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Universal mounting hardware:

Installation of the universal mounting hardware will vary from bike to bike depending on the configuration of your stock components. Below is the basic, mounting guidelines to help you avoid problems but each application will require common mechanical skills in order to make the completed project correct. We've constructed these parts to adapt easily to a wide variety of applications. This is not a "specific fit" kit, that's why we call it "universal", meaning, it's adaptable.

Base Plate - Part # UNI-24 (review the photos on page 2)

The base plate is made to fit over the stock steering stem. It comes with one large 24mm hole that fits most bikes. We offer a reducer for 22mm holes and we can bore the hole larger if we know the size at the time of ordering. There are (5) 6mm holes in the base plate also. The 2 outer holes are threaded 6x1.0mm to receive the "top plate", which is what the stabilizer will mount to. The 3 inner holes are counter bored and are for your option to find which will serve best as an anchor hole. The base plate is going to be secured by both the main steering stem nut and an one or more anchor bolt(s) or 1/8" roll pin. You must anchor the base plate to the triple clamp by drilling through one or two of those inner holes to keep the base plate from trying to spin when the forces of the damper are in use. The main nut is not enough to keep it from spinning. One hole is normally sufficient for anchoring. The 1/8" roll pin hole can be used as an anchor point also.

Installation of base plate: (review the photos on page 2)

Remove your stock triple clamp nut and slide the base plate over the bikes steering stem. The bottom of the base plate must butt against a smooth, flat surface at least 4mm wide. Some bikes have raised areas and some have recessed areas where the nut tightens. You might have to add shims if there is a recess so the base plate sits on a flat surface. It is not necessary to have a washer under the main nut but if you have enough threads on the stem you can retain the stock washer. Once in place, the front edge of the base plate (where our logo is) should be parallel with the front edge of your triple clamp and perpendicular to the backbone of the bike. This is critical in order for the damper to sit on your bike at a "straight" angle. With it mounted flat and straight, now mark and drill the anchor hole which suits your application best. Look underneath the triple clamp and try to avoid any webs or reinforcements that would make your "anchor bolt" difficult to install. You can drill and tap the triple clamp or drill all the way through and use a nut and washer on the underside of your anchor bolt. If utilizing the 1/8" roll pin hole, you will want to mark and drill a matching 1/8" hole in the area where the main nut seats. Driving an 1/8" roll pin through the new hole will anchor the base plate. The roll pin must sit flush when finished.

Important note:

On triple clamps where the base plate sits on a "raised area", the raised area will create a gap between the front side bottom of the base plate and the triple clamp surface (see photo). It is essential that spacers/washers be installed between the underside of the base plate and the surface of the triple clamp where the anchor bolt passes through to fill this gap in order to avoid breaking the base plate. This only applies when a gap exists between the underside of the base plate. This rule does not apply if you are only using the 1/8" roll pin hole as your anchor point.

Top Plate - Part # UNI-16

The top plate is designed to bolt directly to the base plate by using the 2 outer threaded holes. The top plate has a 16mm offset to allow for clearance of the damper body and assorted other items we know about from experience with this. The top plate can be spaced upward if necessary by using washers or bushings between the base plate and top plate. We stock selected sizes of these riser/spacers for the most popular applications for this purpose. If you choose to use washers for spacers, it is beneficial to keep the spacers exact heights on both sides. It is also possible to bolt the top plate directly to the triple clamp (as on most road bikes) if you have enough clearance between the final mounting and your main triple clamp nut and or handle bar configuration. If mounting the top plate directly to the triple clamp, extra care should be taken to get it straight before drilling holes in the triple clamp. **The damper must be mounted with the main shaft over the center line of the steer tube.** The top plate has been made to mount either under the handlebars, if room permits, or by using spacers, the top plate can be spaced up high enough so the stabilizer mounts over the bars. The most common mounting position is over the top of the bars, but either is ok. Note all the pictures before starting.

Each application will probably pose areas requiring good judgement in order to make a secure mount. Do not attempt to mount the universal kit unless you are confident you understand the fundamentals involved. Only skilled mechanics should attempt this installation. We are here to help so if you have any questions we will be more than happy to try and help.

Photo Gallery:

