



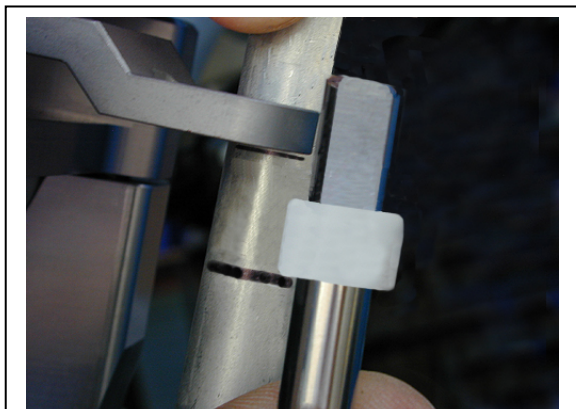
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Yamaha XT250 Weld-on instructions:

1. These photos may not be your exact bike, but depict the same configuration and installation on your model.
2. If you read these instructions carefully, this installation is relatively easy.
3. Remove the 4 bolts that hold your handlebars tight.
4. Install the new one piece upper barclamp with the part number portion toward the front of the bike and tighten the 4 bolts so the gaps between the upper and lower perches are even. Be sure the bolts are the correct length and do not bottom out in the perch before the upper clamp is tight. (XT's came with different lengths of bolts).
5. Install the stabilizer onto the barclamp using the (2) 6x20 Allen bolts provided.
6. Position the weld-on tower so you can see where you will have to grind and or cut the tower to make it fit perfectly between the frame and linkarm. (See photos). Be sure to allow for the adjustable nylon collar on the tower pin and it's ideal to have the "flats" of the tower pin centered in the linkarm.
7. This model has very little clearance between the tank and head tube, so the position of the weld on tower is very important before you start welding. You will need to grind a small taper on the tube side of the tower to allow for the fuel tank bolt to come in and out and for the tank to be removed after the tower is welded in place.
8. Draw a line on the frame where the nose of the tank sits and where the base of the weld-on tower will be. Then **remove the gas tank and all traces of fuel from anywhere around the area where you are going to weld. Gasoline is very flammable. Don't set you tank near your water heater pilot light.**
9. Be sure to protect the Dust Cover over the head tube bearing and the bearing before welding. Usually a wet rag wrapped carefully around the head tube will do the trick, but be careful not to catch it on fire and or remove the dust cover and bearing if you're not sure, before welding starts.
10. You are going to tack weld the tower in place first, to be sure everything clears. Grind the area on the frame of your bike and the area on the weld-on tower where you are going to be welding. They must be free of paint, debris and plating for the welds to penetrate. Standard welding rod is sufficient.
11. Install the tower pin with a light coat of grease on the shaft and put the weld-on tower in place on the frame. With some tape you can hold the base of the weld-on tower in place while the tower pin holds the top in place in the middle of the slot in the linkarm. We cut a small piece of welding rod to fit in the slot in front of and behind the tower pin, which helps keep the tower pin in the middle of the slot during the tack welding or even gum will hold it for the tank welding process.
12. **Tack-weld-only** the tower in place. Turn the Base valve off and slowly turn the bars from extreme left to right and be sure nothing interferes with the full motion of turning and review if you have everything centered and straight. Make alignment adjustments if necessary. **Remove the tower pin to avoid melting the nylon collar before making the final welds and then weld the tower on each side or along the front.**
13. Check the routing of your cables and be sure they are not getting pinched or stretched and are out of harms way
14. You can make minor adjustments to the tower pin height by tightening or loosening the 4 barclamp bolts.
15. Keep the tower pin greased in the hole, it is designed to float and should remained greased and free to float.
16. See Owners Manual for Initial settings and adjusters. Read those sections before turning any knobs.
17. If you have any questions regarding any of these instructions, call us first.



Mark and cut the tower so the flats are in the middle of the linkarm.



Mark and cut the tower so the flats are in the middle of the linkarm.

Cut the tower squarely where you marked it and deburr the inside so the tower pin fits smoothly



Grind the base to match your particular frame shape.



The tower has to fit between the tank nose and head tube and allow for the triple clamp to turn from full lock to lock.

Grind a chamfer allowing the tank bolt to be removed easily and the tank to clear the weld on tower during removal.

On rare occasions you might have to file a small amount of the tank mounting bracket in front to allow for more clearance.

A simple weld on each side and across the back is all that is necessary.

