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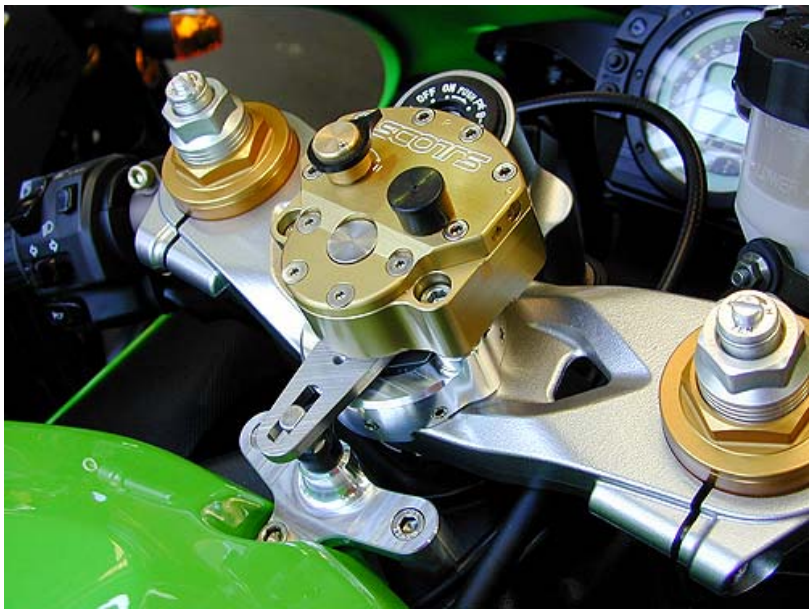
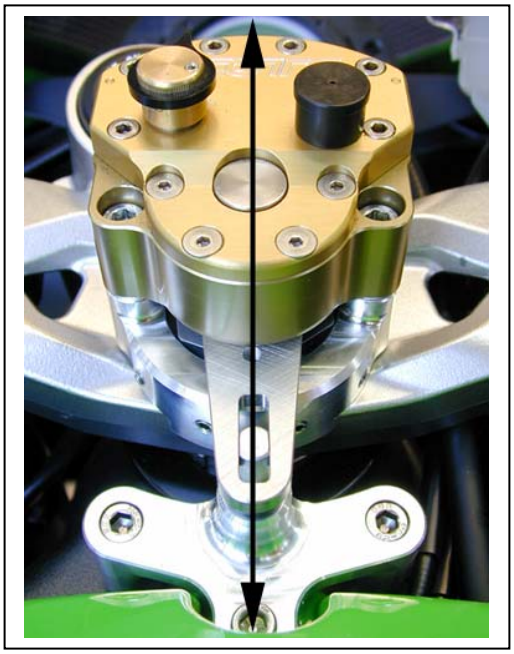
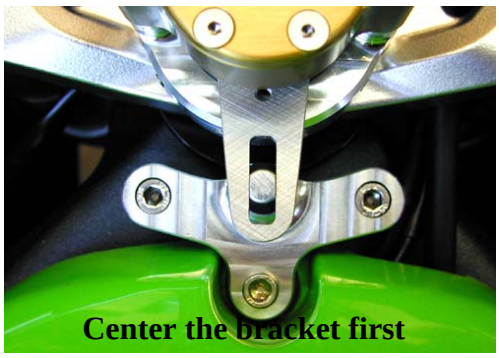
Kawasaki ZX-6R and RR 05-06 Installation guidelines:

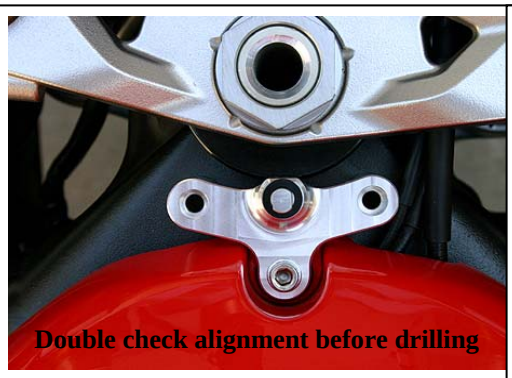
1) Do not attempt this installation unless you are skilled mechanic and are confident you can drill and tap (2) holes in your frame. This is actually a simple operation, if performed properly. The frame bracket serves as the drilling guide.
2) BEFORE DRILLING be sure the frame bracket is far enough rearward for the triple clamp to clear at full lock, see # 11.
3) It is essential to use **Blue** Loc-tite on all setscrews and bolts. They'll surely come loose without it.
4) Remove the stock 36mm nut **AND washer**, that holds the top triple clamp tight. Install the new aluminum nut (without any washer) supplied in the kit with the Hex drive facing up and torque to 65ft. lbs. or more. (Check your manual).
5) Install the new "triple clamp damper mount" (TC mount), *the part with 8 set screws in it*, over the main triple clamp nut with the "machined register" (lip) indexing over the back of the triple clamp. *Tip to save time: Before installation, use Loc-tite first, then start all the setscrews first, until flush with the inside bore and seat the 2 and 10 o'clock setscrews first.*
6) The groove machined into the nut is positioned so once the setscrews are tightened, it will force the damper mount down against your triple clamp. Some triple clamps are not flat which appears as though the bracket is not all the way down.
7) Loc-tite and tighten the setscrews **evenly** until they make contact with the groove and are secured tightly. It's a good idea to check the setscrews after the first ride as they might seat into their final position and need 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. (Loose setscrews protruding out the back can prohibit steering ability. Keep them tight!)
9) Remove the stock-front-fuel-tank, retaining bolt only, the washer stays in place. You must retain the stock washer/spacer.
10) **The longer 6x30mm Allen bolt provided must be used in the frame bracket for the stock tank hole**.
11) The 6x35 shouldered Allen bolts go in the outboard frame bracket holes after drilling and tapping.
12) Temporarily install the frame bracket and verify it clears the tank and triple clamp at full lock each way. We've machined this to fit and be very close but each bike may vary slightly due to casting variations from the factory. We've tried very hard to give as much clearance as possible, and still maintain the maximum strength from the frame bracket.
13) If the triple clamp hits the frame bracket at full lock either way, you must move the frame bracket rearward toward the tank until you have clearance. On rare occasions, you may have to slot the tank bolt hole a little to reach this goal. Most bikes need no modifications at all for clearance.
14) Once the clearance is OK, install the frame bracket with the 6x30 Allen bolt provided. Looking down from overhead, 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, turn the bars full lock left to right and examine the space between the frame bracket and the triple clamp. 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 your aiming straight ahead.
15) 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.
16) With the bracket centered, use the transfer punch to simply mark the frame through both outer holes.
17) Now is the time to, cover or remove the fuel tank shroud, so the drill or tap handle do not accidentally score the paint while you're drilling and tapping.
18) Grease the #9 drill first, then, drill the frame, keeping the drill perpendicular to the frame surface. Finally, tap the #9 holes using the 6x1.00 tap provided in the kit. Use grease on the tap to catch any chips. Keep the tap straight, 90 degrees to the frame surface, while tapping the hole. Torque these bolts to 6 ft-lbs.
19) 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.
20) If you have trouble getting the bolts started after drilling and tapping, loosen the main tank bolt and that should help allow the other to align. Be sure to retighten the main tank bolt.
21) Grease the tower pin lightly and drop it in the tower-pin hole. It is designed to "float" and should be kept greased.
22) Install the damper using (2) 6x20 Allens using loc-tite. The link arm slot aligns with the flats on the tower pin.
23) Be sure the 15mm nut on the bottom of the damper is free and clear of the hole in the steering stem, as we've machined them to be very close in an effort to the keep the stabilizer as low as possible.
24) Read your damper manual for details on the initial settings for the controls. Usually the setting we send the unit at are best to start with, which should be 8 clicks out from full clockwise on the base valve. Start with softer settings and ease into stiffer settings until you understand how the valving works.
25) Please call us if you have any questions, we are here to help you get this installed correctly.







Center the bracket first



Double check alignment before drilling

Keep the drill straight while drilling

Be sure the triple clamp does not hit the frame bracket at full lock limiting the turning radius.

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 could be black to blend with the frame.