



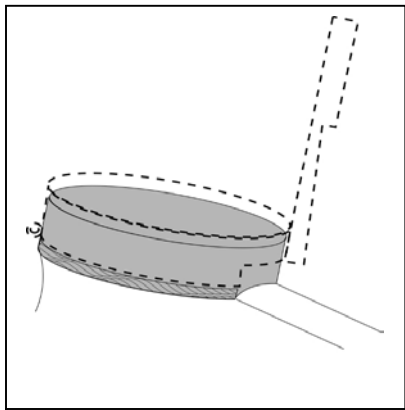
2625 Honolulu Ave • Montrose, CA 91020 • 818 248-6747 • Fax: 818 248-4529
www.scottsonline.com • e-mail: sales@scottsonline.com

CR125 1995-97 and CR250 1995-96 installation instructions:

1. Review the photos first, before starting, so you have an idea of the hurdles to watch out for.
2. The photos show the KX frame but the CR and KX share the same frame bracket in this year, so the photos pertain to the same principals of mounting.
3. Before you start, be sure you have 40mm between the crossbar and main portion of your handlebars. This is the distance required for the stabilizer to physically fit. You can bow your stock steel crossbar slightly or use bars with more clearance. Rental was nice enough to make special low bend bars with a pre-bowed crossbar to aid in stabilizer fitment.
4. Refer to your owners manual first, on how to verify you have the correct barclamp for your application as rubber mounted handlebars have reversible lower perches that must be in the position you ordered your kit for. If not, your stabilizer will not line up with the tower pin.
5. Remove your number plate, upper handlebar mounts and stock upper triple clamp.
6. The frame bracket is manufactured to match the shape of your stock head tube but there are numerous variations that can come from the factory making this fitment vary from bike to bike. Please use common sense when installing this kit as there are too many variables to list or show pictures of. The basic concept is to be sure the frame bracket fits squarely and completely around your head tube, giving it as much area to bite onto as possible.
7. If there is a seal that prohibits the frame bracket from sitting down flush, you will have to use a razor blade to trim the outer edge of the seal so the lip of the bracket can touch the head tube.
8. The welds on the backside of the head tube occasionally come up far enough to interfere with the frame brackets ability to fit properly. You must file or grind the welds (as pictured) enough so the frame bracket can slide down far enough to allow the "register" or "lip" on the inside of the machined ring to sit **flush** against the upper edge of the head tube. It is extremely important that this goal be achieved if you expect your frame bracket to stay on when resisting the forces the stabilizer during use. We have relieved and shaped the underside of the frame bracket in an attempt to fit the majority of bikes. You must verify the frame bracket is all the way on correctly, if you expect it to stay in place. Some bikes allow the bracket to drop right on and others require substantial filing to remove the sloppy welding that interferes with the frame bracket fitment.
9. Install the frame bracket around steering stem head, as per the photo, and make sure it mounts flush with the top of the head tube all the way around the circumference
10. Reinstall the triple clamp and examine the clearance between the new Scotts cones and the frame bracket. Rotate your bars from left to right slowly and be sure you have complete clearance.
11. Tighten the main triple clamp nut and fork pinch bolts to your stock specifications.
12. Grease the shaft of the tower pin & Install the tower pin into the frame bracket. Adjust the tower pin height by moving the collar up or down as per your manual instructions.
13. Install the one piece upper barclamp and tighten the (4) bolts evenly.
14. Install the stabilizer to the barclamp using the (2) 6x 20mm bolts provided.
15. Refer to your owners manual for additional mounting guidelines and initial damper settings.
16. If you have any questions please feel free to call us for assistance. 818 248-6747.



CR and KX share the same frame bracket for these years.



Inner lip needs to be flush with the top of the head tube.

