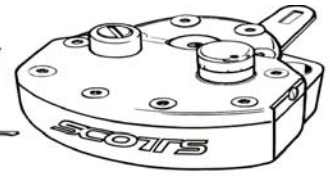


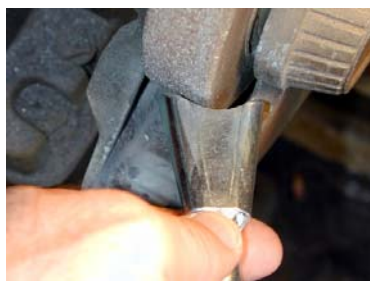
SCOTT'S
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MOUNTING GUIDELINES FOR THE BMW G650X WELD-ON KITS:

- 1) The weld-on towers are steel and can be welded with standard welding rod. All paint, chrome, and debris must be removed before a good weld can be expected. 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. **Remove all gasoline far away from the any area that is going to have welding done. This would include your fuel tank!!**
- 2) Remove your stock upper handlebar mounting clamps and install the new barclamp we've provided using the 8X30 Allen bolts in the kit and tighten the bolts evenly so the gap between the upper and lowers perches is equal. View all the photos first, to get the idea. (Do not use the stock 8x25 Allen bolts they are too short).
- 3) Install the stabilizer onto the new handlebar mount with the (2) 6x20mm Allen bolts provided. You now have everything in place in order to measure for cutting the universal weld on tower to match your individual model.
- 4) On the G650X models, the weld on tower needs to be positioned just right in order to clear the tank, the triple clamp as it sweeps through it's turning arc, the front brake cable and the tin bearing shroud. There will be a "sweet spot" where the weld on tower will fit best to clear all of these hurdles. The X-Country and X-Moto models require the tower to be closer to the tank. Before removing the tank, mark a line where the front of the tank is on the frame.
- 5) The weld-on tower can be cut at either end for the proper fit. Due to the steep angle of the backbone on this model, and the limited room on the X-Country and X-Moto, be sure to take a little more time in getting your weld-on tower in the proper position before welding. The larger the contact area on the triangle to the frame, the stronger the tower will be. Grinding at the base to match the contour of your frame is beneficial. Cutting at the top is usually the easiest, if needed. 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 (see the photo). Do not allow the linkarm to bottom out on the tower pin. You also have some adjustment with the tower pin when you're finished.
- 6) The G650X tower normally doesn't need cutting but if they do, 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).
- 7) After cutting the tower to size, de-burr the hole carefully and install the tower pin applying some grease to the shaft and the hole. The tower pin should be free floating in the hole and be free to move up, down and rotate. Keep it lightly greased so it floats, this insures the best alignment during use and no binding.
- 8) In some cases you'll need to grind a little off the bottom portion of the cylindrical portion of the tower to allow the triple clamp to swing through its full stroke of left to right turning. See the photos for help on this one.
- 9) **BEFORE** you weld, double check that the position of the tower will allow for full turning lock to lock it and that it doesn't interfere with the triple clamp rotation. Try to keep the tower pin located in the center of the slot on the link arm when you start to weld. Tip: using welding rod as spacers to drop in the space in front of and behind the tower pin will help keep it centered in the slot when you start to weld. Cut (2) small pieces to space the pin in the slot.
- 10) Align everything so the linkarm is straight with the backbone while the front wheel is aimed straight ahead. Now **tack-weld only** the tower to the frame on each side. 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.**
- 11) If the triple clamp hits the weld on tower at full lock there is plenty of "meat" on the back of triple clamp to file a small portion away cleanly to allow clearance and not affect the looks of the triple clamp. Normally this is not needed if you position the weld on tower in the perfect spot.
- 12) Be sure the stock steering stops still work and that the stabilizer is not bottoming out before the steering stops make contact. You can damage the stabilizer if you allow it to become the steering stop.
- 13) Should you have any questions give us a call, 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



Move the weld on tower around to find best spot.



May need trimming here to clear triple clamp



This shows the tower clearing the bearing cover, triple clamp at full lock, brake cable clearance and tank



Triple clamp to tower at full left steering lock

