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Kawasaki KLR 650 08-on mounting guidelines:

- 1) Some pictures may not be your exact model but depict the same configuration necessary to complete installation.
- 2) 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.
- 3) Remove the 30mm steering stem nut and stock washer.
- 4) The two set-screws in the base plate should be retracted, up inside their holes, before the base plate is installed. Note how the bottom of the base plate is made to match the contour of the stock triple clamp configuration.
- 5) Install the base plate over the steering stem and tighten the main nut just finger tight. Slide the base plate backwards until you feel the contour on the bottom match your individual triple clamp. Each bike varies a little due to casting variations in the stock triple clamp. Tighten the main steering nut against the base plate while keeping it at that position. Torque the main 30mm nut to the stock specifications.
- 6) Using Loc-Tite, now is the time to engage the set-screws downward until they just touch the triple clamp and go no farther. **Do not over tighten these set-screws or you can break or distort the base plate. Seat them only using loc-tite so they can't come loose.** These are intended to simply stabilize the base plate between the casting slots.
- 7) **Optional:** Drilling an 1/8" hole as an additional anchor point to keep the base plate from spinning during use. We've provided an 1/8" hole in the base plate for this additional anchor point to keep it from spinning. Once the base plate is aligned straight, drill an 1/8" hole into the triple clamp, drill deep enough to allow the 1/8" roll pin to end up flush with the base plate surface. **Be sure** of the depth before you tap the roll pin in place. Lightly tap the 1/8" roll pin in until it's flush or far enough so you can still remove and replace the main 30mm main nut.
- 8) Remount the handlebars and tighten all (4) bolts equally so the gap between upper and lower perches is equal.
- 9) Install the spacer- risers and top plate together using the 6x50mm Allen bolts and tighten them to the base plate.
- 10) Install the stabilizer to the top plate using (2) 6x20 Allen bolts.
- 11) 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!!**
- 12) The weld-on tower can be cut at either end for the proper fit. Grinding the base to match the contour of your frame. 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.
- 13) 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 the photos)
- 14) 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 float and be free to move up, down and rotate. Keep it lightly greased so it floats.
- 15) 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, but 90 degrees is best when possible.
- 16) 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.
- 17) Align everything. 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. **Remove the tower pin before making your final welds so you don't melt the nylon adjustable collar.**
- 18) Be sure the stock steering stops still work and that the stabilizer is not bottoming out before the steering stops make contact. You can damage the stabilizer if you allow it to become the steering stop.
- 19) Should you have any questions call us at 818 248-6747.....We are here to help you!!

