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SUZUKI DR 650 1996-2012 Universal mounting hardware instructions:

This kit was designed to be used with all of the stock components on the DR650, however bars with a higher crossbar are necessary. Any variations in handlebar mounts or triple clamp configurations could make this kit not fit properly.

- 1) Note: On most models the stabilizer is going to just touch the rubber mounted odometer when this kit is finished being installed. It does not create a problem, but we want you to be aware of this before you start.
- 2) Remove your upper handlebar clamps. Lay the bars gently forward out of your way for the moment.
- 3) Remove the main steering stem nut and washer. The Base plate **MUST** sit flush against the area where the main nut tightens your triple clamp. Anything preventing the base plate from not sitting flush, must be cured.
- 4) The DR has a turn indicator light mounted in rubber that slides over the ignition key housing that interferes with the base plate. Undo the bolt and trim the rubber mount away to provide clearance for the base plate. This indicator light will mount and remain in place as it was **without** the need for the additional bolt you just eliminated. (See the photos).
- 5) Center the base plate between the stock handlebar perches and tighten the main steering nut against the base plate. You can retain the stock main washer under the main nut **ONLY** if there is enough thread on the stem so when it's tight the stem is flush with the top of the nut. If the stem is lower than the top of the nut, remove the washer from under the nut. The main nut can be tightened directly to the base plate, just use a little grease if necessary.
- 6) 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. Be aware of what's under the triple clamp before drilling the 1/8" hole. You can drill a new 1/8" hole anywhere in the base plate that will allow the roll pin to engage material directly underneath it, usually the raised area where your stock nut and washer was seated.
- 7) 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 relocated anywhere in the base plate, should you not have clearance with the existing hole we've provided.
- 8) Remount the handlebars and tighten all (4) bolts equally so the gap between upper and lower perches is equal.
- 9) Install the spacer- risers and top plate together using the 6x70mm Allen bolts and tighten them to the base plate.
- 10) Install the stabilizer to the top plate using (2) 6x20 Allen bolts.
- 11) The weld-on tower is 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. **WARNING: Remove all gasoline far away from the any area that is going to have welding done. This would include your fuel tank!!**
- 12) 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.
- 13) 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)
- 14) 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.
- 15) 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.
- 16) 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.
- 17) Align everything. Now **tack-weld-only** the tower to the frame on each side. All paint, plating, 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.**
- 18) 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
- 19) Should you have any questions call us at 818 248-6747. We are here to help you

Photo Gallery:

