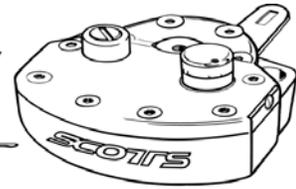


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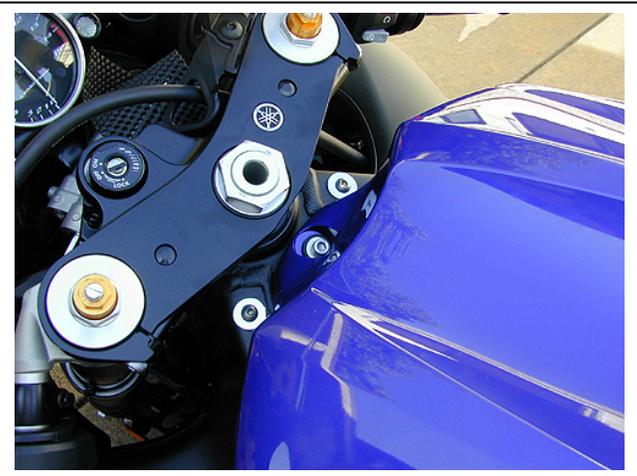
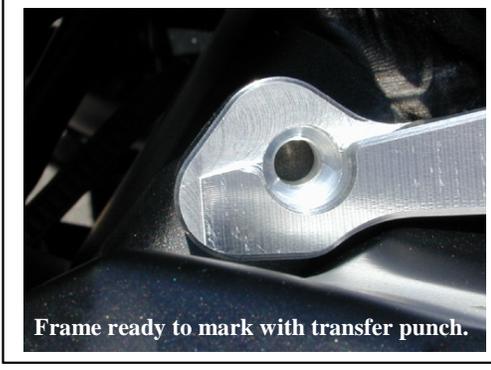
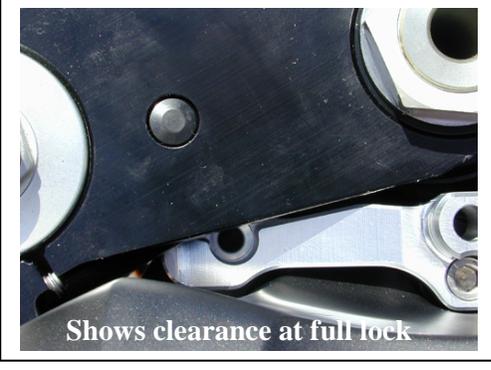
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YZF-R6 2008-13 Installation guidelines:

- 1) Be sure the kit number you have, matches the kit number on this instruction sheet.
- 2) Some photos may not be your exact model, but depict the same configuration of your installation.
- 3) Do not attempt this installation unless you are skilled mechanic and are confident you can drill and tap (2) holes in your frame. This is actually a simple operation, if performed properly. The frame bracket serves as the drilling guide.
- 4) It is a good idea to use **Blue** Loc-tite on all bolts.
- 5) Remove the stock steering stabilizer and save it should you ever decide to sell your bike later.
- 6) Remove the small black caps covering the stock Allen bolts on top of the triple clamp that hold your clip-on bars tight, and then remove the Allen bolts themselves. Something sharp or pointed can sneak in under these little caps. They are simply “snapped” into the center of the head of the Allen bolt.
- 7) Install the new “triple clamp damper mount” (TCM), with the large hole over the stock main nut and the (2) smaller holes lining up with the clip-on bar mount bolt holes. Install the new longer bolts 6x35 Allen Bolts through the TCM and into your clip-ons and torque to the specified setting, usually 6-8 ft. lbs. (72-96 inch lbs.)
- 8) Be sure your new TC mount is setting flush on the triple clamp surface and that no casting flaws, after market items such as deco plates or obstructions are preventing the TCM from sitting down flush.
- 9) Remove the stock-front-fuel-tank, retaining bolt. **The longer 6x40mm bolt must be used in our frame bracket.**
- 10) Temporarily install the frame bracket (without tightening yet), as per the picture, and note if it makes any contact with the painted forward tank shroud. Due to the variations of where the tank shroud sits, some are closer than others, and if you want to avoid the frame bracket touching the painted surface, YOU WILL NEED TO CHECK IT FIRST. If you have interference, mark where it touches, and file slightly on the underside of the frame bracket, to match your individual bike. We've tried very hard to give as much clearance as possible, but each bike varies slightly.
- 11) Once the clearance is OK, install the frame bracket with the 6x40 Allen bolt provided. Center the bracket before tightening the bolt, even though it can't move much, you need to verify that it's straight before drilling. To verify if it's straight or not, temporarily position the stabilizer on the bike and hold the front wheel straight, sit on the bike and be sure the linkarm of the stabilizer is straight on the backbone of the bike while you're aiming straight ahead.
- 12) The outer feet of this frame bracket do not have to make contact with the frame rails, but it is better if they do. Do not try to drill and tap if a gap between the feet and frame exceeds the thickness of a quarter (approximately .080" or 2mm). On Most bikes the outboard feet will sit perfectly, either on, or just slightly above the frame rails. If the gap is too great between the feet and frame it could cause problems as you start to tighten the frame bolts, as the frame is only 3mm thick. We want the feet to be close to the frame, so the outer bolts can snug the feet up against the frame without pulling the threads out from the frame. If the gap is greater than .080" or 2mm, first check to be sure the outer feet are not hitting the welds on the frame and next check to be sure the tank bushing is not preventing the frame bracket from seating all the way down. If after this the feet sit higher than .080", use washers to fill the gap before tightening up the outer feet bolts. Call us if have questions.
- 13) With the bracket centered, use the Transfer punch to MARK the frame by placing it in the holes in the frame bracket.
- 14) Now is the time to, cover or remove the fuel tank shroud, so the drill or tap handle do not score the paint while you're drilling and tapping. If you are going to remove the shroud, which is the safest method, use the Transfer Punch provided to mark the frame through the frame bracket **before** removing the shroud, so you know where the holes need to be.
- 15) Drill the frame with the #9 drill and finally tap the #9 hole using the 6x1.00 tap provided in the kit. Use lubricant on the tap and keep it straight while tapping the hole. Torque these bolts to 6-ft lbs.
- 16) Avoid over tightening these outer bolts or you can strip the frame holes, which would require inserts to secure the frame bracket. Loc-tite them upon installation and periodically check to be sure they are not getting loose.
- 17) Grease the tower pin lightly and drop it in the tower-pin hole. It is designed to “float”. Keep the hole and shaft greased.
- 18) Install the damper using (2) 6x20 Allens, use Loc-tite! The link arm slot aligns with the flats on the tower pin.
- 19) Read your damper manual for details on the initial settings for the controls.
- 20) Please call us if you have any questions, we are here to help you get this installed correctly.



This photo shows the Triple clamp mount (TCM) aligned over the clip-on bolt holes



This photo shows the bike with the stabilizer kit removed and the holes plugged. We left them silver in the photo to show you how it looks, although the bolts and washers could be black to blend with the frame OR optional black plastic plugs like the ones Yamaha uses on the top of the triple clamp could be used as well.