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INSTALLATION INSTRUCTIONS FOR: ZX9R 2000-03 (NOT 1994-99).

- 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 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.**
- 3) Torque the new nut to your factory recommended setting as they vary. Normally a minimum of 50-80 ft lbs.
- 4) Install the new triple clamp damper mount (TC mount) over the new triple clamp nut with the "machined register" (the small knob) indexing into the matching groove on the top, back of your stock triple clamp. The knob insures the mount cannot spin should the damper try to loosen the main nut.
- 5) 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.
- 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 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.
- 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 in the kit.
- 10) Install the new "frame bracket tower". There is a front and back to this part, note the 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 tower pin and hole portion greased lightly.
- 13) The ZX9R picture below on the left shows the damper in the "standard" mounting position with the body forward which requires some slight modifications to the key. We like this look better but if you don't want to modify your key slightly, than refer to the picture on the right of the "reverse" mounted position, which allows the key installation without trimming. Access to the damper knobs is easier in the "standard" position. Knobs are close to fairing strut in reverse position.
- 14) Install the damper using the (2) 6x20 Allens. The link arm slot aligns with the flats on the tower pin.
- 15) 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.
- 16) The base valve controls the immediate feel of damping forces exerted.
- 17) The high-speed valve takes over when high velocity impacts override the base valve setting.
- 18) 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!

Phone: 818 248-6747 Fax: 818 248-4529 email: sales@scottspower.com

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



ZX9R std mount requires key mod



Mount Kit Only



ZX9R reverse mount no key mod