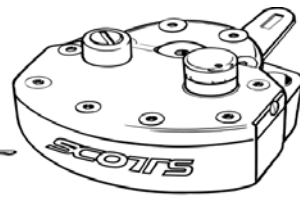


# SCOTTS

Performance Products



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**Installation guidelines for: Honda CB919 (CB900F) (This is a “weld-on” kit and requires good mechanical skills).**

- 1) Due to the frame configuration of this bike, this is one of the few kits that requires welding. The welding portion is a very simple operation but should be done by a qualified welder. See your dealer for matching frame paint, if desired. The effort you're going to make for this weld-on installation is well worth the results received from the stabilizer.
- 2) Pictures shown here may not be your actual bike but depict similar final results.
- 3) This kit is designed to be used with the upright style handlebars that comes stock on this model.
- 4) 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.
- 5) Remove the 4 bolts that hold the handlebars tight with a 6mm Allen wrench (there may be small caps covering the Allen head bolts, you must be remove the covers before you can access the bolts. A knife or sharp edge can be slipped under the covers to help remove them. Discard your stock upper bar clamps, you will not use them for this installation.
- 6) Install the Scotts, one-piece handlebar clamp, with the part #'s toward the front of the bike.
- 7) Tighten the 4 Allen head bolts or Hex head in the barclamp evenly so the gap between the upper and lower perches is the same or equal. We provided Allen bolts and Hex bolts for your choice of appearance.
- 8) Install the stabilizer to the barclamp using the (2) 6x20 Allen head bolts provided in the kit.
- 9) The stabilizer link arm is going to serve as the guide and “holder” for the frame bracket as you weld it in place.
- 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 pre-cut to 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 backside 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) The tower pin should be kept greased inside the tower hole. It is designed to “float” and requires no retaining devices.
- 14) 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.
- 15) If you have any questions on anything call us, we want to help you!

