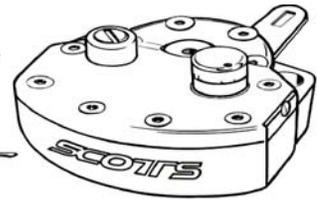


**SCOTT'S**  
*Performance Products*



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### **SUB mount Installation guidelines for the CR125/250 2002-07:**

**Notes:** This kit is designed to be used only with stock or Scotts and BRP triple clamps and with Oversized bars such as Protapers. Review the photos before starting so you have an idea of what is being explained and why. Following these instructions step by step, will save you time. The SUB mount raises the relative position of the bar-to-rider height. Lower bend bars are available if needed.

1. Remove both 17mm nuts on the underside of the triple clamp that hold the stock lower handlebar perches in place.
2. Remove the (4) bolts that hold your handlebars tight and lay the bars forward out of the way.
3. Remove the stock lower perches from the rubber mounts and Install the new SUB mount using the supplied 12mm bolts.
4. Tighten the nuts on the bottom making sure the locking portion of the nuts engage full threads on the bolts.
5. Note: We've provided pictures of optional lower rubber cones that provide more clearance on some after market triple clamps. These are not necessary on the stock triple clamps so they are not included in the kit. If you have a clearance problem, you can order lower profile cones from Scotts, in an effort to provide more clearance.
6. For solid mounted triple clamps (non-rubber mounted bars) the SUB MOUNT simply replaces the stock lower perches.
7. Remove your number plate and top triple clamp by removing the 32mm nut and fork pinch bolts.
8. Install the Scotts frame bracket by removing the pinch bolt and spreading the bracket with a large blade slot-head screwdriver. This bracket is intentionally tight, so it has to be spread a little in order for it slide on. 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. Tap and tighten the bracket with a mallet to insure it is seating **completely** down against your head tube. **This is very important.**
11. Torque the frame bracket pinch bolt to 96-108 inch lbs. / 8-9 ft. lbs. As shown in the picture.
12. Slide the triple clamp back and turn it, left to right, to be sure you have the frame bracket centered and that it has no interference.
13. Tighten the 32mm nut that holds the triple clamp on and the fork pinch bolts to the original tension.
14. 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.
15. Now is the time to transfer your throttle from the old bars to the new bars, while you have some slack in the cables.
16. Install the new bars into the SUB mount and tighten the (4) upper perch bolts evenly so the gaps are equal in the perch tops. Transfer the rest of your controls and cables, being sure that everything is routed just as it was stock.
17. Grease the floating tower pin and install in the tower, it is designed to float and should remain greased in the hole during use.
18. The tower pin can be adjusted up or down by simply tapping on the pin to move the collar up or down. See photo height. Be sure the tower pin is not hitting the bottom of the stabilizer during use.
19. BEFORE you tighten the bolts for the stabilizer, check the tower pin height to be sure it does not make contact with the bottom of the stabilizer body. Install the stabilizer to the SUB mount by first aligning the slot in the linkarm with the tower pin.
20. If you have any questions, please feel free to call us anytime as we are here to help you.



Remove bolt & spread bracket 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.



Torque the frame bracket pinch bolt to at least 96-108 inch lbs., or the equivalent of 8-9 foot lbs.



Use our optional replacement cones on the bottom in cases where clearance is an issue. Stock triple clamps don't need this.



This shows the stock mounting perch



Finished SUB mount shown here on the CRF250X.



Shows correct tower pin height