SCOTTS Performance Products

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INSTALLATION INSTRUCTIONS FOR: RC 51 2002-06

1) It is mandatory to use **Blue** Loc-tite on all bolts. We promise they will come loose if you don't.
2) Remove both 6x40mm, stock-front tank retaining bolts, you will not re-use these.
3) While lifting slightly on the loose fairing strut you can install the 41mm socket required to remove the 41mm nut that holds your triple clamp on. Install the replacement 41mm nut we provide with the part number facing up.
   Important: Torque the new nut to the factory setting or up to 85 ft. lbs.
4) Install the new "frame bracket tower" by sliding it **under** the first set of rubber mounts, this means in between the two sets of rubber mounts. There is a front and back to this part. Please note the picture!
5) Depending on where they welded your fairing strut from the factory, you may need to use the "spacer washer" provided in the kit. If welded lower than most, the cross-brace for the fairing strut will hit the stabilizer. In these rare cases, slide the one-piece spacer washer # 22-4003-00 between the frame and the fairing rubber bumpers, which will raise the fairing-strut just enough to clear the stabilizer. Most RC51's don't need this spacer but we provide it in all kits, just in case.
6) Install the longer 6x50mm bolts. Retain the stock washers on the top of the rubber grommets when you reinstall these bolts through your tank rubber mounts, frame bracket, and fairing rubber mounts.
7) On only a few bikes, you may need to notch the fairing stay slightly, in order for the tower pin to drop all the way through. This is very rare, but now is a good time to do that, if needed.
8) Helpful hint: After reading #8-12 first, run the set screws in all the way until they are flush with the inner bore diameter before installing the TC mount over the nut. This will save lots of time threading the setscrews in.
9) Install the new triple clamp damper mount (TC mount) over the new triple clamp nut with the "machined register" (the small knub) indexing into the matching groove on the top, back of your stock triple clamp. The knub is to assure alignment, be careful not to break it off during installation.
10) 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 on the nut is positioned so once the setscrews are tightened, it will suck the damper mount down against your triple clamp.
11) Remove or modify any obstructions such as carbon fiber deco plates that would prevent the flush fit on #8.
12) Using Blue loc-tite on the set screws, seat the 5 and 7 o'clock set screws first, checking to be sure the "register" is not trying to spin or **you can break it off.** Seat the rest of the setscrews equally. Re-check after the first ride as normally they will settle into the groove in the nut and require tightening. (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).
13) Grease the tower pin and drop it in the tower-pin hole. It is designed to "float" and requires no retaining devices.
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.
19) If you have any questions on anything, call us, we want to help you!
20) Visit our website at: www.scottsperformance.com for photos and other products.

Spacer washer needed on "some" bikes.