer on the back of the TC mount will cure this rare occurrence. Call if you are not sure.
- 15) 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 and hole portion greased lightly.
- 16) Install the damper using the (2) **6x20 Allens**, (not the 6x25). The link arm slot aligns with the flats on the tower pin.
- 17) 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.
- 18) The base valve controls the immediate feel of damping forces exerted.
- 19) The high-speed valve takes over when high velocity impacts override the base valve setting.
- 20) The sweep controls on the sides, determine the degree of damping forces requested from center out.

IF YOU HAVE ANY QUESTIONS ON ANYTHING CALL US, WE WANT TO HELP YOU!

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Please visit our website at: www.scottspower.com for photos and other products.





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INSTALLATION INSTRUCTIONS FOR: ZZR 600 2003-08

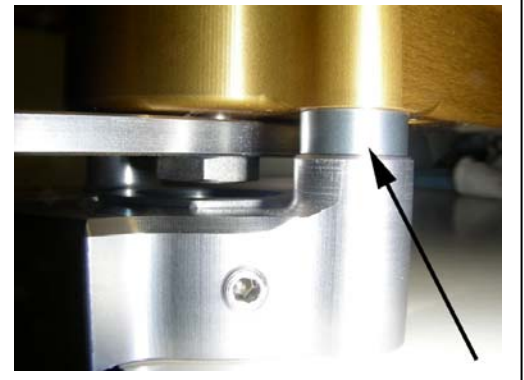
- 21) Before you start, please be aware the **ZZR kit** may require *slight trimming* of the key, or for you to make a new, smaller key, in order for it to slide in past the stabilizer. There is no other option for this model, as there is very limited space. If you want to see how much you have to trim, simply mount the damper to the TC mount and “mock fit” it over your stock main nut. If trimming the key is a problem for you, then we recommend you do not try and mount the kit. The benefits of the stabilizer far out way the hassle of trimming the key slightly. View the pictures first for an idea of the installation.
 - 22) This kit was originally made for the ZX6R and has been adapted for this model. The steering stem actually is 5mm higher on the ZZR, which requires you to use spacers under the stabilizer, to raise it high enough to clear the ZZR steer stem. Due to variations in the casting dimensions, each bike may vary and require slight custom fitment.
 - 23) It is mandatory to use **blue** Loc-tite on all bolts. They will come loose if you don't.
 - 24) Remove the large nut and washer that holds your triple clamp on. Install the new nut that we provide which has HEX drive facing UP. **You will NOT use the stock washer that was under your stock nut.**
 - 25) Torque the new nut to your factory recommended setting, as they vary. Normally a minimum of 50-80 ft lbs.
 - 26) Install the new triple clamp damper mount (TC mount) over the new triple clamp nut with the “machined register” (the small knob) indexing over the back of your stock triple clamp. The knob insures the mount cannot spin should the damper try to loosen the main nut. It should fit tight but it must slide down flush with the top of your triple clamp surface.
 - 27) The triple clamp is cast, which means it can vary in size a little, so 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 machined into the nut is positioned so once the setscrews are tightened, it will suck the TC 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.
 - 28) Tip to save time: Before installation, using Loc-tite, start all the setscrews first, until flush with the inside bore.
 - 29) Using blue loc-tite on the setscrews, run them all in against the nut equally and 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 normally they will settle into the groove in the nut and require tightening. (You might have extra setscrews in this kit, you only need 6).
 - 30) (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).
 - 31) Remove both stock-front tank retaining bolts. You will replace these with longer ones in the kit.
 - 32) Install the new “frame bracket tower”. There is a front and back to this part, note the picture!
 - 33) Install the longer tank bolts supplied, through our frame bracket and into your tank mounting holes.
 - 34) The frame bracket tower sits very close to the back side of the TC mount, and in rare cases, the tank spacer variations move the frame bracket up too high, which causes it to hit the back of the TC mount. Do what is necessary to keep the frame bracket away from the TC mount, so there is no contact between the two parts. Usually filing the tank spacers or putting a slight chamfer on the back of the TC mount will cure this rare occurrence. Call if you are not sure.
 - 35) 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 and the hole portion greased lightly.
 - 36) Install the stabilizer using the (2) **6x25mm** Allens, while sliding the 5mm spacers in between the stabilizer and the TC mount. If you don't install the spacers, the 15mm nut on the bottom of the damper will make contact with the top of the steer stem. The link arm slot aligns with the flats on the tower pin.
 - 37) If you plan to remove the stabilizer frequently, you can super glue the spacers directly to the TCM but be sure to avoid super glue on the threads of the stabilizer retaining bolts.
 - 38) 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, which is normally 8 clicks out on the base valve. The high speed valve is set and covered with the black cap.
 - 39) The base valve controls the immediate feel of damping forces exerted.
 - 40) The high-speed valve takes over when high velocity impacts override the base valve setting.
 - 41) The sweep controls on the sides, determine the degree of damping forces requested from center out.
- IF YOU HAVE ANY QUESTIONS ON ANYTHING CALL US, WE WANT TO HELP YOU!**



Shows the typical key clearance problem



Shows where to trim the key



ZZR only: Install the spacers under damper here to allow the nut to clear.

