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### **General installation instructions for the Scotts Steering Stabilizer**

1. These instructions are for multiple style frame brackets. Apply the information that matches your style of frame bracket.
2. If you install the unit incorrectly, it could mean the unit will not function as designed, or possibly damage it. Not sure? Call us!
3. Before you start, a minimum of 40mm is required between main handlebar and crossbar in order for the damper to fit. In some cases the crossbar will not clear the damper unit, which can be cured by either bending the crossbar slightly with a mallet or changing the bars to higher clearance crossbar, special bowed crossbar Renthals or Oversize bars such as Protapers.
4. Important: The stabilizer main shaft, which is the same plane as the (2) mounting bolts that hold it on, must be over the center line of the steering stem on your bike. If your lower handlebar perches are reversible you **MUST** be sure they are in the position that you ordered this kit for, which would put the damper over the center of your steer tube. Refer to your owner's manual on the appropriate alignment procedure. **ALL** rubber mounted lower handlebar mounts are reversible, which can affect this important step. Reversing the lower perches can change this important mounting point and cause problems.
5. General rules: the frame bracket becomes part of the frame (solid) and must mate to the linkarm on the stabilizer which when mounted properly will put the center of the slot of the linkarm 40mm behind the center line of your steering tube.
6. Some models will require the removal of the upper triple clamp for this step. There are several styles of frame brackets to match the different types of frames. The concept of how they attach is all the same. It's very important to insure the frame bracket finds the most positive mounting position on your particular frame if you expect it to stay on as the forces of the stabilizer are going to try and make it get loose. Temporarily position the frame bracket tower around your head tube. Frame brackets with a "LIP" or register on the inside of the ring will need to be carefully slid over the head tube and the "lip" seated against the top of the head tube. Each frame will vary slightly due to the variations in welds, it is up to you to examine your frame and make sure the parts are going to fit your frame the way we intended them to. If your frame bracket requires drilling DO NOT drill the frame at this stage. You will need to line everything up before drilling. Drilling is the last operation for those style frame brackets.
7. Locate the frame bracket around the steering head tube so it's in the general area where it mounts and leave it loose for now.
8. Replace your stock upper handlebar clamps with the one piece aluminum barclamp provided in this kit. Examine this part to be sure no burrs or sharp edges are going to make contact with your bars. Tighten all (4) bolts **evenly** so the gap between the upper and lower perches is equal.
9. Mount the stabilizer to the NEW handlebar clamp, making sure the main shaft of the damper is over the center line of your steer tube and then you can tighten the mounting bolts.
10. Adjust the frame bracket so it slides UP into the slot in the stabilizer linkarm. The tower pin has flats machined on each side that match the shape of the slot. You may have to loosen the stabilizer slightly to get the tower pin up in the slot. Refer to your manual about correct adjustment height and "how to" adjust the tower pin. You now will have a much better idea of where the frame bracket is going to end up, so with the damper tight you can position the frame bracket to match the middle of the slot on the linkarm. The linkarm on the damper should be straight with the backbone of the frame with your wheel aimed ahead.
11. Turn the bars very gently from left to right, lock to lock allowing the frame bracket to center itself on the backbone. You may have to tap the bracket up, down or sideways to line it up before drilling or tightening the pinch bolts.
12. **Through-bolt type frame brackets only:** Now with all bolts tight and 1 through 9 completed, you are ready to drill, if your type requires drilling. The pre-drilled 6mm holes in the bracket flanges serve as a guide, you may drill new holes on your model if a better spot appears to you. Drill one side at a time from the outside. Before you drill, double check all your alignments again.
13. Insert the long 6mm bolt and nut through the hole you just drilled. Retighten all nuts and bolts now, being sure nothing binds. If installed correctly, the stabilizer will turn as easily and smoothly as when it wasn't on.
14. Be sure the steering stops make positive contact on both sides and that the DAMPER UNIT has not BECOME the steering stop or you can damage the unit. YOU MUST REALIGN THE BRACKET OR LENGTHEN THE STEERING STOPS **BEFORE RIDING** if this is the case.
15. Some models may have slight interference between the underside of the triple clamp and the frame bracket. Look carefully to be sure nothing is making contact underneath your triple clamp. File the minimum amount to allow clearance for free movement.
16. Occasionally due to frame variations, the frame bracket may need filing or slight grinding to clear welds, ignition parts or tank parts, but for the most part they will bolt right on.
17. Double check all nuts, bolts & especially the routing of your cables & wires to be sure they are correct and not in harms way!
18. If you're not sure about anything, call us and we'll be glad to try and help.
19. You DO NOT need to feel damping in order for it to be working. There are 3 circuits on your unit which allows you infinite adjustability for your style of riding. Start conservatively and slowly dial in your personal requirements. Your manual has details on how to adjust the settings on your stabilizer.