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### Yamaha RZ 350 83-85 mounting guidelines:

- 1) Some pictures may not be your exact model but depict the same configuration necessary to complete installation.
- 2) Remove the side panels, seat and fuel tank. Store the tank away from any flames such as water heaters etc.
- 3) Remove your upper handlebar clamps by sliding a razor blade under the small plastic caps that cover the Allen bolts. Remove the (4) Allen bolts and lay the bars gently forward out of your way for the moment. Wrap them in a towel or sweatshirt to avoid scratching any painted surfaces.
- 4) Remove the 22mm steering stem nut.
- 5) Install the triple clamp mount (TCM) over the steering stem hole and tighten the main nut just finger tight.
- 6) We've provided (2) anchor holes to secure the TCM to the stock triple clamp, necessary for keeping the TCM from spinning during use. You can use either the 6mm hole, 1/8" roll pin anchor hole or both. Using both is the best insurance for a secure mount.
- 7) Align the back edge of the TCM so it aligns with the back edge of the triple clamp. This serves as a guide to start the alignment process. Each bike varies a little due to casting variations in the stock triple clamp, so you want to be sure you have the TCM straight before you drill any holes or do any welding. We suggest that you mount the stabilizer and the weld on tower as a "temporary installation" and sight the alignment of the stabilizer and the linkarm with the center line of the motorcycle. Once you have this straight, mark the holes using the transfer punch provided for the 6mm hole and or simply drill the 1/8" hole with the drill we've provided for the roll pin anchor.
- 8) Once the base plate is aligned straight, drill the 1/8" hole into the triple clamp, using the TCM as your guide. Drill the hole deep enough to allow the 1/8" roll pin to end up flush with the top surface of the TCM. **Be sure** of the depth **before** you tap the roll pin in place, as you won't be able to remove it. Lightly tap the 1/8" roll pin in until it's flush.
- 9) Use the transfer punch in the 6mm hole to make your center punch mark, then drill a hole with the #9 drill. Using the 6x1.0mm tap provided, tap the hole using a lubricant on the tap.
- 10) Install the 1mm spacer underneath the TCM to take up the gap on the underside. The casting could vary so be sure the 1mm spacer fills the gap perfectly. Using lock-tite, tighten the 6mm anchor bolt gently. Don't over do it.
- 11) Remount the handlebars and tighten all (4) bolts equally so the gap between upper and lower perches is equal.
- 12) Install the stabilizer to the top plate using (2) 6x20 Allen bolts.
- 13) The weld-on towers are 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. **Remove all gasoline far away from the any area that is going to have welding done. This would include your fuel tank!!**
- 14) The weld-on tower can be cut at either end for the proper fit. Grinding the base to match the contour of your frame.
- 15) With the damper in place, hold the weld-on tower temporarily in place so you can see any adjustments that might need to be made to match your individual frame. Grind the base so that it matches the frame while maintaining the tower pin in the middle of the slot of the linkarm. View the photos for reference of how high the tower pin should be in the linkarm.
- 16) Try to position the weld-on tower as close to 90<sup>0</sup> 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.
- 17) 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.
- 18) Align everything first. 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.**
- 19) **Remove the tower pin before making your final welds so you don't melt the nylon adjustable collar.**
- 20) Be sure the stock steering stops are still functional and that the stabilizer has not become the steering stop or you can damage the stabilizer. Once the welding is complete, you can paint the frame to match.
- 21) Apply some grease to the shaft of the tower pin and the hole. The tower pin should float and be free to move up, down and rotate. Keep it lightly greased so it floats in the hole at all times.
- 22) Turn your bars left to right, lock to lock and be sure your cables are not binding or in harms way and still functioning correctly. Start the bike and perform the same function to be sure all is well before you ride the bike.
- 23) See your Owner's Manual for initial set up of the valving systems and how to adjust the valving settings.
- 24) Should you have any questions call us at 818 248-6747.....We are here to help you!!

