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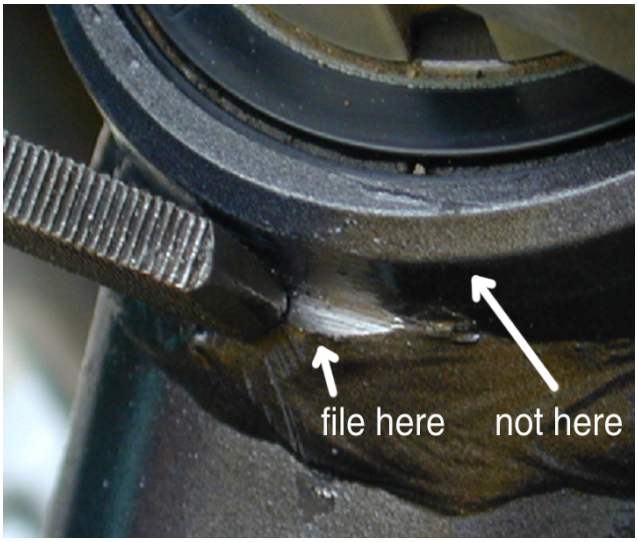
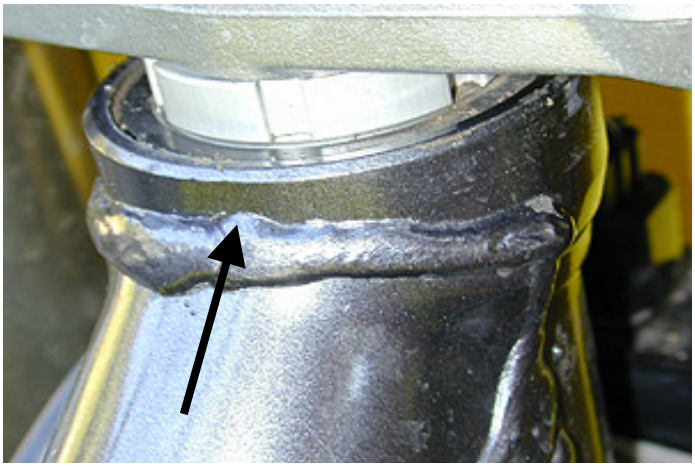
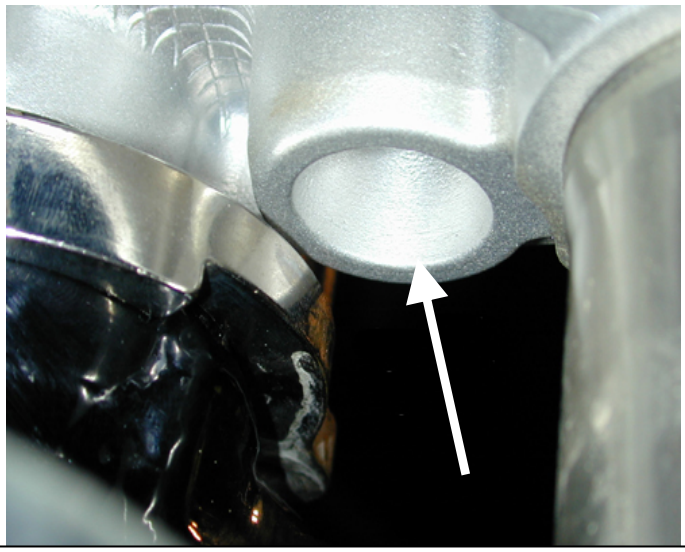
Suzuki DRZ-SM installation guidelines:

1. Photos may not be your actual bike, but depict the same procedure needed for your kit installation.
2. Refer to your Owners Manual for the "general mounting guidelines" and pitfalls during mounting.
3. This kit may contain some extra parts depending on which style of stabilizer mounting position you chose.
4. Remove your front number plate, upper handlebar clamps and upper triple clamp.
5. Examine where the backbone meets the head tube (see picture). Occasionally the welds can be too high, which will prevent the bolt-on frame bracket from fitting securely. The frame bracket **MUST** drop down flush with the top of the head tube, if you expect it stay in place. Most Suzuki frames will require some filing around the rear welds of the head tube as they vary quite a bit from bike to bike. This should be done with a sharp, square edge file. Try not to change the diameter dimension of the head tube where our frame bracket will bite onto (see picture). File only the weld until you've created a good clamping surface.
6. You also need to get the frame bracket down far enough to allow the Triple clamp cone on the underside to clear it during turning. We've provided special cones for this clearance, installed later in the instructions.
7. Because this tower is abnormally tall, it's important to get as much "bite"on the frame as possible. There is a lot of leverage due to the height required for this model. In most cases, a weld-on tower is a better choice and or the bolt-on tower can be tack welded to the frame also, should it try to come loose. The ability for the frame bracket to stay on tightly has a lot to do with how much head tube they give you to bite onto. If this bike is going to be ridden aggressively or raced, we recommend the frame bracket be welded on.
8. Align the frame bracket tower with the backbone of your frame and tighten the pinch bolt to 6 ft lbs.
9. Re-install your triple clamp and torque the main nut to the factory specs. Tighten the fork pinch bolts.
10. Remove the nuts on the bottom side of the triple clamp that hold your lower handlebar perches tight. Install our new lower aluminum cones at the same time you install the new lower handlebar perches. Tighten the nuts on the bottom side directly against our new lower cones with a tiny bit of grease between the nut and aluminum head on the cone. These new cones are necessary to provide clearance between the frame bracket and the triple clamp. Once installed you will see why the frame bracket must be down on the head tube as far as possible. The cones and frame bracket are very close to each other.
11. Be sure the triple clamp is free to move from steering lock to lock without anything interfering with the turning radius. If you have any interference, resolve where the problem is and create more clearance.
12. Install the bars & Scotts one piece upper barclamp. Tighten the (4) bolts evenly, the Scotts logo goes toward the front of the bike. We have provided 2 spacers that fill the void in the left side of the barclamp so your stock key switch can mount on top of those spacers. Use 8x45mm Allens on the left side, 8x35 right side.
13. If you ordered the STD mounting position for the stabilizer you'll need to use the 12mm spacers provided to move the gauges out away from the stabilizer. We've supplied (2) longer bolts to pass through the spacers for this mounting position. If the speedometer bracket is too close, it can be easily re-shaped to give you more clearance. For applications where the stabilizer is mounted in the REVERSE position, the spacers and bolts are not required. The Reverse position puts the body of the stabilizer more on the tank side which in turn, allows more clearance to the gauges. It can be mounted either direction by reversing the linkarm on the bottom using a linkarm puller.
14. Install the tower pin using some light grease and keep it greased and free to float during use. This prevents any binding from misalignments between the frame and triple clamp. See your Owners Manual for the proper tower pin adjustment. This model will require the extra tall tower pin to be adjusted rather high in order to reach the link arm.
15. Install the stabilizer to the barclamp using the (2) 6x 20mm Allen bolts provided while aligning the flats on the tower pin to match the slot in the linkarm.
16. Your Owners Manual explains the valving and initial stabilizer settings. Read your manual carefully.
17. If you have any questions please call us as 818 248-6747 or email us at service@scottsonline.com





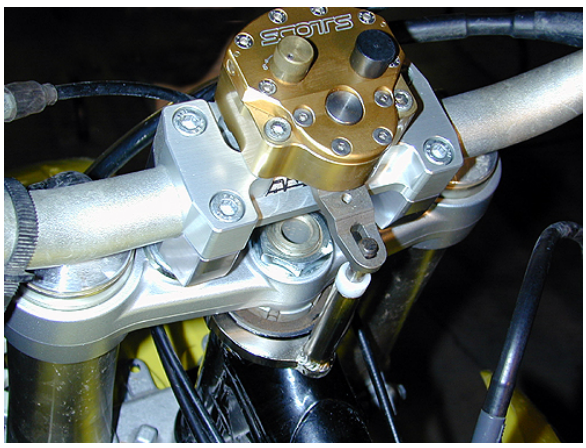
Typical non-symmetrical welds that will need filing until bracket fits flush.



Our aluminum cone must go in the bottom, to clear frame bracket

Typical weld-on type shown here on the RM model.

This shows the Reverse mounted position where no spacers are needed. DRZ-SM key switch mounts to upper left holes using 8x45mm Allens.



This shows the Standard mounting position that requires spacers for the gauges.