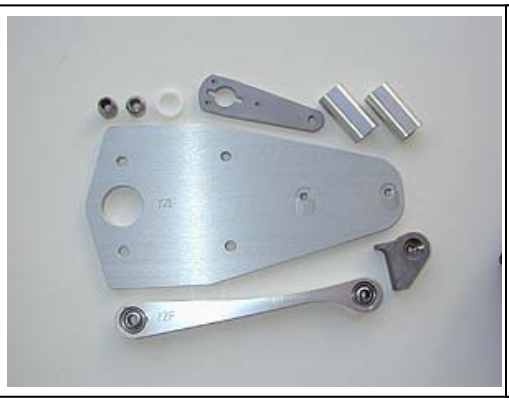
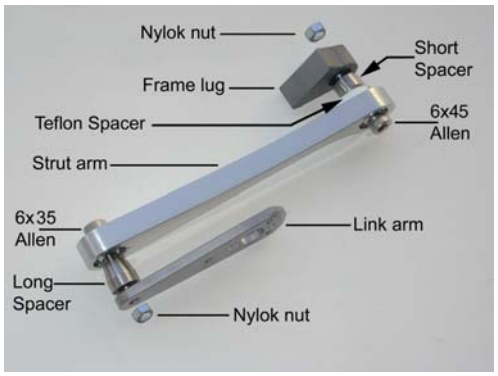
2625 Honolulu Ave · Montrose, CA 91020 · 818 248-6747 · Fax: 818 248-4529
www.scottsonline.com · e-mail: sales@scottsonline.com

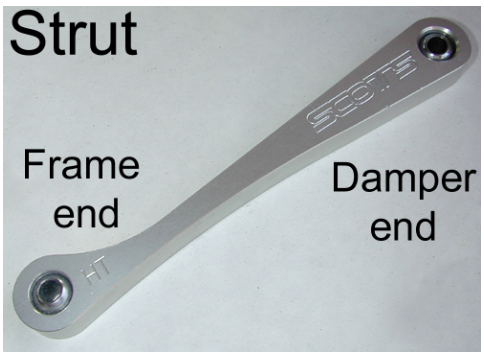
Instructions for the fender mounted Scotts stabilizer kit Part # 58-162:

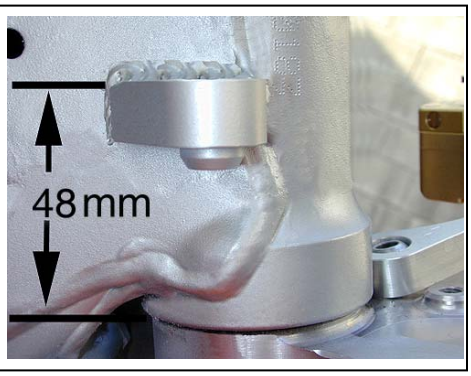
Important note before starting: This kit requires good mechanical skills. Do not attempt to weld your frame unless you are competent about welding and have the correct tooling. These instructions make the job relatively easy if you follow the simple guidelines. This kit also requires a minor modification 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.*

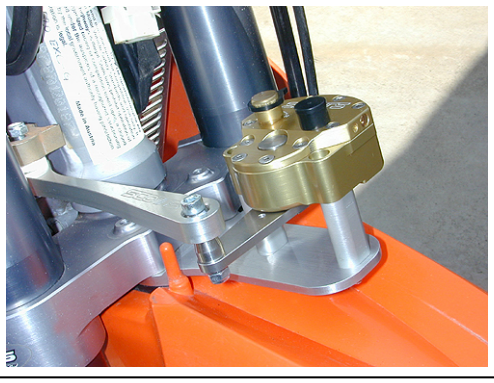
1. It is essential to use blue Loc-tite (not red), on all the nuts and bolts in this kit. Torque all 6mm bolts to 6-8 foot lbs.
2. Models with reversible offset triple clamps must be in the position you want to use **BEFORE** you weld the lug. The lug will only match the position you have the forks in, once you weld it in place.
3. Due to the nature of this installation, you will be assembling and disassembling these parts several times during installation.
4. Remove the front number plate, fender brace, front fender bolts, right radiator shroud and plastic radiator deflector cover.
5. Install the new aluminum fender plate between the fender and the bottom side of your triple clamp using the stock bolts, retain any spacers or cable guides on the fender side. Be sure our fender plate is against the bottom side of your triple clamp.
6. Mount the stabilizer itself to the aluminum fender plate, by utilizing the (2) riser blocks and the (2) 6x45mm bolts provided in the kit. Install the nylok nuts on the bottom side, **after** the bolts are tight. The "press fit" riser blocks match machined recesses in the fender plate and space the stabilizer off the fender plate. (Review all the photos for the sequence of installation).
7. Install the Heim-Strut to the stabilizer linkarm arm. **There is a right and wrong end to this strut.** The "Scotts" logo faces up and attaches to the linkarm on the stabilizer. The "HT" stands for Head Tube and will mount to the frame end, after welding. Note the assembly order of the strut to the linkarm; 6x45mm Allen bolt in from the top, through the heim joint, then the longer stainless spacer (narrow end against heim bearing), and tighten the Allen bolt. Tighten the Allen bolt first, then install the nylok nut on bottom side. The Allen bolt and nut must be kept tight.
8. The next step is very important for alignment BEFORE welding. First, be sure your steering stops are equally set. The goal after welding is to have the linkarm on the stabilizer at 90 degrees to the front wheel when the wheel is aimed dead straight ahead. To insure you have the lug centered before welding, you need locate the extremes of the turning radius both (left and right). Rotate the bars all the way full left, then position the linkarm at it's end point and with the frame lug in position as per the photo, mark around the outside of the frame lug and mark "L". Now turn all the way to the right and pull the link arm tight and mark the spot "R". You are going to weld the frame lug exactly in the middle of these (2) vertical marks (see photo). Remember to keep the "strut arm" parallel to the linkarm when marking the frame so the plane of the strut arm matches the linkarm. This process normally puts the top of the frame lug approximately 48mm from the bottom edge of the head tube and 47mm from the front edge of the head tube. The Heim joints will allow for some misalignment. **Note: there is an up and down side to the frame lug.** The recessed side is (intended for the stainless spacer to sit in), faces downward when mounting. It's a good idea to run through this process several times before welding, to insure you have indeed found the center position.
9. "Heim strut arm" to the frame lug assembly 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 bolt to 6 ft lbs. The Teflon washer prevents the strut arm from rotating too far and creating an abrasion. After the Allen bolt is tight, install the Nylok nut on the top side, as insurance, so the bolt cannot come out.
10. Be sure to thoroughly clean all the surfaces that are going to be welded. Your kit will only be as strong as the weld. Remove your fuel tank and place it far from the welding area. Unscrew your plastic vent tube fitting from the frame, cover your cables to protect from heat and avoid welding over your VIN number on the frame.
11. 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.** Tack weld for verification of alignment. **Final welding must be done with the Heim strut removed from the frame lug or you'll damage the heim joint.**
12. After tack welding, turn the stabilizer base valve to "Soft" and 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 and is aligned you can finish welding the lug to the frame. Mask the welded area and paint to match.
13. You should try to weld as much of the lug to the frame as possible and be sure the welding penetrates both surfaces effectively.
14. Finally, you are going to slot your number plate so the strut arm can pass through it. View the photo first. This is not a critical operation. You only need enough clearance for the strut arm to pass through the number plate. Make the slot as small or as large as you prefer. Use an Exacto knife, (hot knife is best), Dremel tool or something you are comfortable cutting plastic with. Disconnect the strut arm and hold it in place so can mark the back of the number plate where it will pass through (see photo).
15. If you're not sure about any operations, give us a call. We'll be glad to try and help.



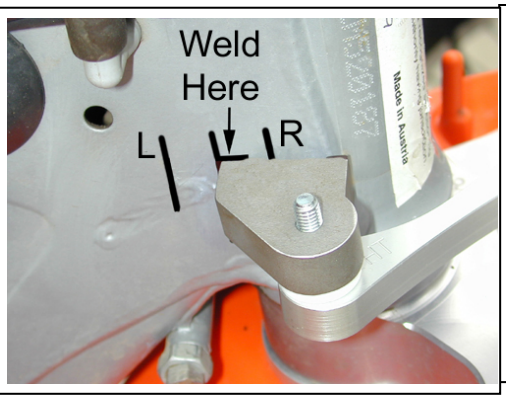




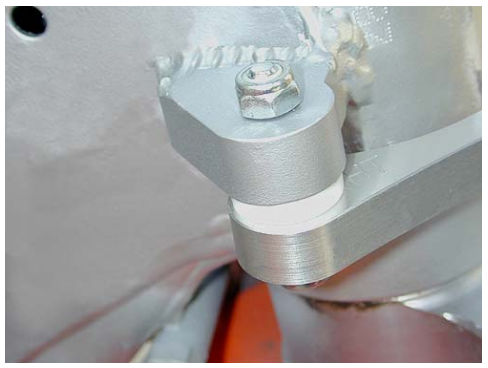




Mark full left and right linkarm extremes



Final lug welded in center of your marks.



Sx / Mxc number plate mod