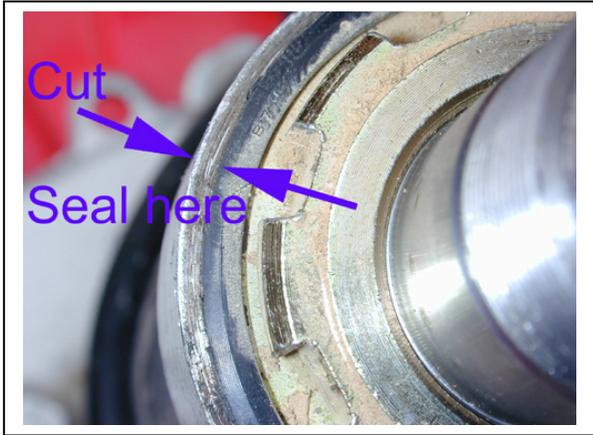




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## **XR650L Triple clamp kit installation guidelines #DT-7058-5360-04:**

1. Review the photos before starting so you have an idea of the hurdles to watch out for.
2. The kit is designed for 28mm oversize handlebars. Std diameter bars will work by using our bar reducers and having a crossbar height of 40mm between the main bar and crossbar. 28mm bars are better for this kit.
3. Remove your head light number plate, upper handlebar mounts and stock upper triple clamp. Lay the bars forward out of your way for now but make notes or take a picture of how all the cables are routed. There are a lot of wires and cables out front so be careful to note where they all go and how they are routed.
4. The frame bracket is manufactured to match the shape of your stock head tube but there are numerous variations that can come from the factory making the fitment vary from bike to bike. You must apply common sense when fitting.
5. There is a rubber seal on the top of the head tube. Trim the outer edge of this seal with a razor blade just enough to allow the frame bracket a secure seating spot against the steel head tube (see photo below). If you don't cut the rubber seal, so the bracket can sit squarely on the steel frame, it will more than likely come loose. The seal will still seal just fine if you only cut the outer edge. There is a small step, "lip", on the inside of the frame bracket that butts against the top of the head tube, insuring it is on squarely. You can use the frame bracket as a template for cutting the seal. ***Avoid forcing it on beyond that step, or you'll distort the frame bracket.***
6. The welds on the head tube occasionally come up far enough to interfere with the frame brackets ability to fit properly. You must file or grind the welds (as pictured) enough so the frame bracket can slide down far enough to allow the "register" or "lip" on the inside of the machined ring to sit **flush** against the upper edge of the head tube. It is extremely important that this goal be achieved if you expect your frame bracket to stay on while resisting the forces of the stabilizer during use. Once this is achieved, align the tower so it's in the center of the backbone of your bike and then tighten the bracket pinch bolt to 6-8ft lbs.
7. Remove the stock speedometer and bolt it to the new bracket supplied with your billet Triple clamp.
8. Reinstall the triple clamp and tighten the main nut and fork pinch bolts on the triple clamp back to stock specifications.
9. The steering lock on the under side is very close to the frame bracket, but usually not a problem for the frame bracket. In rare cases the steering lock could be welded a little high and require some filing, which does not affect the lock function itself. Use common sense and you can make it fit and still retain the key lock. Call if you have questions.
10. Now is the time to move your levers, throttle and cables to the new handlebars, if this applies to your kit.
11. Install the Scotts one piece upper barclamp and tighten the (4) bolts evenly so the gap between the front and rear of the barclamp is even. Be sure that no sharp edges are contacting the handlebars.
12. Install the tower pin using light grease, allowing it to float. It should remain greased so the tower pin can always float.
13. Install the stabilizer to the barclamp using the (2) 6x 20mm Allen bolts provided.
14. If the tower pin height needs to be adjusted, see the Owners manual for how to adjust the height.
15. Check to be sure the steering stops are making contact before the stabilizer is bottoming out at full lock both ways. Occasionally the left steering stop may need extending if the stabilizer bottoms out before the steering stop does. This can be accomplished by drilling and tapping a small 5mm allen bolt into the steering stop itself, extending the stop and preventing the triple clamp from turning farther than the turning radius of the stabilizer. This is very rare but possible. This can also be achieved by adding a dab of weld to the stop should drilling and tapping become a problem.
16. The stabilizer can be damaged if the steering stops are not doing their job. Again, call if you are not sure.
17. Finally be sure all the cables are routed properly through the full turning radius both ways, and are not getting pinched. Before starting the bike turn the bars and check this. Next start the bike without riding it and turn the bars again to be sure the throttle and cables are functioning properly.
18. Refer to your Owners Manual for initial settings and How to adjust your stabilizer.
19. If you have any questions please call us for assistance... 818 248-6747



Key lock on XR650L may need slight filing in rare cases. This is under the stock triple clamp on the front side.



XR650L with Oversize bars, Scotts Triple Clamp & key relocated



This shows the key and speedometer mount in place