

INSTALLATION INSTRUCTIONS FOR: ZX-12R 2002-05

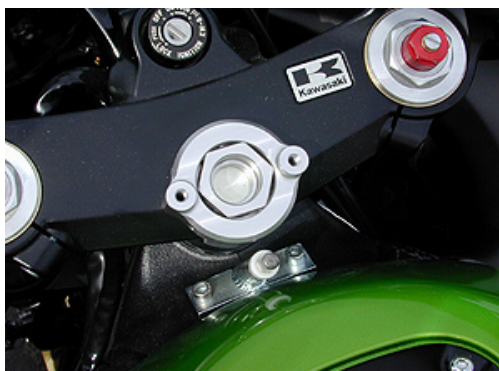
Special tools required: 36mm socket / Cordless drill motor / 5mm Allen wrench / 10mm box end wrench

- 1) **This installation requires a skilled mechanic. Do not attempt to install this without reading the entire sheet first.**
- 2) The frame bracket ends up very close to the cosmetic-plastic gas tank shroud. In some cases this shroud can be pushed out of the way, in other cases it will require some filing to allow room for the vertical tower on the frame bracket. You can simulate which case applies to your bike by pre-assembling to see where the frame bracket is going to end up. In some cases to avoid any filing, you can allow the frame bracket to simply push against the plastic shroud. This will eventually show wear on the plastic shroud anyway. Another option is clear protective tape or something suitable to your liking. In some cases the tank and shroud can be remounted slightly rearward, to allow the clearance necessary for the frame bracket. Each bike varies, so try loosening your tank mounts and nudging it's position rearward while re-tightening.
- 3) You must be willing to drill and possibly file a little, in order to make this installation achievable.
- 4) Drilling the holes for the frame bracket is easy, if you are thorough and don't try to shortcut.
- 5) Install the kit temporarily, following the steps below, and scribe marks where the holes are to be drilled. Then disassemble the kit to allow clearance for the drill. It is best to remove the triple clamp in order to drill straight holes and depending on the size of your drill motor, you may need to remove the plastic windshield also. No short-cutting, do it right.
- 6) It is mandatory to use Blue Loc-tite on all bolts upon final installation, they *will* come loose if you don't.
- 7) Remove the large 36mm main triple clamp nut and washer that holds your triple clamp on and replace with the new 36mm hex style nut that we provide. **Remove and discard the stock washer** that sits under the original main nut. Torque the new nut (with no washer underneath it) to the factory setting, normally a minimum of 36-45 ft. lbs.).
- 8) Install the new "triple clamp damper mount" over the new nut with the "machined register" (the tab hanging down) over the back of the triple clamp. The tab insures the mount cannot spin should the damping forces try to loosen the main nut.
- 9) Be sure this triple clamp damper 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. **Mount everything temporarily until you drill the frame.**
- 10) Install only the 2 and 10 o'clock set screws, lightly seating them, for pre-positioning of the frame bracket holes.
- 11) Slide the frame bracket into the approximate area it will be, see photo, between the tank shroud and head tube.
- 12) Install the stabilizer using the (2) 6x20 Allens with the link arm centered on the backbone of the frame as per the photo.
- 13) The next operation requires accurate alignment as you are going to drill (2) holes in your frame. Be sure the link arm is straight (parallel) with the backbone of your bike, while the front wheel is aimed dead straight ahead. The correct position of the frame bracket is going to vary according to where your individual tank shroud sits relative to the damper. The tower pin can be anywhere in the linkarm slot as long as it's **not binding** at final installation. It's best in the middle of the slot. At this point, the frame bracket base should be perpendicular to the backbone of your bike, ready to be marked for the drilling operation. Once aligned, use a pencil and mark around the entire base of the frame bracket and through the holes in the frame bracket base as to where to drill. **Double-check your spots and alignment.** It's important that you still have the front wheel straight and the damper straight to the front wheel while you mark. Now use the transfer punch to mark the frame through the (2) holes in the frame bracket. **Remove the entire kit now**, including your top triple clamp and windshield if necessary, to allow room to drill at the necessary angle. Just lay the triple clamp forward out of your way. The punch marks should be in the center of your pencil marks. Using the drill provided, with grease on the drill to catch any chips from entering the air box area, drill both marked holes at 90 degrees to the surface of the frame.
- 14) Place the special 6mm nuts (with built in washers) into a long 10mm box end wrench, making it easier to reach the area up front and preventing the nut and washer from falling into "no man's land". You can access the underside of this frame by removing the left air box cover and left air filter. Stuff an old T-shirt in air horn area up front to keep any foreign objects you might drop, from getting into harms way. Reach up into the under side and install the 6mm nuts on the inside of the frame. It's very tight to reach up there, and a long ways, so be patient, **it is possible.** The longer the wrench the easier to reach.
- 15) Time saving tip: Upon final installation, using Loc-tite, start all the setscrews first, until flush with the inside bore diameter.
- 16) **Using blue loc-tite on the setscrews upon final installation**, 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. Checked them after the first ride for tightness.
- 17) (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 easily stripped, making removal of the setscrews very difficult.)
- 18) Lightly grease the tower pin and drop it in the tower-pin hole. It is designed to "float" and requires no retaining devices.

Read your stabilizer manual for initial settings on the controls. The stabilizer is infinitely adjustable and totally up to the user to find they're own 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. Most seasoned users end up at about 4-5 clicks out.



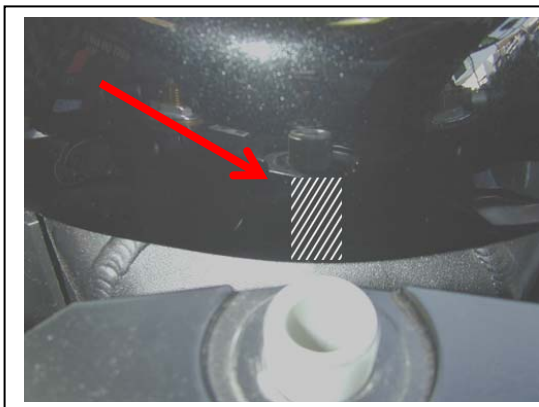
Mark around the bracket & holes, once in place



Frame bracket straight and centered.



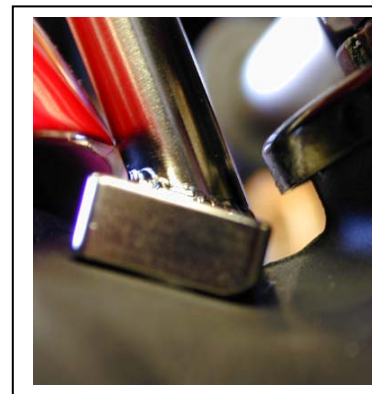
Tower pin location / not binding in slot



This shows where the tower might touch the tank shroud. Use protective tape or reposition the shroud rear ward. Either way, it could still compromise the paint.



Some models allow drilling without removing the triple clamp. Keep the drill perpendicular to the frame being careful to drill a clean, straight, hole.



Side view of frame bracket in place.



Drilling with triple clamp out of the way



Access to inside of frame for retaining nuts



Box end wrench ready to go into frame

