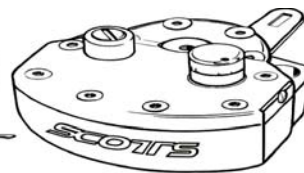


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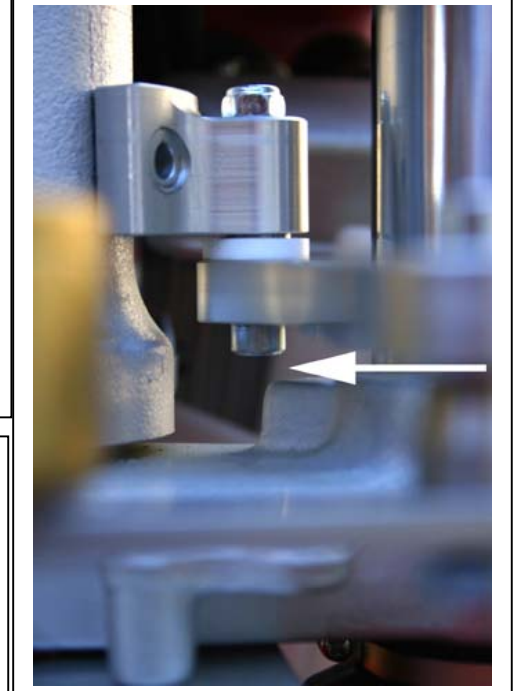
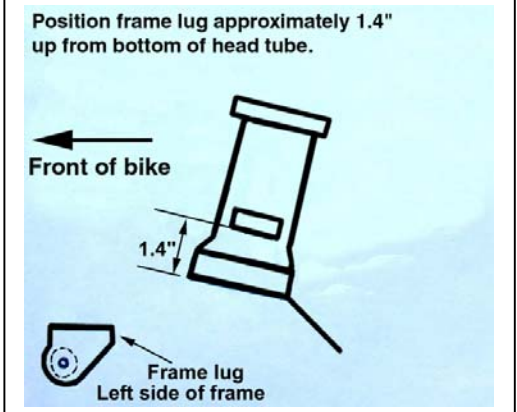
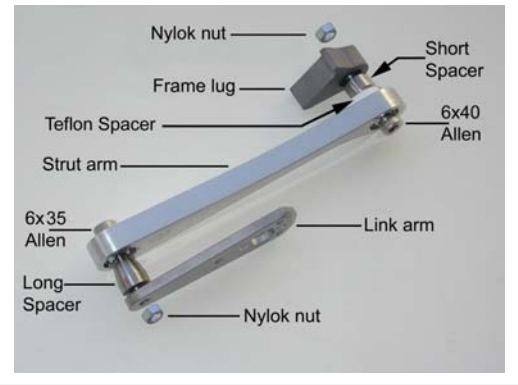
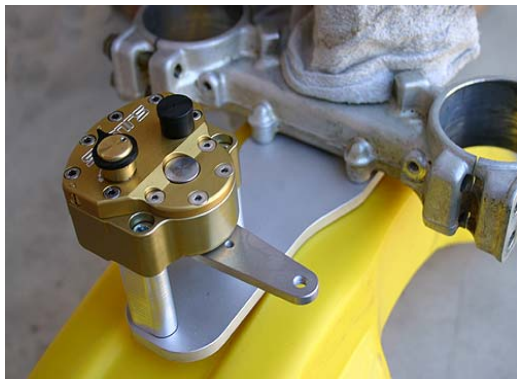


2625 Honolulu Ave · Montrose, CA 91020 · 818 248-6747 · Fax: 818 248-4529
www.scottsonline.com · e-mail: sales@scottsonline.com

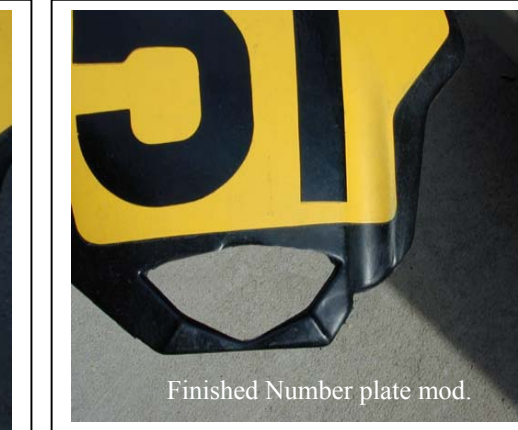
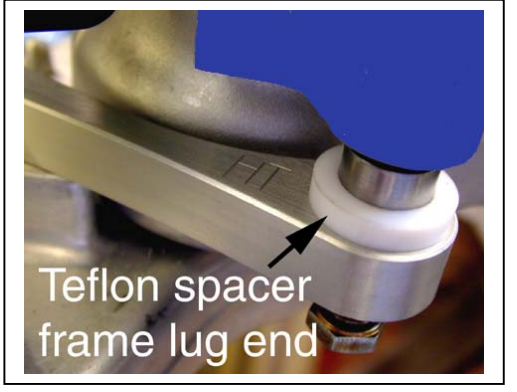
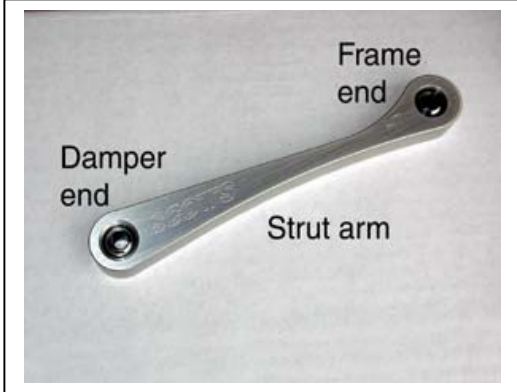
Instructions for the Scott's fender mounted stabilizer kit Part #58-161 / lug mounts to left side of head tube:

Important note before starting: This kit requires mechanical skills. Do not attempt to weld your frame unless you are competent about welding and have the correct tooling. These instructions make the job relatively easy if you follow the simple guidelines. This kit also requires a minor modification to the front number plate. 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 bikes where the mounting location for the frame lug is on the **Left side** of the motorcycle.
2. This kit is not intended for models with headlight number plates as there is not normally enough space. Use MX number plate. Some Husky Headlight plates can be modified to work.
3. It is essential to use blue Loc-tite (not red), on all the nuts and bolts in this kit.
4. Torque settings for all 6mm bolts in this kit should be 6-8 foot lbs.
5. Remove the front number plate, front fender bolts and left radiator shroud.
6. Mount the stabilizer itself to the aluminum fender plate, by utilizing the riser blocks and the (2) 6x60mm bolts provided in the kit. Install the nylok nuts on the bottom. The "press fit" riser blocks match machined recesses in the fender plate and space the stabilizer off the fender plate. (see photos). Mount the stabilizer before installing the fender plate or you can't access the nylok nuts. Tighten the 6x60 bolts first and then tighten the 6mm Nylok nuts against the bottom of the fender plate.
7. Install the fender plate and stabilizer combo between the fender and the bottom side of your triple clamp using the stock bolts.
8. Install the Heim-Strut to the stabilizer linkarm arm. **There is a right and wrong end to this strut.** The "Scott's" logo faces up and attaches to the damper-linkarm end. The "HT" stands for Head Tube and will mount to the frame end, after welding.
9. Note the assembly order of the strut to the linkarm: 6x35mm Allen bolt in from the top, through the heim joint, then the longer stainless spacer (narrow end against heim bearing), and then tighten the Allen bolt. After the Allen is tight you install the nylok nut on bottom side. It is important that the Allen bolt be tight against the heim ball which prevents any "play" that you would feel in the stabilizer if it were loose.
10. Locate the head tube lug on the frame so the plane of the strut arm matches the position of the linkarm on the stabilizer. This normally puts the bottom of the frame lug 1.4" or 35mm from the bottom edge of the head tube. The lug should be positioned at the 9:00 position (left side of head tube). To verify the correct position before you weld, position the linkarm on the damper so it's 90 degrees to the front fender (in the middle of it's travel). With the handlebars straight and the linkarm centered on the damper, you have now simulated where all the parts will 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. The Heim joints will allow for slight misalignment. Mark around the frame lug so you know where it should be when you start to weld.
11. Note: there is an up and down side to the frame lug. The recess side intended for the stainless spacer to sit in, faces downward when mounting. Be sure your final welded position is going to clear the steering stop nub located on the bottom triple clamp.
12. Occasionally the frame lug may need slight filing to miss a weld or make it fit the frame better, depending on the individual welds on your bike (see photo). It is perfectly ok to file or grind a relief in the corner of our frame lug to clear a weld. Try to avoid filing on the actual frame welds if possible, a combination of both is sometimes the best compromise. Use common sense.
13. Install the "Heim strut arm" to the frame lug in this order: the 6x35mm Allen bolt through the strut arm first, then the short stainless spacer with the large end facing toward the matching recess in the frame lug, then the Teflon washer (see photo). Tighten the Allen bolt to 6 ft lbs. The Teflon washer prevents the strut arm from rotating too far and creating an abrasion. Install the Nylok nut last only after the Allen bolt is tight.
14. Be sure to thoroughly clean all the surfaces that are going to be welded. Your kit will only be as strong as the weld is.
15. With the strut arm attached you can position everything and tack weld the lug while the strut holds it in place. Avoid too much heat or you can damage the parts. Do not weld with the Teflon washer in place and only tack weld for verification of alignment. Final welding must be done with the Heim strut and Teflon washer removed from the frame lug or heat damage will occur.
16. After tack welding, gently rotate the bars from left to right slowly to insure you have the pieces mounted properly and that the steering stops of the motorcycle make contact before the stabilizer linkarm does. If everything matches you can finish welding.
17. You should try to weld as much of the lug to the frame as possible and be sure the welding penetrates both surfaces effectively.
18. Finally you are going to slot your number plate so the strut arm can pass through it. View the photo first and you can see we've provided actual dimensions for this operation, if you want. This is not a critical operation, you only need enough clearance for the strut arm to pass through the number plate. The slot you make can be as small or as large as you prefer. You can use an Exacto knife (hot knife is best), a coping saw, Dremel tool or something you are comfortable cutting plastic with.
19. If you're not sure about any operations, give us a call. We'll be glad to help.



Be sure the Lug bolt head clears the stock steering stop on the lower triple clamp.



Finished kit installed on a Yamaha shown at left.