



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

Raptor Upper mount stabilizer Installation guidelines (for stock steering stems only):

1. Torque specs: 6mm bolts to 6ft. lbs., 8mm bolts to 14 ft. lbs. Use Loc-tite on all nuts and bolts.
2. If you plan to relocate the instrument lights and/or key switch instead of removing them entirely, you will also need a 1" hole saw or butterfly bit, 5/8" hole-saw, a square edge coarse file and a coarse rat tail file. This may sound tough, but it's fairly easy to drill the plastic shrouds and relocate the key and lights if desired. We've provided several options for mounting in these instructions. Co-ordinate the portions that apply to your mounting desires.
3. Review all the photos first so you get a good idea of how this installation proceeds.
4. Shut the gas petcock off and remove the seat, gas tank and all connecting plastic shrouds.
5. Locate the steering column pillow block (shaft guide) and remove the (2) 8mm bolts and star-locking washer.
6. 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 8mm holes in the steering column block.
7. The stock lock tab washer needs to go **between** the frame bracket and the stock pillow block in order to space the frame bracket properly. We recommend loc-tite & safety wire on these steering column bolts. Torque to 14 ft lbs.
8. Remove the large plastic nut retaining the key switch. Remove the plastic barclamp cover and key holder, and the 4 bolts that hold the handlebars tight. Install the new barclamp with key hole facing forward and tighten the (4) 8x35mm Allen bolts evenly so the barclamp is level and evenly spaced front to back.
9. If you are re-using the stock key switch, install it now taking care to align the notch provided in the key housing to mate with the notch in the new barclamp, this keeps your key assembly from spinning when turning on/off the key.
10. The stabilizer must be mounted in the reverse position in order to access the key switch in this position. We've pictured the damper mounted in both std and reversed positions to suit your application. To switch mounting positions the linkarm needs to be reversed which requires a linkarm-puller available from Scotts.
11. Grease and install the "floating" tower pin into the tower of the frame bracket.
12. Install the stabilizer to the barclamp with (2) 6x20mm Allen bolts. The tower pin should be centered in the slot in the link arm. 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.
13. See instruction manual for information on "How to" adjust the stabilizer and final mounting alignments.
14. **Optional "front side" mounted frame bracket:** Raptor's using the IMS gas tank will require the frame bracket to be mounted on the front side of the pillow block and must use a 5mm longer link arm in order to reach the tower pin. Longer 8x65mm Allens and 8mm flanged nuts are provided in the kit for this application. The handle bar clamp must be modified by cutting the key and light holes off in order for the tower and linkarm to miss on the front side. Key and lights will need relocation or removal.

Relocation of the lights and key if desired:

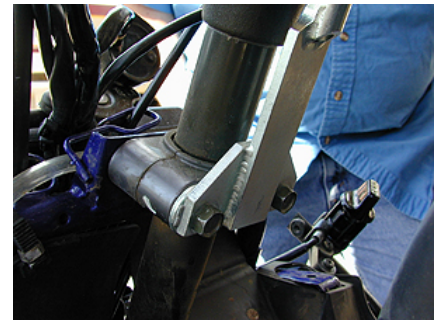
- 1) The photos show relocation of the lights on a Suzuki cowling. The concept is the same for the Raptor.
- 2) Mark the instrument lights so you know which bulbs go with which lens and unplug the bulbs. Normally it's better to leave the white portion of the bulb assembly in the rubber boot and by pushing from the under side you can force the instrument lens out. They are normally too tight to pry out from the top, you push from the bottom side.
- 3) Using the empty instrument shroud as your guide, mark the front cowling as to where you want the lights and key. Be sure to allow clearance underneath your selection point for the key and light housings and be sure the wires are going to reach your new location. Drill a 1" hole for the Key switch and a square edge file to notch the plastic for the key switch anti rotation tab. Drill 5/8" holes for the instrument lights and the use a rat tail file or Dremel tool to finish the elliptical shape that matches the lens covers. Deburr the excess plastic and sand the edges. Unplug the ignition key from the wire loom under the tank. It's the green plug and lift up on the locking tab to release it. Install the key switch through the new 1" hole you made in the cowling.
- 4) Instrument light installation: Now is a good time to be sure the white bulb retainers are in rubber boots. Install the rubber boot housings into the cowling first, then apply a little WD-40 to the lens and slide them into the rubber. Unplug the instrument light wire loom from under the tank, you lift up on the tab to release the plug. Now install the instrument lights into their new location in the front cowling.
- 5) Should you have any questions please feel free to call 818 248-6747, we are here to help you.



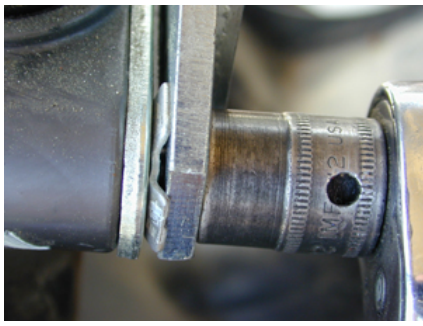
Finished Reversed mounted kit should look like this utilizing the key switch in our handlebar clamps.



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



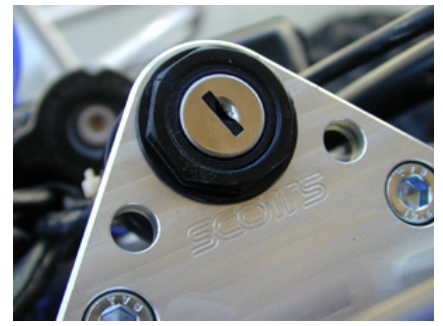
Frame bracket installed correctly with the star locking washer in between the frame bracket and pillow block



Lock-tab washer between



Barclamp & frame bracket installed



Key switch installed in new bracket



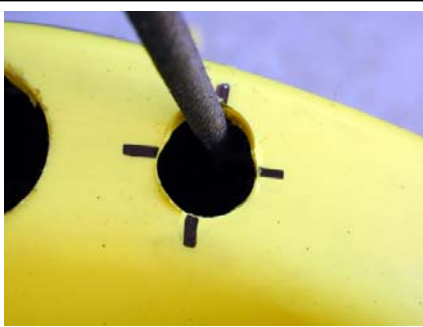
Removing the stock indicator lights



Drilling 1" hole for the ignition



Notching the ignition hole with file



Elongating the gauge hole shape



Finished gauge holes



Finished gauge relocation