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ATK 605 1995-03 Installation instructions

1. Each Atk will have a few of it's own special characteristics and features that will vary from the next bike, so you will have to use common sense custom fit each stabilizer kit to suit your own individual bikes traits. We have included an array of photos to show you most of the common hurdles and how to overcome them. View all the photos first.
2. The photos below show both stabilizer mounting positions, which is determined by the relative position of the handlebars and how many other components are on your bike. The damper can be "reverse-mounted" by rotating the link arm 180 degrees. This should only be done by using the linkarm-puller. Do not try to pry the arm off or you can damage your damper. Link arm pullers are relatively inexpensive and available from Scotts, should you need one. For instance, most bikes with speedometers will require the stabilizer be mounted "reversed" so the body of the stabilizer does not interfere with the speedometer.
3. Remove your number plate, upper handlebar clamps and top triple clamp. Note where all the cables are routed.
4. Install the frame bracket over your head tube by removing the pinch bolt and spreading the gap enough for fitment.
5. On models using the "old style" 2 piece tin shroud and seal that covers the head tube bearing, you will have to purchase the new style, one piece bearing cover, or the frame bracket has no place to clamp to. The Atk part number for this seal is 040013 and it is pictured with these instructions. Grease the bearings while you have this apart and keep the grease away from the area our frame bracket clamps to.
6. You must center the frame bracket on the head tube by aligning it. On early model bikes this is fairly simple by just sighting is visually with the backbone. On later model bikes where the backbone is "bowed" you must sight first with the gas cap vent tube, then the frame bracket tower and finally through the center line of the steer tube. Since the backbone of the late model Atk is off to the left side, a common error is to install this bracket off center. Check your alignment carefully before your final tightening of the frame bracket.
7. Note: some models have the oil filler up top and others have the fuel tank mount up top, both of which are very close to the frame bracket depending on where they decided to weld on the frame for the that day. You can trim the frame bracket slightly to accommodate any interference, but don't compromise the strength of either the frame bracket or the frame components. Find the photo that matches your bike and follow those part of the instructions.
8. Most bikes do not need any special grinding on the frame bracket unless the factory happened to weld your oil filler hole a little farther to the right than normal. You can grind on the underside of the frame bracket if this is the case.
9. If your bike is equipped with an aluminum speedometer dashboard you will have to grind or cut some spherical ½ moon indentations on the underside where that dashboard mounts to the bolts that pass through your triple clamp. The photos below show where those attachments arms interfere with our frame bracket pinch bolt. If you're not sure where that is, put your triple clamp back on and turn from left to right noting where it makes contact with the brackets. You can mark with a felt tip pen (as per the photo) where to file or grind these spherical relief's. It's a good idea to also have the "flats" on the washers turned so they match where our pinch bolt is also, giving you added clearance.
10. A few early models using billet triple clamps will need the pinch bolt area of the triple clamp relieved as per the photo. Try not to alter the pinch bolt area of the frame bracket.
11. Some Atk's have the washers on the underside trimmed for clearance and others don't. If the washers on the under side of your triple clamp that hold your perches tight make contact with the frame bracket, you'll need to grind a flat on one side to allow clearance. This is only an issue on a few selected bikes.
12. Be sure your stock steering stops are not damaged or distorted. The stops are the heads of 8mm Allen bolts in your lower triple clamp. If they are bent they must be replaced so you have positive steering stops, or you can damage your stabilizer.
13. Keep the tower pin greased so it's free to float and align itself.
14. If you have any questions regarding this please feel free to call us. 818 248-6747.

