

MOUNTING INSTRUCTIONS FOR THE UNIVERSAL WELD-ON KIT

- 1) The weld-on towers are steel and can be welded with standard welding rod. Be sure your head tube bearings and seal 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!!**
- 2) Minimum clearance between the main handlebar and the crossbar is 40mm in order for the stabilizer to fit. Some stock crossbars can be "bowed" **slightly** to allow clearance. Special "bowed" crossbar handlebars are available from Scotts. Bowing can be done by using a large tire iron against one of the barclamp bolts and prying with the tip underneath the center of the steal crossbar, with a piece of cardboard between the tip. Do not stress the material.
- 3) Remove your stock upper handlebar mounting clamps. If your lower handlebar mounts are reversible, meaning they can be turned around or re-positioned, be sure they are turned the direction in which you ordered the kit for. The barclamp is made specifically to fit only one way, the other way would be wrong. It's very important that the handlebar mounts be in the correct position or the damper will not work properly and could be damaged! See the Owner's Manual for diagrams that indicate the correct alignment of the barclamp and stabilizer position.
- 4) Install the new one piece upper handlebar mount, or in some cases, the "Universal upper damper mount" and tighten the bolts evenly. Install the stabilizer onto the new handlebar mount with the (2) 6x20mm Allens provided.
- 5) The weld-on tower can be cut at either end for a proper fit. Grinding at the base to match the contour of the frame is beneficial. Cutting at the top is usually the easiest. Your cut should be made, keeping in mind that once you install the "tower pin" into the tower, you will want the link arm to be positioned in the **"middle of the flats"** on the tower pin when finished. This is especially important on bikes with rubber mounted lower handlebar clamps, because the rubber mounts allow the bars and the damper to flex as much as 2mm during use. The **"middle of the flats"** insures engagement during this flexing motion. Do not allow the link-arm to bottom out on the tower pin.
- 6) With the damper in place, hold the weld-on tower temporarily in place and make a line where you will need to cut it so it fits perfectly up under the link-arm. This should be done **without** the "tower pin" installed. You'll need to mark your line low enough to account for the tower pin **and** collar to fit into the weld-on bracket. (See photos).
- 7) After cutting the tower to size, de-burr the hole and install the tower pin applying some grease to the shaft and the hole. The tower pin should always float and be free to move up, down and rotate. Keep it lightly greased so it floats.
- 8) Try to position the weld-on tower as close to 90° 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. 90 degrees is best, when possible.
- 9) 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 while you tack weld.
- 10) Now **tack-weld** only the tower to the frame on each side. All paint, chrome, and debris must be removed before a good weld can be expected. Protect the head bearings from excess heat. 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. The tower pin should still float. If not, then you have it binding by misalignment. Is the linkarm straight with the backbone of your bike? **Remove the tower pin before making your final welds so you don't melt the nylon adjustable collar.**
- 11) Be sure the stock steering stops still work and that the stabilizer has not become the steering stops. You can damage the stabilizer if you allow it to become the steering stop. Physically watch your stock stops function.
- 12) Should you have any questions call us at 818 248-6747 or 818 248-bike. We are here to help you!!



Assorted types of weld-on towers



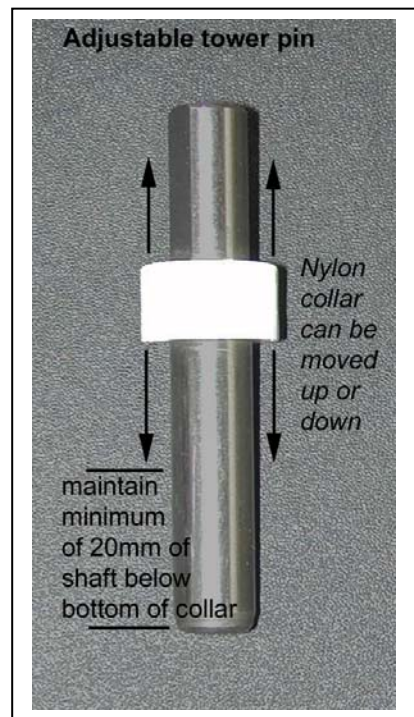
Marking where to cut the tower



Shaping the base to match frame



Cutting the tower evenly



Adjustable tower pin

Nylon collar can be moved up or down

maintain minimum of 20mm of shaft below bottom of collar



Correct tower pin location



Incorrect tower pin location: too far rearward in the slot



21 degree angled weld-on



Bowling the crossbar slightly



Ktm weld-on kit in place.