



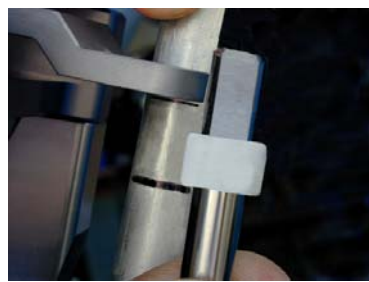
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MOUNTING GUIDELINES THE UNIVERSAL WELD-ON QUAD KIT:

- 1) The majority of "weld-on" quad kits are used for racing. Due to the many variations of handlebar mounting styles and steering stem options most of these kits will require relocation or elimination of the stock key switch and or lights if they are located on the handlebar area. They can be relocated easily into the plastic shroud on the front of the quad in most cases. In many cases, most racers simply disconnect them. Decide if this is within your mechanical skills before you start. (Photos attached show the ease of relocation). Also pictured are relocation plates offered by steering stem manufacturers such as Lone Star Racing.
- 2) The weld-on towers are steel and can be welded with standard welding rod. Be sure your steering tube column bearings/guides are removed or protected from excess welding heat before starting. We recommend "TIG-welding" to minimize heat but any standard welding option is sufficient. Do not attempt to weld unless you are experienced and qualified. Remove all flammable items such as gasoline far away from the any area that is going to have welding done. This would include your fuel tank!
- 3) If you have handlebars with a cross bar, the minimum clearance between the main handlebar and the crossbar needs to 40mm in order for the stabilizer to physically fit in there. We have kits to convert standard diameter bars to oversize bars and we have bars with higher crossbars, should they be needed.
- 4) Remove your stock upper handlebar mounting clamps.
- 5) If your handlebars are mounted with reversible lower mounts, meaning they can be turned around or re-positioned, be sure they are turned the direction in which you ordered this kit for. The barclamp we supply is made to fit only one position, the other way would be wrong. It's very important that the handlebar mounts be in the correct position or the damper could not work properly and could be damaged! See the Owners Manual for diagrams that indicate the correct alignment of the barclamp and stabilizer position. In short, the main shaft of the stabilizer needs to be dead center over the centerline of the steering column.
- 6) Install the new one-piece upper handlebar mount and tighten the bolts evenly. The Scotts logo reads correct from the rider's view. Install the stabilizer onto the new handlebar mount with the (2) 6x20mm Allen bolts provided.
- 7) The weld-on tower can be cut at either end for a proper fit. Grinding at the base to match the contour of the frame is beneficial. Cutting at the top is usually the easiest. Your cut should be made, keeping in mind that once you install the "tower pin" into the tower, you will want the link arm to be positioned in the middle of the "flats" on the tower pin when finished. Be sure to rotate the bars full lock left to right while holding the weld-on tower in place to insure you have no interference issues that might affect which end of the weld-on tower needs cutting. Many quads need no cutting at all, as the weld-on tower is the correct length to start with.
- 8) With the damper in place, hold the weld-on tower temporarily in place and make a line where you will need to cut it so it fits perfectly up under the link-arm. This should be done **without** the "tower pin" installed. You'll need to mark your line low enough to account for the tower pin **and** collar to fit into the weld-on bracket. (See photos).
- 9) After cutting the tower to size, de-burr the hole and install the tower pin applying some grease to the shaft and the hole. The tower pin should float and be free to move up, down and rotate. Keep it lightly greased so it floats.
- 10) Try to position the weld-on tower as close to 90° to the link arm as possible. It's ok to be off a little and in some cases you have no choice but to weld it at an angle, but 90 degrees is best, when possible.
- 11) If you've done a good job of cutting and fitting the weld on tower should fit tight enough between the link arm and frame to allow welding without additional holding devices. If you need some help holding it in place use a little scotch tape. Try to keep the tower pin located in the center of the slot on the link arm, if possible.
- 12) All paint, chrome, and debris must be removed before a good weld can be expected. Be sure your steering column bearings are protected from excess heat. **Tack-weld** the tower to the frame on each side. Adjust the base valve knob to full soft and turn the bars slowly from full lock to full lock and be sure it all lines up and that nothing interferes with proper function of the damper or other components on your motorcycle before making your final welds. Remove the tower pin before making your final welds so you don't melt the nylon adjustable collar.
- 13) Be sure the stock steering stops still work and that the stabilizer is not bottoming out before the steering stops make contact. You can damage the stabilizer if you allow it to become the steering stop.
- 14) Should you have any questions call us at 818 248-6747 or 818 248-bike. We are here to help you!!



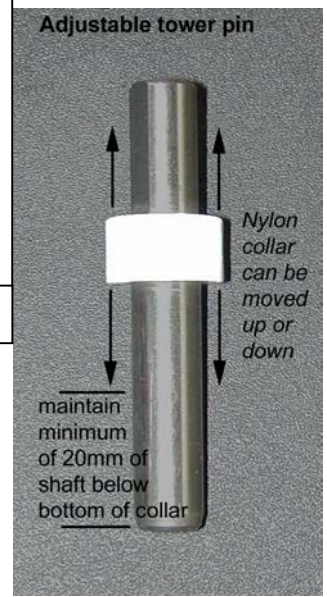
Assorted types of weld-on towers



Marking where to cut the tower



Cutting the tower evenly



Shaping the base to match frame



Filing final shape of gauge holes

Relocation of the key and lights is easy with a drill and a file as the plastic is easily shaped. Use your stock parts as a template for sizing.

Mark where you want them.

Drill preliminary holes.

Finish the shape with a file.

Install the lights and key.



Removing the tab from stock TRX



TRX 450R Weld-on kit complete with stock bars