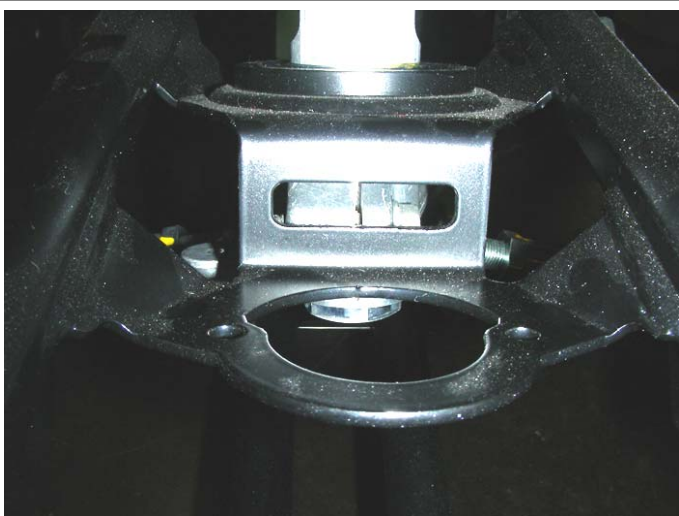




2625 Honolulu Ave · Montrose, CA 91020 · 818 248-6747 · Fax: 818 248-4529
 www.scottsonline.com · e-mail: sales@scottsonline.com

Mounting Guidelines for the KTM QUAD:

1. Review the photos first to get an idea of how this assembles. Use Loc-tite on all nuts and bolts.
2. This model comes equipped from the factory with the frame bracket already in place for our stabilizer. This bracket is located in the frame between the two front wheels, in front of the steering stem
3. You might have to file the holes in the frame a little bit, to clean out the paint in the holes in order for the bolts to drop through that hold the stabilizer tight to the frame. Some of these holes can be a little off center from the manufacturing process, and some may require more filing than others. Some need no filing at all. File just enough to allow the bolts to freely drop through the frame.
4. This kit has (2) 6x20 Allen bolts for the stabilizer, (1) 6x25 Allen for the linkarm end of the strut, and (1) 6x30 for the steering stem end of the strut. **The longer bolts are specific to each end of the strut arm!**
5. The 6x30 Allen **must** go in the rear Strut arm hole and into the steering stem lug.
6. The 6x25 Allen must go to the linkarm end of the strut.
7. If you mix the bolts up, you may have clearance issues with the longer bolts hitting the stabilizer mounting bolts.
8. Guide the Stabilizer and linkarm through the hole in the bracket just in front of the steering stem with the link arm facing to the right side of the quad. See the photos.
9. Install the (2) 6x20 Allen Bolts through the stabilizer and tighten the Nylok nuts securely on the bottom side of the frame.
10. Installing the strut arm next:
11. Locate the (2) spacer washers provided in the kit. The chamfered side of the spacer should sit against the bearing in the strut arm to allow for rotation on the aluminum strut arm and help avoid the strut arm from making contact with any protruding obstacles while in motion. The spacers go between the strut arm and the attachment points.
12. Install the Strut arm to the bottom side of the Linkarm. (1) 6x25 Allen goes in from the bottom of the strut, passes through the spacer and then threads into the linkarm. It should be tightened **before** the Nylok nut is installed. Be sure the bolts stay tight while you snug the Nylok nut down.
13. Install the steering stem end of the strut arm using the **6x30 Allen**. Tighten the bolt first before snugging the Nylok nut.
14. All 4 bolts should be engaging the Nylok locking portion of the nuts and lock tite is a good idea also.
15. Rotate the bars slowly from full lock left, to full lock right and be sure nothing is hampering the free motion of the turning radius. The strut arm should move through its full motion cleanly without making contact with anything.
16. If you ride in lots of water and mud, be sure to lubricate the strut arm bearings with water displacement spray so they stay free to rotate. Free movement on the strut arm is critical to the stabilizers performance and life of the strut arm.
17. Check your Owner's manual for initial settings and how to adjust the 3 individual circuits. The initial settings are usually good but each rider has their own preferences. Read the manual so understand all the advantages of using our fully adjustable stabilizer.
18. If you have any questions please call us for assistance. 818 248-6747.
- 19.



Frame is ready for the stabilizer. Holes might need slight filing



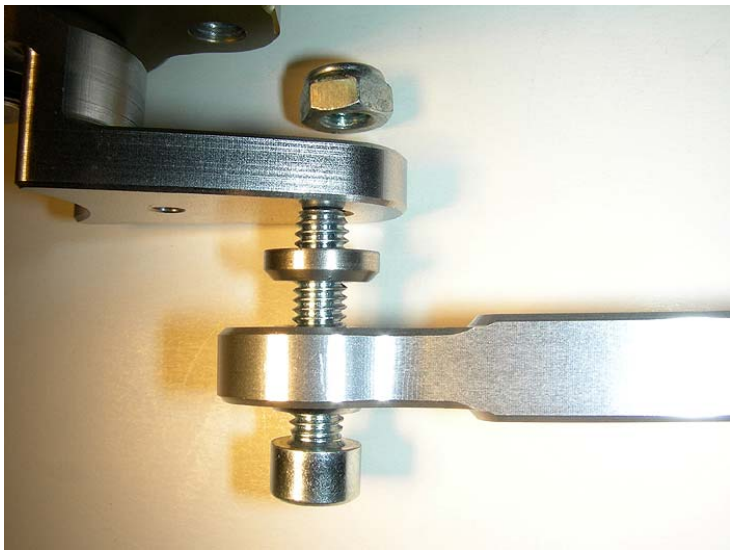
Shown here is the complete kit for the Ktm quad



Be sure the spacer is between the strut arm and mounting surface with the chamfered side butted against the bearing.



Stabilizer in place on frame with strut arm attached to linkarm.



Correct assembly order of the bolt, spacer and Nylok nut

