



Installation guidelines for: Kawasaki EX250R (This is a “weld-on” kit and requires good mechanical skills).

- 1) Photos may not be your exact model but depict the same goals to be achieved with this installation.
- 2) There are several variations of parts for this model, the pictures are showing some of those variations.
- 3) Using the parts provided in your kit, match the assembly of the parts shown in the pictures.
- 4) Limitations of this frame configuration require this to be a weld-on kit (minor welding). The welding portion is a very simple operation but should be done by a qualified welder. The results from the stabilizer are well worth the effort.
- 5) **Warning:** When welding, you must remove the gas tank and store in a safe place well away from the welding area. Standard welding rod works fine. Weld areas must be clean. Be sure to protect any flammable areas from the heat of welding.
- 6) Remove the stock main triple clamp nut and install the triple clamp mount with the tab over the back of the triple clamp. This part is machined to fit precisely over the back and match the recess in the stock triple clamp. Be sure it sits flush and seats.
- 7) Install the stabilizer to the triple clamp mount using the (2) 6x20 Allen head bolts provided in the kit.
- 8) The stabilizer link arm is going to serve as the guide and “holder” for the frame bracket as you weld it in place.
- 9) The finished height of the tower should put the tower pin flush or slightly higher than the top of the linkarm.
- 10) Position the weld-on tower up under the linkarm and position it so it clears the tank and triple clamp (see photo). The tower is the approximate length for this kit, but each bike will vary slightly and we suggest you shape the bottom of the “weld-on” tower to suit your individual bike’s frame. The more area you provide for welding to, the stronger the installation. You can file or grind the bottom where it welds to the frame for specific fitment purposes. The most common method is to provide bead of weld all the way across the back & sides of the weld-on tower. Remove the plating wherever welding will occur.
- 11) Be sure you are welding to a sturdy piece of the frame and not just a cosmetic cover area. Reinforcement is required on some.
- 12) With the weld-on tower aligned, be sure the linkarm is straight with the backbone of the bike. It is ideal to have the tower pin in the center of the slot in the link arm. Tack-weld the bracket in place. The linkarm should be straight when the bike is aimed straight ahead as in the photos below. Once this is verified, finish welding across the base of the tower.
- 13) Warning: **Remove the tower pin before final welding starts to avoid melting the nylon adjustment collar on the tower pin.**
- 14) Rotate the bars from full lock left to right and be sure nothing is binding and that all cables function as designed.
- 15) Adjust the tower pin height as per the photo. The nylon collar can be easily moved up or down by tapping on the pin while in the tower to move it up or down.
- 16) The tower pin should be kept greased inside the tower hole. It is designed to “float” and requires no retaining devices.
- 17) Start the bike and rotate the bars left to right full radius to be sure nothing is binding or in harm’s way before riding.
- 18) Read your damper manual for initial settings on the controls. A separate page describes each valving circuit control. The stabilizer is infinitely adjustable and totally up to the user to find their preference. Start with softer (counter clockwise) settings. The base valve (the one with the pointer) controls the immediate feel of damping forces exerted.
- 19) If you have any questions on anything call us, we want to help you!

