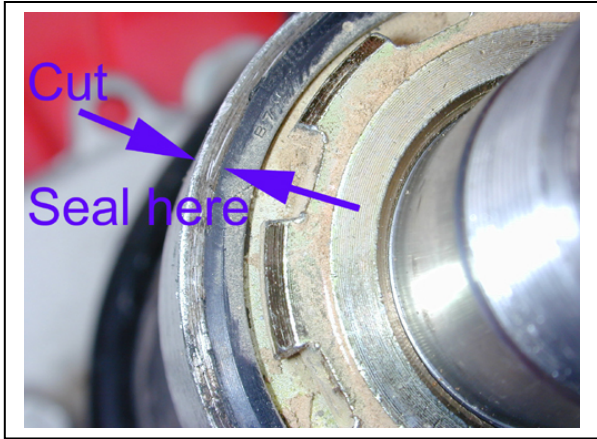




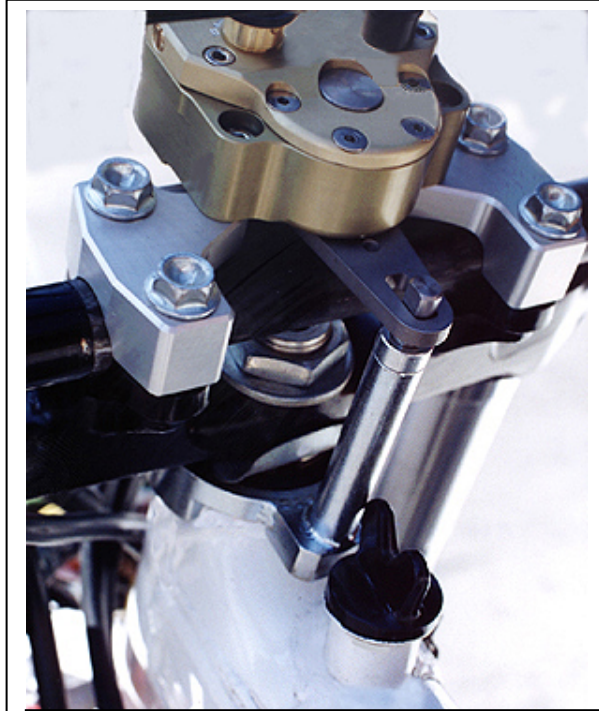
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XR 600 1988-2000 / XR650L using stock triple clamps, installation guidelines:

1. Review the photos before starting so you have an idea of the hurdles to watch out for. This sheet fits several models and quite a few years that have slight differences in the frames.
2. The handlebars will require 40mm of clearance between the main bar and cross bar in order for the stabilizer to fit.
3. It is possible to "bow" the stock steel crossbar 3mm upward, by using a tire iron positioned in the middle of the crossbar and supported by the head one of the barclamp bolts on the bottom side of the tire iron with a piece of cardboard between them. Pry the crossbar just enough to clear the stabilizer without compromising the crossbar.
4. Remove your numberplate, handlebar mounts and stock upper triple clamp.
5. 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.
6. There is a rubber seal on the top of the head tube, you need to trim the outer edge of this seal 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. Avoid forcing it on beyond that step or you'll distort the frame bracket.
7. 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 when resisting the forces 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.
8. Reinstall the triple clamp and tighten the main nut and fork pinch bolts on the triple clamp back to stock specifications.
9. Install the Scotts one piece upper barclamp and tighten the (4) bolts evenly, the Scotts logo goes toward the front.
10. Install the stabilizer to the barclamp using the (2) 6x 20mm Allen bolts provided.
11. Install the tower pin using light grease, allowing it to float. It should remain greased so the tower pin can always float.
12. If the tower pin height needs to be adjusted, see the Owners manual for how to adjust the height.
13. Refer to your Owners Manual for initial settings and How to adjust your stabilizer.
14. If you have any questions please call us for assistance... 818 248-6747
15. **XR650L guidelines:** (Keep in mind this kit was actually made for the XR dirt bike. Mounting to the 650L requires modifications to be made in order to fit the XR650L to your liking. The installing mechanic needs to insure proper installation. We'll be glad to help, but each bike varies enough that you must apply common sense on the 650L.
16. The **XR650L** has a steering lock on the under side which is very close, 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.
17. The key itself is normally still accessible where it sits stock, but it can be relocated to the upper right barclamp bolt by using a longer barclamp bolt with a spacer under the bracket. This might require slight filing to the bracket to clear other items and relocation will obviously eliminate the key lock function. Usually the stock location is best.
18. The key can also be relocated to any spot the wire will reach to and not get pinched during full turning radius.
19. The speedometer will have to be spaced outboard by using washers/spacers and longer bolts, all of which are available from your local hardware store or Scotts, should you require this modification.
20. Finally, be sure the cables are protected and routed properly during FULL TURNING RADIUS both ways.
21. You will need to drill and tap (2) 6mm holes in the triple clamp to mount and "space out" of the speedometer. 22mm spacers and 6x30 bolts space it properly. Use the stock mount as a template on where to drill.
22. The lower headlight mounts may need to be extended also in some cases.
23. Occasionally the left steering stop may need extending if the stabilizer bottoms out before the steering stop does.
24. Finally be sure all the cables are routed properly through the full turning radius and do not get pinched.



File here if necessary



XR600 Bolt-on Kit using standard diameter bars.



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



XR650L with stock bars "bowed" and stock key location