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## BMW HP2 mounting guidelines:

**IMPORTANT: Some ABS equipped bikes will not allow our kit. Each HP2 has very limited room in which to mount this. Each bike will vary with regard to the welds, fuel tank position and casting variations. Before you start, understand that this may require some reasonable amount of custom fitment due to the limited space and in some cases, the stabilizer might touch the front of the tank. (Most of the bolts on the BMW are T30 and T45 Torx bolts).**

1. Your handlebars must be in the stock, rear position in order for this kit to fit. The FWD position will not work.
2. Loosen the steering stem pinch bolt on the triple clamp just below the main retaining bolt for the triple clamp.
3. Block the front tire securely before removing the top triple clamp so the tire cannot move at all. See photos.
4. Support the rear tire also, just enough to keep tension on the front tire so the forks stay tight and use a tie down hooked to the front axle and to the frame to keep the forks from falling off.
5. **Warning; once the triple clamp is loose, the forks can roll away from the bike AND it happens very quickly.**
6. Remove the 10mm Allen bolt that holds your triple clamp on taking note of how tight the main nut is, so you can re-tighten it to the exact amount. **The main nut adjusts the tension on the steering head bearings.**
7. Discard the washer that was under the Allen bolt, you will not be using that.
8. Loosen the fork pinch bolts (T45 Torx) and any other items that prohibit removal of the top triple clamp.
9. You'll need to remove the headlight frame from the triple clamp and rock forward slightly, for triple clamp removal. It's a good idea to lay rags or protection of some sort so the headlight can lay on your front fender temporarily.
10. Remove the tin bearing shroud (cover) and any seals making note of how the seal goes on.
11. Grease your bearings while you have them exposed. (Keep the grease off the area where our frame bracket mounts!!).
12. The goal is to allow the frame bracket to clamp cleanly and squarely around the upper portion of the head tube.
13. Install the frame bracket & rotate it clockwise to clear the steering lock, leave the bracket temporarily loose.
14. Install your stock tin bearing shroud and seal (if applicable) the same way it came off.
15. Re-install the triple clamp carefully, as now is the time when the forks will want to walk away from the bike.
16. Align the frame bracket so the tower post is in the middle of the frame's backbone and as low as possible, usually about 8mm below the tin shroud when finished, which is determined by the steering lock location. Tighten the pinch bolt on the frame bracket to 6-8 ft lbs.
17. Install the Damper mount (TC mount) into the recess hole on your triple clamp. It should fit very close to everything, meaning the recess on the bottom fits in the recess on your triple clamp, while the tabs on the outer edge sit very close to the lower handlebar perches. If for some reason everything doesn't fit just right, your stock cast parts may be, a little different, which might require some minor custom fitting. The perches keep the TC mount from spinning so we want those tabs to be very close or touch the perches. BE sure the TC mount drops in the recess and that the bottom is flush on the surface of the Triple clamp, or when you install the stabilizer, it might bump the perches.
18. Remember the main nut on your BMW adjusts the tension on your head bearing, so do not over tighten the nut. It should be seated just enough to take the play out of the bearing and then the pinch bolt tightened to hold it in place. Install the 10mm Allen bolt along with the provided adaptor-reducer into the TC mount and tighten the bolt as it was.
19. Tighten the remaining triple clamp bolts and headlight frame bolts etc., while making sure the cables are routed as they were from the factory. Turn the bars full lock, left to right, and verify the cables are not pinched or in harms way.
20. Grease the tower pin and drop it in the tower. Keep it greased and free to float which insures proper alignment.
21. Installing the stabilizer is a very tight fit. Turn the bars all the way to the right and slide the stabilizer in while holding the tank shroud out of the way. It's very tight, but it should fit. In some cases, it's easier to remove the tank and install the stabilizer, then reposition the tank as far rearward upon remounting it by re-arranging the rubber mounts to do so.
22. The slot in the link arm on the stabilizer lines up with the flats on the tower pin. Once you have it on, **be sure the tower pin does not hit the bottom of the stabilizer**, then install the (2) 6x20 Allen bolts. You may have to reposition the frame bracket up or down on the frame now, to insure the height and position of the tower pin is correct. DO NOT ALLOW the tower pin to stick through the top of the linkarm where it might hit the bottom of the stabilizer body. The pin should be flush or just above the top of the linkarm. Adjust the frame bracket to achieve this height.
23. If the damper or linkarm touch the tank, you can try loosening the rear tank mount and persuading the tank rearward while tightening up the bolt, and/or remove that rear rubber, allowing the tank to scoot back farther. Some bikes, still might have slight contact with the tank, similar to the Factory BMW Baja race bike, shown in the picture. Be sure this interference does not prohibit your steering or the function of the stabilizer. It's best to not have any interference
24. Turn the bars slowly left to right and insure all the cables are free moving, and that no binding is felt.
25. See your owner's manual for "How to" adjust the stabilizer initial settings. If you have any questions, call us.



Correct lower perch position for this installation.



Approximate position of frame bracket on head tube

