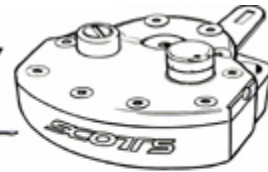


SCOTTS
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Kawasaki KX 250 87-88 / KX 500 86-88 mounting guidelines:

The universal mounting hardware will vary from bike to bike depending on the configuration of your stock components. This is not a "specific fit" kit, that's why we call it "universal", meaning, it's adaptable.

- 1) The pictures may not be your exact model but depict the same configuration necessary to complete installation.
- 2) This kit may have some extra bolts and parts not necessarily needed for your application.
- 3) Remove your upper handlebar clamps by sliding a razor blade under the small plastic caps that cover the Allen bolts. Lay the bars gently forward out of your way for the moment.
- 4) Remove the 30mm steering stem nut but leave the stock washer in place. The Base plate **MUST** sit on top of the stock washer or the base plate will not fit correctly.
- 5) Before tightening the main nut, look underneath to be sure the base plate is flush on the washer and not hitting the "raised" casting portions of the triple clamp. It's very close, and most bikes clear those raised castings. On rare occasions, if there is contact, you must file those casting nubs, which should be easy and not require much filing.
- 6) Center the base plate between the stock handlebar perches and tighten the main steering nut against the base plate. The main nut can be tightened directly to the base plate with a little grease, no need for a washer **under the nut**.
- 7) You're going to need an additional anchor point to keep the base plate from spinning during use. We've provided an 1/8" hole in the base plate for an additional anchor point to keep it from spinning. The KLR model years vary a little bit with regards to the underside of the triple clamp, so be aware of what's under there before drilling.
- 8) Once the base plate is aligned, drill an 1/8" hole into the triple clamp and lightly tap the 1/8" roll pin in until it's flush or enough so you can still remove the main nut. Before you tap it in, be sure the roll pin does not interfere with something on the underside of the triple clamp. Check it through the entire turning radius of the bars. You may have to trim the roll pin so it only protrudes into the aluminum portion of the triple clamp. This added 1/8" anchor will keep the base plate from trying to spin during the forces incurred from the stabilizer. This 1/8" hole can be located anywhere in the base plate, should you not have clearance with the existing hole we've provided.
- 9) Remount the handlebars and tighten all (4) bolts equally.
- 10) Install the spacer- risers and top plate together using the 6x45mm Allen bolts and tighten them to the base plate.
- 11) Install the stabilizer to the top plate using (2) 6x20 Allen bolts.
- 12) 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. Remove all gasoline far away from the any area that is going to have welding done. This would include your fuel tank!!
- 13) The weld-on tower can be cut at either end for the proper fit. Grinding the base to match the contour of your frame. 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.
- 14) With the damper in place, hold the weld-on tower temporarily in place & 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)
- 15) 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.
- 16) 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.
- 17) 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.
- 18) Align everything. Now **tack-weld** the tower to the frame on each side. All paint, chrome, and debris must be removed before a good weld can be expected. 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.
- 19) 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
- 20) Should you have any questions call us at 818 248-6747. We are here to help you.

