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Yamaha Raptor 660 Quad Lower mount stabilizer installation guide:

1. Identify all of the parts in the kit and their relative mounting locations by viewing all the photos with this kit.
2. The overall goal when finished is to have the stabilizer linkarm and the steer tube bracket parallel while the wheels on the quad are aimed straight ahead.
3. All the 6mm bolts in this kit should be tightened to 6-8 ft. lbs., and have blue Loc-tite on the threads.
4. Raise the front end of the quad so the front wheels are off the ground slightly, use a center stand or wood blocks.
5. **Alignment is critical**, so that you don't damage the stabilizer by over extending the linkarm past its intended travel.
6. The assembly sequence is important in order for all the parts to physically fit in the frame due to close tolerances.
7. Set the upper half of the "frame bracket", #20-7200-00A, on the cross member of the frame, just in front of the brake line junction with the part #'s facing forward. Remove any burrs or welds on the frame that prevents the bracket plate from sitting flush against the frame. The upper plate should butt against the brake line mounting bolt as per the picture.
8. Install lower half of the frame bracket, #20-7200-00B facing forward, using the (4) 6x35mm Allen bolts. Tighten evenly.
9. While still off the quad, install the stabilizer itself to the riser block #20-7200-01 using (2) 6x20mm Allen bolts.
10. Install the stabilizer riser block with the stabilizer mounted to it as a unit, to the upper frame plate using (2) 6x20mm Allen bolts, accessed through the 2 large holes in the bottom frame bracket plate. The link arm of the stabilizer faces the right side of the quad. The riser block and stabilizer are best inserted into position from the left side of the bike.
11. Connect one end of the Heim-strut arm to the steer tube bracket (not on bike yet) with a 6x20 Allen bolt, Loc-tite applied.
12. Mount the "Steer Tube Bracket", #20-0320-54, around the steer tube, with the strut arm knob to the right side facing downward. You will need to align this bracket later, so keep it tight enough to stay put for now but loose enough so you can still rotate it when the time comes.
13. The next steps will describe how to align everything perfectly so you can connect the strut arm to the steer tube correctly. This is a simple but important step, as our stabilizer sweeps outward from the center line and the valving systems respond relative to where you start from. It is important to have the linkarm centered on the stabilizer when the wheels are aimed straight ahead.
14. Align the front wheels dead straight, by comparing them to your rear wheels. Use a board or straight edge if necessary.
15. Align the stabilizer link arm so it is 90 degrees to front wheels (see photo), with the wheels dead straight ahead.
16. By rotating the position of the Steer Tube Bracket (without moving the steer tube itself), align the bracket so the Heim-strut matches the hole in the linkarm, with the front wheels still straight and the link arm 90 degrees to the wheels.
17. You've now established where the Steer Tube Bracket should be positioned and you can tighten the 4 mounting bolts.
18. Install the other end of the Heim strut to linkarm and use the 6mm jam-nut on the bottom side. The Heim-strut should now be connected at both ends. The wheels should still be straight while the linkarm and steer tube bracket are parallel.
19. The strut arm should be free floating and not binding or hitting any other parts through the full stroke of it's motion. **Gently** turn the bars to verify this fact. Watch the head of the Allen bolt on the steer tube bracket end. If it hits the frame while turning to the right you may have to raise the steer tube bracket slightly. Be sure to keep the alignment correct if you have to loosen the steer tube bracket bolts.
20. Summary: Wheels straight, linkarm at 90 degrees to wheels, strut arm should match hole in linkarm and steer tube bracket at this point.
21. **Warning:** Double check the steer tube bracket position by slowly turning the bars from steering lock to steering lock, making sure the steering stops make contact and that the damper itself has not become the steering stop. You can insure this by turning the bars to the stop, carefully remove the strut bolt, and see if the link arm on the damper will still move a few degrees farther. This should be the case at both extremes of the steering stops. If it's not aligned correctly, it will shear the "through pin" upon it's first use, which is a built-in safety feature to help avoid damage. Tighten all bolts with Loc-tite when everything is aligned and matches the procedure.
22. There is a small hole in the steer tube bracket for an 1/8" roll pin. This is **only** for use if the steer tube bracket spins on the steering stem. We've not found any that spin yet, but we included this additional anchor point, should it be needed.
23. Some quads require a slight amount of filing on the frame gusset in front, when the bars are turned to full left.
24. Adjustment of the High-Speed valve, in this confined area, can be done with a dime.
25. If you are not sure about any of this installation, PLEASE CALL US, we're here to help you get it installed correctly.

