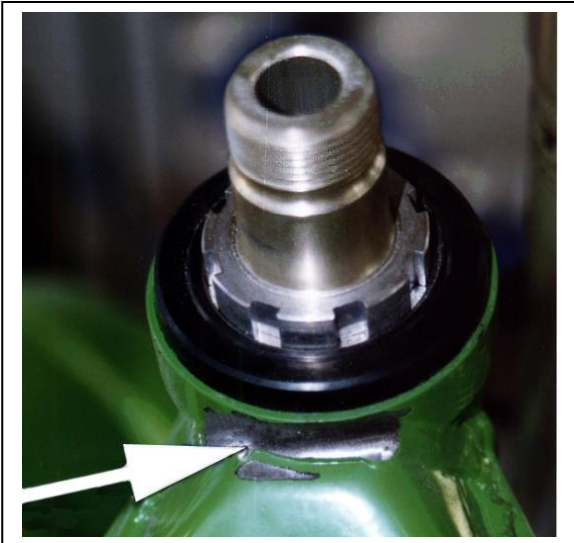




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Guidelines for installing the KX-RM 65 / KX-RM 80-85 / KX-RM 100 Stabilizer kit.

1. **READ THIS IMPORTANT NOTE FIRST:** Due to the variations of available triple clamps for this model, we had to make this frame bracket somewhat adjustable to accommodate all the possibilities. Most of this is very simple if you follow the instructions. Read all the instructions first before you perform any modifications to any of your bikes parts or the parts in this kit. If you have any questions, just give us a call at 818 248-6747 and we'll be glad to try and help. If you don't feel qualified to install this correctly, please contact your local dealer or qualified personnel.
2. Remove the stock bars and triple clamp and examine the weld where the backbone meets the head tube of your bike. The welds can be very sloppy on some bikes which will require you to file the weld, in some cases, by quite a bit. Note the photo below of how to file the weld properly for clearance. If you need to file, try to keep the actual diameter of the head tube consistent, meaning, only file the weld and not the head tube itself so the diameter remains the same all the way around. The goal is to allow the clamping portion of the frame bracket to bite completely around the head tube. If the goal is not achieved, the bracket will have trouble staying tight.
3. **RM 80/85 only:** you are going to remove the stock head tube bearing cover on the RM80/85 only, and replace it with the seal we've provided. The new seal we provide, is smaller in diameter and allows for the frame bracket to fit over the head tube without interfering with the seals ability to keep debris out of your head tube bearing. The new seal simply sits between the bottom of the triple clamp and the jam nut that holds the forks on. Once in place the lip of the seal will be touching the top of the head tube and forming a seal.
4. Install the frame bracket, making a note how the inside of our frame bracket has a "step" machined into the ring. This is a stop, which is made to butt up against the top of the head tube, which makes sure it's aligned and prevents it from going on too far.
5. It is essential that the ring portion of the frame bracket be down as far as possible until the "lip" hits the edge on the head tube. Its strength is relative to how much head tube it can bite a hold of. Slide the frame bracket down until that lip seats cleanly without allowing it to go over the head tube. *If the lip goes over the head tube it will damage the frame bracket.*
6. Tighten the **lower** pinch bolt first, as it's the bolt that holds the bracket to the frame. Over tightening the top bolt will only distort the frame bracket and deter its ability to stay on. Tighten the lower bolt first and then just snug the upper to a point where it cannot come loose. Examine the bracket to be sure it's not be distorted by the upper bolt.
7. Install your triple clamp. Turn the bars full lock left and right until they hit the steering stops and verify that the frame bracket is straight and does not make contact with the triple clamps at full lock on either side. You may have to rotate the bracket on the head tube to center its position for triple clamps clearance. If you're steering stops are distorted or damaged you must repair them, so the forks stop at each extreme. Do not allow the damper itself to serve as a steering stop as it will damage it internally.
8. Grease and install the tower pin into the frame bracket. It should remain greased in the hole and free to float at all times.
9. Install the bars and the new upper bar clamp that holds your bars tight. Tighten the 4 bolts so the gap between upper and lower perches is equal. Install the damper to the bar clamp double checking first if the tower is the correct height.
10. If the tower is too tall for your application, now is the time to scribe a mark as per the photo below so you'll know where to cut it. Most do not need cutting. Should the tower need cutting, try to keep the cut straight so the tower pin fits cleanly. You can file the top for a finished look. Deburr the hole, clean out the chips and install the tower pin with grease. The tower pin should always be able to float in the hole freely.
11. Most RM applications will need the tower pin raised in order to reach the stabilizer. This can be achieved simply by flipping the tower pin over and tapping on it to move the nylon collar downward on the tower pin. Flip it back over and check your setting. You'll want the tower pin to match the height shown in the pictures.
12. Start with lighter settings on the valving, which is counter clockwise. Refer to your Owner's Manual for the initial valving control settings and how to adjust them for you specific use.
13. If you have any questions please feel free to call as we're here to help your installation go smoothly.



The welds vary considerably from bike to bike so be sure to file downward until the bracket fits properly retaining the head tube sizing

