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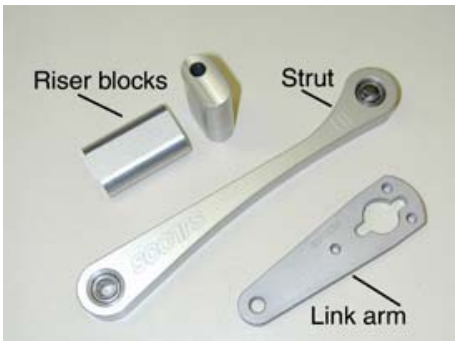
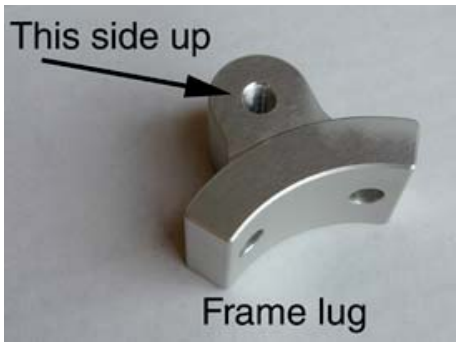
Instructions for the fender mounted Scotts stabilizer kit part #58-128
CR125/250 00-04 and CRF450 00-03 (not CRF450 04):

Important note before starting: This kit requires mechanical skills. Do not attempt to drill your frame unless you are confident about drilling a straight, clean hole. These instructions make the job relatively easy if you follow the simple guidelines. This kit also requires a minor modification to the front numberplate. Read all the instructions and view the photos first so you are aware of the complexity of the overall project and feel competent you can accomplish the goals outlined, before you start.

1. This kit is designed for the frame mounting lug to be on the **left side** of the motorcycle and requires the MX style # plate.
2. It is essential to use blue Loc-tite (not red), on all the nuts and bolts in this kit. Torque settings for all 6mm bolts is 6-8 foot lbs.
3. Remove the front numberplate, front fender bolts and left radiator shroud. Pre-assemble everything before drilling.
4. Mount the stabilizer itself to the fender plate, by utilizing the riser blocks and the (2) 6x60mm bolts provided in the kit. Install the nylok nuts on the bottom. The "press fit" riser blocks match machined recesses in the fender plate and space the stabilizer off the fender plate. (see photos). You must mount the stabilizer before installing the fender plate or you cannot access the nylok nut.
5. Install the fender plate and stabilizer combo between the fender and the bottom side of your triple clamp by using the (4) 6x25mm hex bolts and 6x20 washers, provided in the kit. Discard your stock fender bolts, they are too short.
6. Install the Heim-joint-Strut-arm to the stabilizer linkarm. **There is a right and wrong end to this strut.** The "Scotts" logo faces up and attaches to the stabilizer-linkarm end. The "HT" stands for Head Tube and mounts to the frame end of the bike. The linkarm end assembles in this order: 6x35 mm Allen Bolt in from the top through the heim bearing, longer stainless spacer (narrow end against heim bearing), threaded into linkarm and tightened. Tighten the nylok nut after the Allen bolt is tight.
7. Install the "strut arm" to the **frame lug** in this order: the 6x40mm Allen bolt through the strut, then the short stainless spacer (large end into the recess part of the lug), then the Teflon washer (see photo). Tighten the bolt to 6 ft lbs. Install the Nylok nut last, only after the Allen bolt is tight. The Teflon washer prevents the strut arm from rotating too far and creating an abrasion.
8. Locate the Frame lug on the head tube portion of the frame so the plane of the strut arm is parallel with the bottom of the head tube. This normally puts the top of the frame lug, 60mm or 2 3/8" from the bottom edge of the head tube. The frame lug should be at the 9:00 position (left side of head tube) and the edge of the lug should just touch the weld where the left frame spar is welded to the head tube (see photo). To verify the correct position before you start to drill, position the linkarm on the damper so it's 90 degrees to the front fender (in the exact middle of its travel). With the handlebars dead straight ahead and the linkarm 90 degrees to the fender, you have now simulated where the parts will all be when the bike is aiming straight ahead. This will give you a very good idea of where the frame lug needs to be positioned. Pencil around that location on the frame for reference
9. You want to be sure everything is lined up before you drill the holes. Sight your fenders straight and link arm at 90degrees.
10. You may have to file the corner of the frame lug slightly to miss the weld depending on the individual welds on your bike (see photo). It is perfectly ok to file or grind a relief in the corner of the frame lug to clear a weld. Try not to file on the frame welds.
11. Be sure the head of the Allen bolt on the frame lug end of the strut will clear the steering stop at full left steering lock.
12. Hold the lug tightly against the frame tube and using the transfer punch, simply mark the frame through one hole in the lug. Tip: once you put the punch on the frame tightly through the hole, you can let go of the frame lug and tap the punch as the point of the punch will stay centered on your location, making your location mark accurate. Mark and Drill one hole at a time, not both.
13. We found that coating the drills with grease helps catch most of the chips. However, you can remove the steering tube (upper and lower triple clamps from the frame before drilling to avoid any chips from getting in your head bearings. This is not mandatory, but depending on your skills, might be a good idea. This option also allows you to grease your head bearings thoroughly, which is a good idea anyway.
14. Coat the #9 drill with grease to catch any chips and drill through the frame with the #9 drill by following the mark made from the Punch. DRILL AND TAP ONE HOLE completely at a time. You will need something to support the bike as you drill such as a buddy or a wall. We recommend you have someone view your angle of drilling so that it stays perpendicular to the head tube. Don't allow the drill to wander or egg shape the hole. The strength of the mount is relative to how straight and tight you drill and tap the hole. If you have any questions regarding this operation, give us a call and we'll help you.
15. Grease the 6mm x 1.0 pitch tap provided to catch any chips and tap the #9 hole you just drilled. Keep the tap straight during use.
16. Install the frame mount lug using (2) 6x20mm Allen bolts and use "blue Loc-tite" on the threads.
17. Finally you are going to slot your numberplate so the strut arm can pass through it. View the photo first and you can see we've provided actual dimensions for this operation, if you want. This is not a critical operation, you only need enough clearance for the strut arm to pass through the number plate. The slot you make can be as small or as large as you prefer. You can use an Exacto knife (hot knife is best), a coping saw, Dremel tool or something you are comfortable cutting plastic with.
18. If you're not sure about any operations, give us a call. We'll be glad to help.

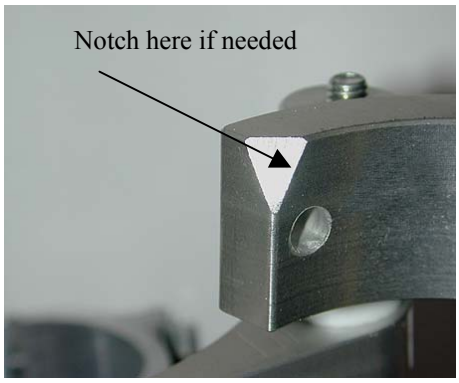

AMA
PRO RACING
Fender plate

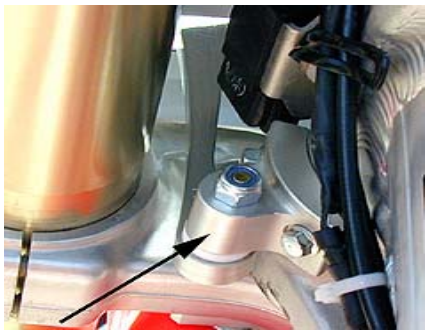

Riser blocks
Strut
Link arm

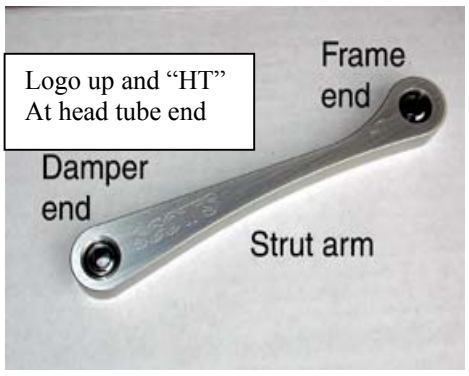

This side up
Frame lug

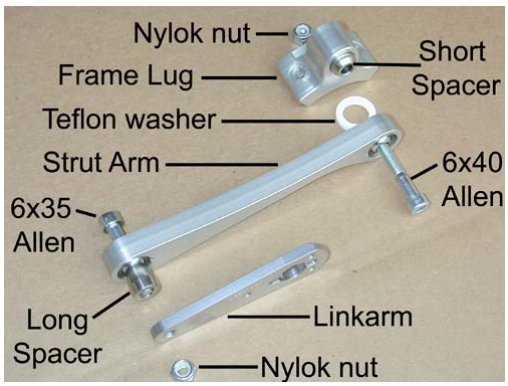

Approximately 60mm
or 2 3/8"

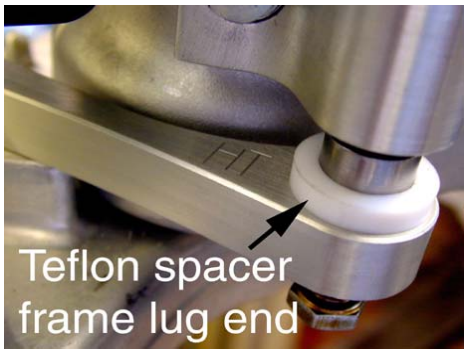

Might need to notch here

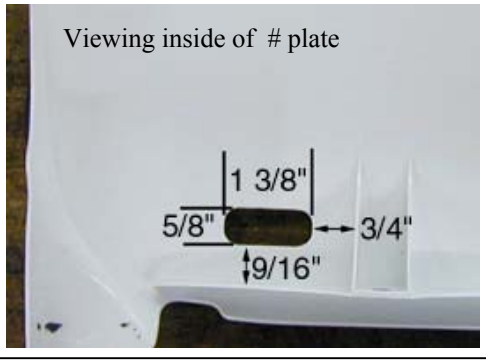

Notch here if needed




Logo up and "HT"
At head tube end
Frame
end
Damper
end
Strut arm


Nylok nut
Frame Lug
Short
Spacer
Teflon washer
Strut Arm
6x40
Allen
6x35
Allen
Long
Spacer
Linkarm
Nylok nut


Teflon spacer
frame lug end


Viewing inside of # plate
1 3/8"
5/8"
3/4"
9/16"


WEST