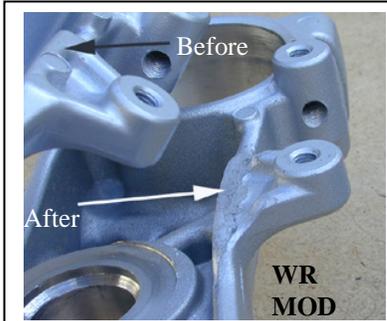
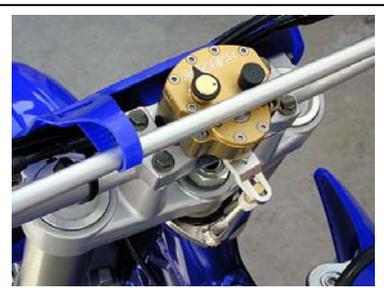
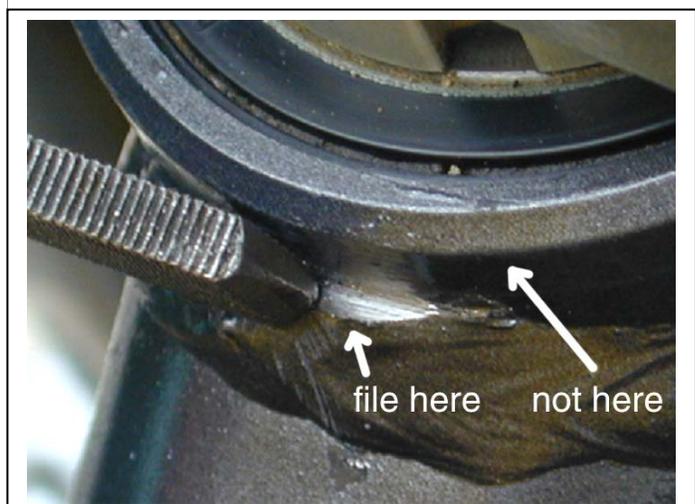
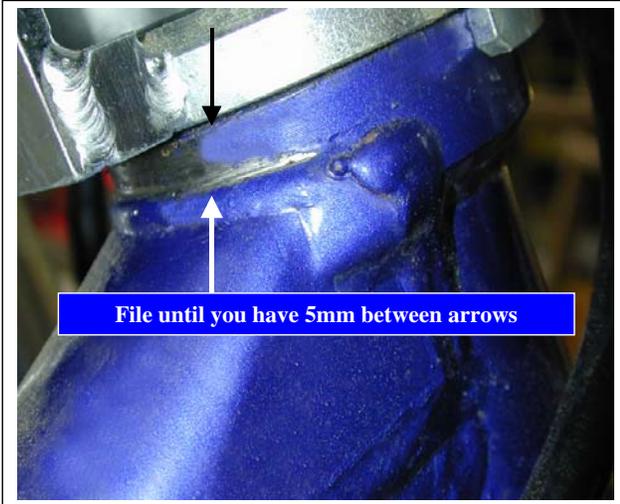




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YZ / YZF / WR / WRF Steel framed bikes: INSTALLATION GUIDELINES:

1. This kit fits only “steel” framed bikes. Aluminum framed bikes use a different kit.
2. This instruction sheet covers several year models that contain different parts. We have provided pictures and referenced the specific years where the instructions vary for those special parts. Match the photos to your model and year. Use common sense and view all the photos before you begin.
3. It’s a good idea to temporarily fit all the parts first to be sure you do not have any welds or items that might prevent this kit from fitting properly.
4. You need 40mm of space between your main handlebar and crossbar in order for the damper to physically fit.
5. Remove the number plate and top triple clamp, making careful note of where all the cables are routed.
6. You must cut the outer lip of the seal on top of your head tube before installing the frame bracket. (see photo).
7. Inspect the inside of the frame bracket and locate the “step” or “lip” on the upper, inner edge. Make sure the bracket seats all the way down against this lip, being careful that the inner “lip” on the frame bracket ring is sitting on top of your head tube, flush! Do not force the lip over the outside of your head tube, it serves as a “stop” and the “lip” should be touching the top of the head tube all the way around to insure it’s square with the head tube. The frame bracket must be mounted squarely if you expect it to stay on. Some bikes have very sloppy welds that come up high enough to prohibit the bracket from going on all the way. You must file the weld away until the bracket can seat thoroughly. Check for any obstructing welds, seal edges, etc., that would keep the frame bracket from seating properly. If you are not sure about any of this information, give us a call, we’ll be glad to explain it in detail to you.
8. Our frame bracket must drop down and “bite” enough of the head tube area in order to keep it from coming loose. Try not to change the outside diameter dimension of the head tube where our frame bracket will bite. Only file the weld downward allowing the frame bracket to seat down as far as possible, but still bite the true shape of the head tube.
9. Once you have the frame bracket so it fits properly, next you MUST install both the frame bracket and stock Triple clamp simultaneously or they won’t go on. There is a large square lug on the back of the stock triple clamp, which prevents you from putting them on individually UNLESS you remove the lug, photo below shows this mod. Do not try to bend the frame bracket during this installation, slide the frame bracket and triple clamp on together. The large notch in the frame bracket is made so the lug can swing through without interference should you not want to remove the lug. (Note: the 03-05 YZ 450F, 04 YZ’s and 06 WR’s do not have this lug and can be installed individually).
10. WR stock triple clamps require considerable grinding to the underside cast odometer bracket area, in order to clear the pinch bolts on the frame bracket (see photo on page 2). Follow the picture guideline and it will clear.
11. Align the frame bracket and tighten the (2) 4mm pinch bolts evenly, doing each a small amount until they both are tight to 48in lbs (4ft. lbs.) of torque. Evenly and a little at a time is the key to keeping the bracket tight for long life. If you tighten one completely before the other it distorts the bracket and it won’t stay tight.
12. Grease the tower pin and insert it into the tower. The tower pin is designed to float and rotate freely. Keep it greased.
13. Install the barclamp as per the alignment procedure spelled out in the owner’s manual and snug the (4) handlebar bolts evenly. Install the stabilizer to the (barclamp) using the (2) 6x20 Allen bolts. The tower pin fits into the slot on the linkarm. Be sure the tower pin is still free floating once the bolts are tight.
14. Rotate the bars slowly from left to right to each extreme and be sure the steering stops make contact and that the stabilizer has not become the steering stop or you can damage the “shear pin”, a built in safety feature not found on any other stabilizer. Turning the bars left to right will also allow you to see if you’ve centered the frame bracket on the backbone of the bike. When the bars are straight ahead, the linkarm of the stabilizer should be centered on the frame.
15. Refer to your Owners Manual for initial settings and general installation guidelines.



Shown above are the Scotts Billet Triple clamp with Protaper bars. These require no modifications and bolt right on.

