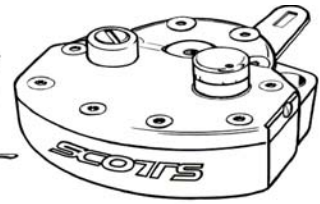


**SCOTT'S**  
*Performance Products*

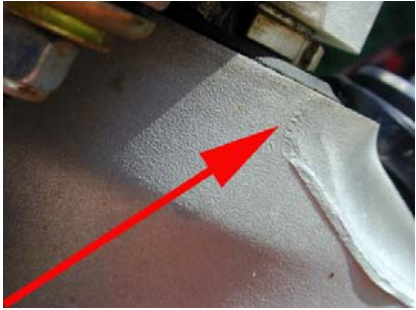


2625 Honolulu Ave · Montrose, CA 91020 · 818 248-6747 · Fax: 818 248-4529  
www.scottsonline.com · e-mail: sales@scottsonline.com

**Installation instructions for CRF250R 2004-09** (remove any other stabilizers first).

1. **Important Notes:** These instructions are for the Stock Honda and Scotts or BRP Triple clamps only. Many after market triple clamps will not work in co-ordination while using our frame bracket due to space limitations. We've tried very hard to give as much clearance without sacrificing strength to accommodate **some** after market triple clamps. Each bike varies according to the combination of parts (triple clamps and lower perches) being used. The goal is to keep the underside of the triple clamp and related parts from making contact with the frame bracket. The clearances are very close and require the installing mechanic to examine and understand the fitment issues. You also need 40mm of clearance between the crossbar and the main handlebar in order for the damper to mount in the "std" position. We ship the 250R in the reversed position to clear the stock crossbar. Scotts has kits available to convert from standard to oversize bars, that use no crossbar at all, or Renthal was nice enough to make special bars that use a "bowed" crossbar for stabilizer clearance. Unfortunately Renthal will not sell just the crossbar by itself.
2. **Never remove the crossbar completely from any handlebar that came stock with a crossbar**
3. Review the photos before starting, so you have an idea of what is being explained.
4. Remove the seat. Turn the petcock to off and remove the fuel tank. Do not store the tank near any open flames.
5. Remove both 17mm nuts on the underside of the triple clamp that hold the stock lower rubber mounting cones in place.
6. Your stock lower rubber cones **will not** clear our frame bracket and must be replaced with the new lower profile Scotts cones provided in the kit. Install and re-tighten the nut directly against the new aluminum cone top of our cone, **without using a washer**. Perform this operation now, as you won't be able to loosen the nuts as easily, once the triple clamp is off.
7. Remove your number plate, upper bar clamps and top triple clamp by removing the 32mm nut & upper triple clamp pinch bolts.
8. Install the Scotts frame bracket by removing the pinch bolt and spreading the bracket gently with a large blade slot-head screwdriver. This bracket is intentionally tight, align it carefully, and then it will slide down perfectly and around your head tube. **It must be started straight or it will feel as though it doesn't fit**. It is an exact fit, so initial alignment is critical.
9. The initial installation of the frame bracket is very important in order to retain a long life of your stabilizer kit. This frame bracket has several specifically machined angles to match the shape of the Honda head tube. Keep it perpendicular as you initially install.
10. Slide it on and tighten the pinch bolt slightly, tap the bracket with a mallet to insure it is seating **completely** down against your head tube. Tap downward and tighten, tap again and tighten some more and examine that it's all the way down flush.
11. As you tighten the front pinch bolt, the bracket is pulled forward slightly, seating the key areas and aligning the tank hole. If the tank hole does not line up, try the process again until it does or in rare cases, file the tank-mounting hole if necessary.
12. **Do not tighten the tank bolt before** the frame bracket pinch bolt is tight. This puts an unnecessary load on the tank bolt.
13. After aligned, torque the frame bracket pinch bolt to 96-108 inch lbs. / 8-9 ft. lbs.
14. Slide the triple clamp back on temporarily, and turn the bars left to right to be sure you have the frame bracket centered. You can loosen and tap the bracket slightly to avoid the stock triple clamps from hitting the vertical tower, if you're mis-aligned.
15. Be sure the steering stops are making contact.
16. Examine the clearance between the underside of the triple clamp and the Scotts frame bracket. In some cases you may have to slightly file the casting knob on the underside of the triple clamp as per the photo on page 2. Most bikes have plenty of clearance.
17. Grease the floating tower pin and install into the tower, it is designed to float and should always remain greased.
18. The tower pin can be moved up or down by simply tapping on the pin to move the collar up or down. See photo height. If you have the Oversized bars kit, you will need to move the collar down, which in turn, moves the tower pin upward to reach the slot.
19. Install the upper barclamp and tighten the 4 bolts evenly so the gap between the mounting perches is equal. Install the stabilizer using the (2) 6x20 Allen bolts while aligning the tower pin into the slot in the linkarm.
20. Before installing the fuel tank, remove the aluminum bushing in the stock tank mount and flip it over so it comes in from the bottom. This allows the large head bushing to sit against the frame bracket. Use the supplied fender washer on the upper side of the rubber tank biscuit when installing the tank mounting bolt. Install the seat. Be sure all cables are routed properly and are not binding anywhere.
21. If you have any questions, please feel free to call us anytime, as we are here to help you.

1. Step by step instructions. Be sure to read the text that accompanies these photos there is a specific order.



Be sure head tube is clean of cast slag



Remove bolt & spread gently to install



Tap bracket down until securely flush



Be sure the frame bracket is all the way down flush with the head tube, all the way around the entire surface.



Stock handlebar cross bar are too close to the damper even in the reversed position mounting.



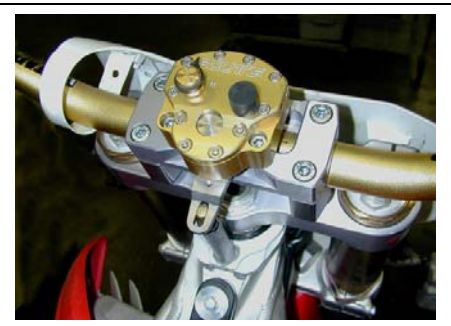
Our replacement cone goes on the bottom



This shows the stock mounting perch



Only a few bikes need filing here.



Finished kit with stock tank, O/S bars.



This shows just how close the stock triple clamp is to the vertical tower. Align so both sides are equal and yet the steering stops make contact.



Flip the stock tank bushing over, installed from the bottom. Fender washer goes on the top side.



Oversize bars with IMS tank