

MOUNTING GUIDELINES FOR THE APRILIA RXV/SXV WELD-ON KIT:

- 1) View the photos first to get a general idea of what you are about to read. It's important to follow these instructions.
- 2) The weld-on towers are steel and can be welded with standard welding rod. Be sure your head tube bearings and seals are protected from excess welding heat before starting. We recommend "TIG welding" to minimize heat but any standard welding option is sufficient. Do not attempt to weld unless you are experienced and qualified.
- 3) **Remove all fuel far away from the any area that is going to have welding done. This would include your fuel tank!!**
- 4) Some Aprilia's use 12mm studs, some use 10mm studs to hold your handlebar lower perches to the triple clamp. We've provided parts for both options. If you have 12mm studs, you will NOT use the perches and bolts provided in this kit, as those are for 10mm studded bikes only. For 12mm bikes, just bolt the barclamp directly to the stock perches but be sure your lower perches are positioned in the forward mounting position as per step # 5.
- 5) Loosen the nuts on the bottom side of the triple clamp that hold your handle bars tight, but don't remove them yet.
- 6) For 10mm studs: Remove your stock upper handlebar clamps. Now remove the lower perches and replace your stock lower perches with the new lower perches and bolts we've provided. **The part number on our perch must face forward.**
- 7) Your lower handlebar mounts are reversible, meaning they can be turned around or re-positioned, be sure they have the part number toward the front of the bike with our perches, and 12mm bikes must be turned so the bars are in the forward position, or you'll be welding the tower in the wrong spot. The upper barclamp we've sent is made to match the lower perch position only one way, **which aligns the stabilizer**. Having it the other way would be wrong. It's very important that the handlebar mounts be in the correct position or the damper will not work properly! The bottom line is: The center line of the stabilizer must be over the center line of the steering tube. The Owners manual also shows you how to confirm you have the stabilizer over the center line of the steer tube. Not sure? Call us.
- 8) Remount the bars using the new one piece upper handlebar mount (barclamp) and tighten the bolts evenly.
- 9) Install the stabilizer onto the new handlebar mount with the (2) 6x20mm Allen bolts provided.
- 10) The weld-on tower can be cut at either end for the proper fit. Grinding at the base to match the contour of your frame is beneficial. Cutting at the top is usually the easiest. Your cut should be made, keeping in mind that once you install the "tower pin" into the tower, you will want the link arm to be positioned in the middle of the "flats" on the tower pin when finished. This is especially important on bikes with rubber mounted lower handlebar clamps, because the rubber mounts allow the bars and the damper to flex as much as .080". The middle of the flats insures engagement during this flexing motion. Do not allow the linkarm to bottom out on the tower pin.
- 11) With the damper in place, hold the weld-on tower temporarily in place and make a line where you will need to cut it so it fits perfectly up under the link-arm. This should be done **without** the "tower pin" installed. You'll need to mark your line low enough to account for the tower pin **and** collar to fit into the weld-on bracket. (See the photos).
- 12) Be sure any cuts to the top of the tower remain clean, flat and deburred, so the tower pin will float with finished.
- 13) After cutting the tower to size, de-burr the hole and install the tower pin applying some grease to the shaft and the hole. The tower pin should float and be free to move up, down and rotate. Keep it lightly greased so it floats.
- 14) Try to position the weld-on tower as close to 90° to the link arm as possible. It's ok to be off a little and in some cases you have no choice but to weld it at an angle, but 90 degrees is best when possible.
- 15) If you've done a good job of cutting and fitting, the weld on tower should fit tight enough between the link arm and frame to allow welding without additional holding devices. If you need some help holding it in place use a little scotch tape. Try to keep the tower pin located in the center of the slot on the link arm when you start to weld.
- 16) Now **tack-weld only** the tower to the frame on each side. All paint, chrome, and debris must be removed before a good weld can be expected. Be sure your head bearings are protected from excess heat. Adjust the base valve knob to full soft and turn the bars slowly from full lock to full lock, and be sure it all lines up and that nothing interferes with proper function of the damper or other components on your motorcycle before making your final welds. **Remove the tower pin before making your final welds so you don't melt the nylon adjustable collar.**
- 17) On some Aprilia's the plastic nose on the fuel tank may need trimming. This is a large "lump" of plastic that does nothing except get in the way. You can file the plastic cleanly with a course file if needed.
- 18) Should you have any questions give us a call at 818 248-6747. We are here to help you!!



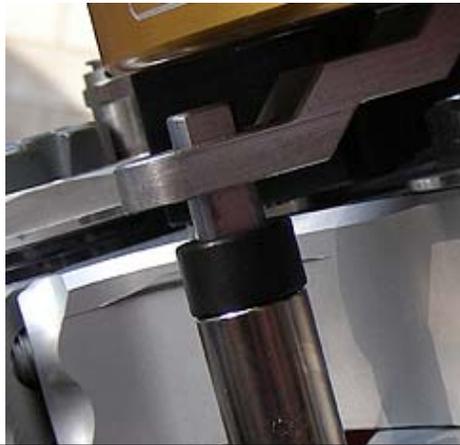
Shaping the base to match frame



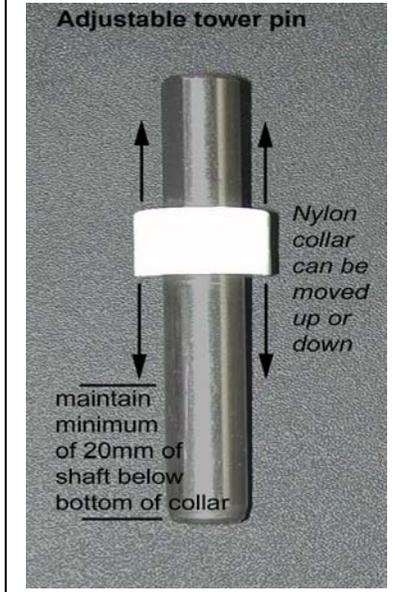
Marking where to cut the tower



Cutting the tower evenly



Tower Pin correct height after welding.



Keep the base of the weld-on as far forward as possible to minimize modifying the tank mount.



Occasionally the tank nose needs modifying.

