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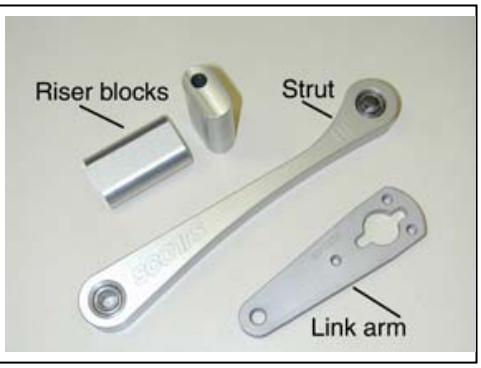
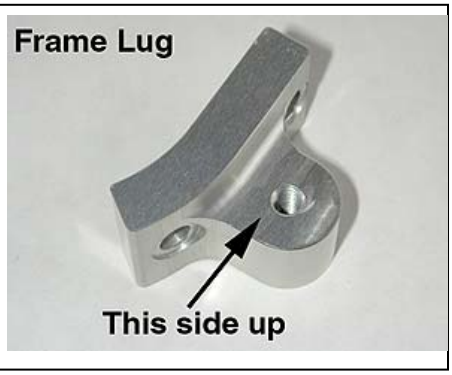
Instructions for the fender mounted Scotts stabilizer kit part #58-132
XR 650R 2001-07

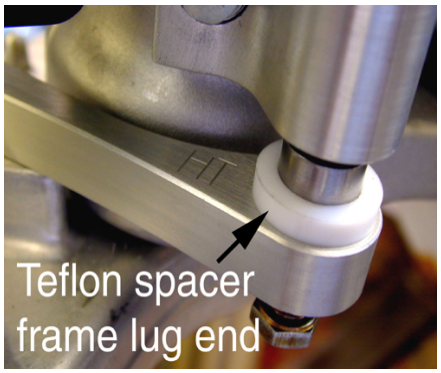
Important note before starting: This kit requires good mechanical skills. Do not attempt to drill your frame unless you are confident about drilling a straight, clean hole. These instructions make the job relatively easy, if you follow the simple guidelines. This kit also requires a minor modification to the front numberplate. Read all the instructions and view the photos first so you are aware of the complexity of the overall project and feel competent you can accomplish the goals outlined, before you start.

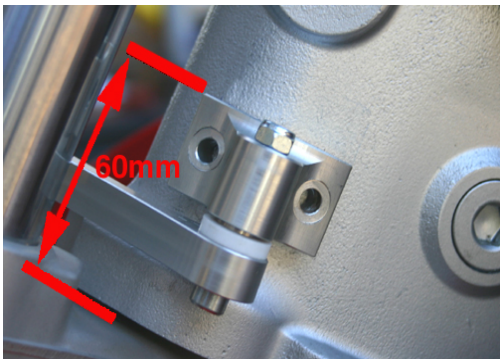
1. This kit is designed for the frame-mounted lug to be on the **left side** of the motorcycle.
2. It is essential to use blue Loc-tite (not red), on all the nuts and bolts in this kit. Torque settings for all 6mm bolts is 6-8 foot lbs.
3. Remove the front number plate, front fender bolts and left radiator shroud. Pre-assemble everything before drilling.
4. Mount the stabilizer itself to the fender plate, by utilizing the riser blocks and the (2) 6x45mm bolts provided in the kit. Install the nylok nuts on the bottom. The "press fit" riser blocks match machined, recess areas in the fender plate and space the stabilizer off the fender plate. You must mount the stabilizer before installing the fender plate or you cannot access the nylok nut.
5. Install the fender plate and stabilizer combo between the fender and the bottom side of your triple clamp by using the (4) 6x25mm hex bolts and 6x20 washers, provided in the kit. Discard your stock fender bolts, they are too short.
6. Install the Heim-joint-Strut-arm to the stabilizer linkarm. **There is a right and wrong end to this strut.** The "Scotts" logo faces up and attaches to the stabilizer-linkarm end. The "HT" stands for Head Tube and mounts to the frame end of the bike. The **linkarm end** assembles in this order: **6x45 mm** Allen Bolt in from the top through the heim bearing, longer stainless spacer (narrow end against heim bearing), threaded into linkarm and tightened. Tighten the nylok nut after the Allen bolt is tight.
7. Install the "strut arm" to the **frame lug** in this order: the **6x40mm** Allen bolt through the strut, then the shorter stainless spacer (large end into the recess part of the lug), then the Teflon washer. Tighten the bolt to 6 ft lbs. Install the Nylok nut last, only after the Allen bolt is tight. The Teflon washer prevents the strut arm from rotating too far and creating an abrasion. It must be used!
8. Locate the Frame lug on the head tube portion of the frame, so the top of the frame lug is 60mm or 2 3/8" from the bottom edge of the head tube. The frame lug should be at the 9:00 position (left side of head tube) and placed so it matches the contour of the frame head tube perfectly. To verify the correct position before you start to drill, position the linkarm on the damper so it's 90 degrees to the front fender (in the exact middle of its travel). With the handlebars dead straight ahead and the linkarm 90 degrees to the fender, you have now simulated where the parts will all be when the bike is aiming straight ahead. This will give you a very good idea of where the frame lug needs to be positioned. Pencil around that location on the frame for reference.
9. It is ok to slightly modify the shape of the frame lug, only if your frame requires it, so the lug matches the contour better. We've gone to great trouble to make this match, so modifying would only be necessary in very rare cases
10. If you mount the frame lug too low, (not at 60mm), the head of the Allen bolt on the frame lug end might not clear the steering stop at full left steering lock. The same applies to the strut arm on the XR, so position carefully before drilling.
11. The position we have designated does not compromise the oil tank sump. You can drill both holes in confidence that you are not drilling into a problem area. Both holes will drill through into an empty cavity where the steer tube is.
12. **Transfer Punch, Mark and Drill one hole at a time. Do not try to mark both before drilling and tapping.**
13. Hold the lug tightly against the frame tube and using the transfer punch, simply mark the frame through one hole in the lug. Tip: once you put the punch on the frame tightly through the hole, you can let go of the frame lug and tap the punch, as the point of the punch will stay centered on your location, making your location mark accurate.
14. We found that coating the drill with grease helps catch most of the chips. However, you can remove the steering tube (upper and lower triple clamps from the frame before drilling to avoid any chips from getting in your head bearings. This is not mandatory, but depending on your skills, might be a good idea. This option also allows you to grease your head bearings thoroughly, which is a good idea anyway.
15. You will need something to support the bike as you drill such as a buddy or a wall. We recommend you have someone view your angle of drilling so that it stays perpendicular to the head tube. Don't allow the drill to wander or egg shape the hole. The strength of the mount is relative to how straight and tight you drill and tap the hole.
16. Grease the 6mm x 1.0 pitch tap provided to catch any chips and tap the #9 hole you just drilled. Keep the tap straight during use.
17. Install the frame mount lug using (2) 6x20mm Allen bolts and use "blue Loc-tite" on the threads.
18. You will need to disassemble the strut arm in order to re-install your headlight numberplate. Occasionally you might need to trim the numberplate slot ever so slightly to avoid the strut arm from abrasing it. If you've followed these directions carefully, the strut arm normally clears everything without instance.
19. If you're not sure about any operations, give us a call. We'll be glad to help.

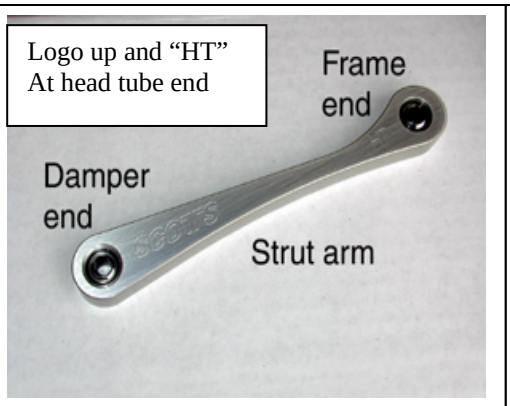

AMA
PRO RACING
Fender plate

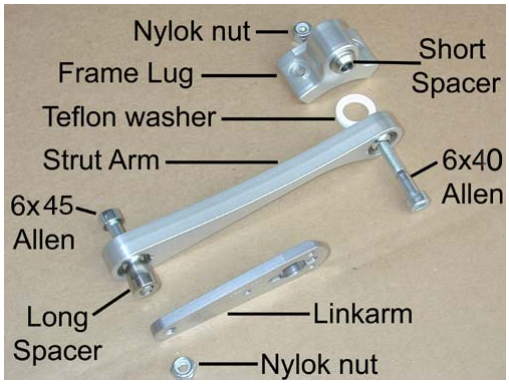

Riser blocks
Strut
Link arm


Frame Lug
This side up


HT
Teflon spacer
frame lug end


60mm


Logo up and "HT"
At head tube end
Frame
end
Damper
end
Strut arm


Nylok nut
Short
Spacer
Frame Lug
Teflon washer
Strut Arm
6x40
Allen
6x45
Allen
Long
Spacer
Linkarm
Nylok nut