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BLASTER INSTALLATION GUIDELINES:

1. Torque specs: 6mm bolts to 6ft. lbs. / 8mm bolts to 14 ft. lbs. Use Loc-tite on all nuts and bolts.
2. Review all the photos first so you get a good idea of how this installation proceeds.
3. Shut the gas petcock off and stand the quad on it's backend so it's upright
4. Remove the seat, front shroud cover, and both side gas tank shrouds.
5. Remove both 8x60mm bolts that hold the steering column tight. Discard the lock tab under the 8x60's.
6. Occasionally the lock tab may be used to space the frame bracket out by placing between the frame bracket and frame. You'll determine this later when you see how the tower pin lines up in the slot in the damper linkarm.
7. Install the provided 8x65mm Allen bolts into the steering column pinch bolt. (These replace the 8 x60's).
8. Slide the Frame bracket in on the rider side of the steer shaft column and line up the 2 holes in the bracket, with the ends of the 8mm bolts (B) "sticking through" the steering column block. Be sure the bracket is installed correct side to insure tower pin to linkarm alignment.
9. Now for the tricky part, this is why you stood the quad on end. The frame bracket is held to the backside of the steer tube column block with the 8mm flange nuts. Set the 8mm flange nut in a box end wrench and carefully slide the wrench down so you can start the nut on the end of the same bolts you installed earlier through the radiator. You may want to loosen the 2 column block bolts just a bit which will allow you to turn them to get the nuts started on the threads. Once they are started, you will need to tighten the Allen bolts first before tightening the 2 flange nuts that hold the frame bracket tight. Use blue loc-tite on the flange nuts.
10. Remove the plastic barclamp cover and key holder, and the 4 bolts that hold the handlebars tight. Install the new barclamp with keyhole facing forward and tighten the (4) 8x35mm Allen bolts evenly so the barclamp is level and even space front to back.
11. The barclamp is made to receive the key switch for the Banshee, you won't be using the Key switch hole.
12. Trim the flap that extends forward from the gas tank around the frame bracket so it fits.
13. Trim the front of the gas tank shroud, just enough for the vertical post to come through. A drill and file works good on the plastic and the hole can be as big as you prefer or as small as the post itself. The post comes through the plastic where the step in the plastic is, just in front of the gas cap.
14. Install the stabilizer to the barclamp with (2) 6x20mm Allen bolts. The tower pin should be centered in the slot in the link arm.
15. The tower pin height can be adjusted by moving the nylon collar up or down on the tower pin. It can be moved by simply, tapping on the pin. If you need to move the collar downward, flip it over and tap. Be sure the tower pin does not make contact with the bottom of the stabilizer when mounted in the reversed position.
16. Grease and install the "floating" tower pin into the tower of the frame bracket.
17. We've provided pictures for the quads that use lights and a key switch and options for relocating those lights should that apply to your application. Ignore those pictures if you have no key or lights.
18. See instruction manual for information on "How to" adjust the damper and final mounting alignments.
19. Should you have any questions please feel free to call 818 248-6747, we are here to help you.



Finished Reversed mounted kit should look like this utilizing the key switch in our handlebar clamps.



Finished "Standard" Mount kit position when using no key or relocating the key



Frame bracket installed correctly with the star locking washer in between the frame bracket and pillow block



Lock-tab washer between



Barclamp & frame bracket installed



Key switch installed in new bracket



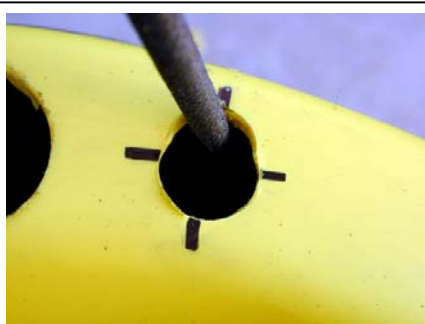
Finished hole for the tower post



Drilling 1" hole for the ignition



Notching the ignition hole with file



Elongating the gauge hole shape



Finished gauge holes



Finished gauge relocation