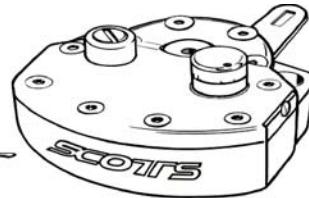


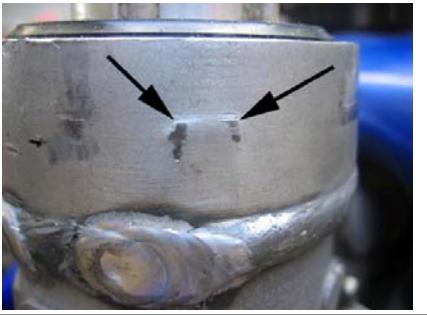
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### **SUB MOUNT (Stabilizer Under Bars) instructions YZ250F 06-09 / YZ450F 2006-07 / WRF (7330)**

1. These instructions are for the Stock Yamaha, Scotts or BRP Triple clamps only. Due to space limitations, many after market triple clamps will not work in co-ordination while using our frame bracket. 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, so we can only verify it will fit with stock or Scotts or BRP clamps.
2. Review the photos before starting, so you have an idea of what is being explained. Photos may **not** be your actual bike.
3. There is a specific order to assemble this kit in order to get everything on without having to re-do certain procedures.
4. Temporarily loosen, but don't remove, the (4) bolts that hold your handlebars tight. You need the bars in place for the next step.
5. Remove the 17mm nuts on the underside of the triple clamp holding the lower handlebar clamps tight to the triple clamp. You need the bars still in the perches in order to remove these nuts on the underside, as they will want to spin while loosening.
6. Remove the entire handlebar assembly and lay forward out of your way.
7. Remove your Number-plate and top triple clamp by removing the main nut & upper triple clamp pinch bolts.
8. Next we are going to install the frame bracket. Normally the frame bracket can be installed without removing the fuel tank. In rare cases you may have to remove the seat and tank to get the tab on the frame bracket aligned properly.
9. The "TAB" on the rear of the frame bracket is made to slide underneath your rubber tank mount.
10. We've machined some slots to help clear the casting bumps. If the casting "bumps" are unusually large on your head tube (see photos), you may have to file them down a bit to insure the frame bracket is biting onto as much round and smooth of surface as possible. You want the bracket to match as much of the head tube shape as possible if you expect it to stay on tight.
11. 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 normally 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. The frame is cast aluminum and varies in size from bike to bike. Take your time and get the frame bracket on straight the first time,
12. As the rear of the frame bracket goes on, there are (2) specially designed areas inside the bracket that intentionally are going to "dig" into the back of the head tube. **You must tap it down with a mallet until those "nubs" dig into the frame,** which will keep it from spinning during use. Do not pound on the tower with a steel hammer, you'll distort the hole for the tower pin. In rare cases, if there is too much interference you can file the inside of the bracket at the point of contact.
13. Slide it on and tighten the front pinch bolt only a little, tap the bracket lightly with a mallet to insure it is seating **completely** down against the top of your head tube. Tap downward and tighten, tap again and tighten until it's all the way down flush.
14. After the frame bracket is aligned, torque the frame bracket pinch bolt, in front, to 96-108 inch lbs. / 8-9 ft. lbs.
15. **Once the front pinch bolt is tight,** if there is a gap between the tank bracket tab and the frame tank mount, use a washer/shim to fill the gap, see photo. Try to find a washer that is a perfect fit, as the tab, if being forced up or down when tightened, will try to remove the frame bracket from the head tube. If you have a gap, the better the washer fits, the better the bracket will work.
16. Most bikes will not need any filing of any kind but if the slot in the frame bracket tab does not line up with your tank bracket hole for some reason, elongate the slot slightly. If the plastic tongue on the tank mount is too close to the frame bracket tab, you can file the tongue a little for clearance or even loosen the bolts on the under side of the tank and scoot the tab back a little.
17. Install the triple clamp and tighten the main nut first, then the fork pinch bolts. Sight the distance between the frame bracket and bottom of the triple clamp to try and verify that the frame bracket is all the way on and equal distance to the bottom of the triple clamp, insuring it's on straight.
18. Install the new SUB Mount to the triple clamp using **only** the supplied hardware. (Why? Rubber mounted sub mounts require studs, whereas solid mounted sub mounts use the 12x50 Hex head bolts supplied. **It is critical that the lower perch bolts extend far enough through the triple clamp to engage the locking portion of the stock Fuji-lock nuts on the bottom of the triple clamp.**)
19. **2009 bikes must use the rear set of triple clamp holes for our SUB mount to align correctly.** 09's have 2 sets of holes.
20. Grease the floating tower pin and install into the tower, it is designed to float and should always remain greased.
21. 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.
22. Install the stabilizer to the SUB Mount using the (2) 6x20 Allen bolts while aligning the tower pin into the slot in the linkarm.
23. Install the bars and upper barclamp and tighten the 4 bolts evenly so the gap between the mounting perches is equal .
24. Turn the bars full lock, left to right, to be sure nothing is binding or pinching any cables and that the routing is correct.
25. Refer to your Owners Manual on how to adjust the controls.
26. If you have any questions, please feel free to call us anytime, as we are here to help you.



Clean the head tube of casting bumps



After bump is removed



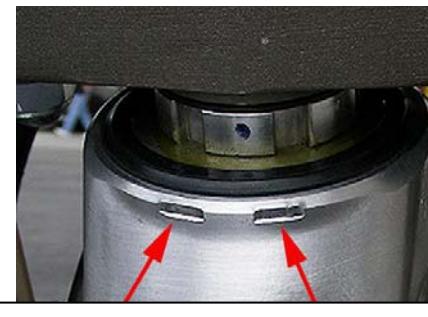
Spread the frame bracket gently and slide it on in one clean motion.



Tap, then tighten, tap and tighten until the bracket is down and securely flush



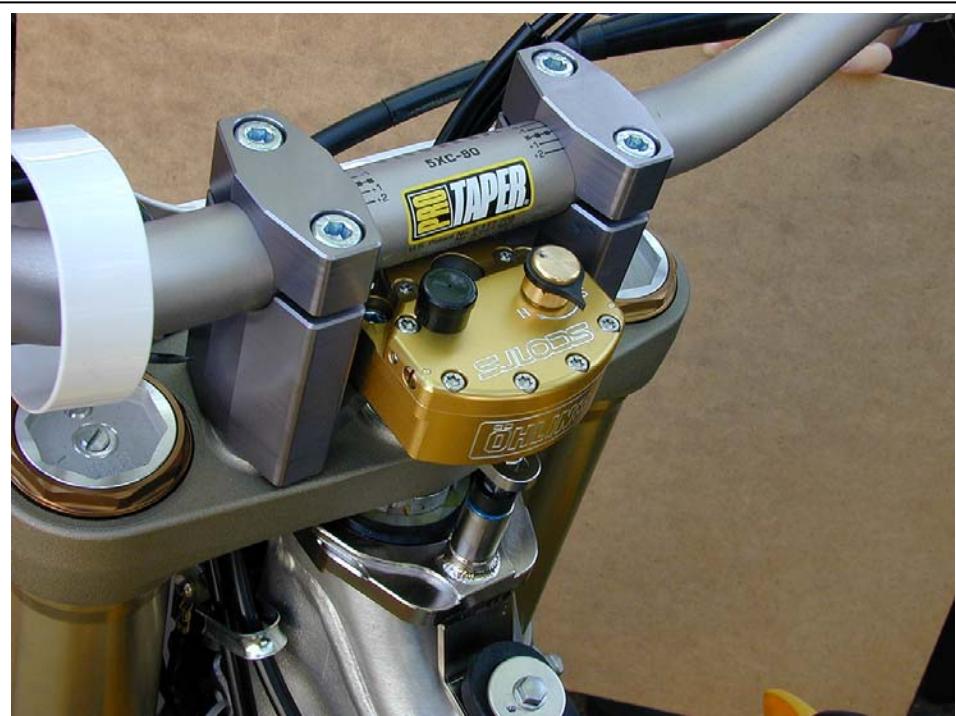
Be sure the frame bracket is all the way down flush with the head tube, all the way around the entire surface.



The frame bracket must “dig” into the back of the head tube if you expect it to stay on. This does NOT jeopardize the bearing.



Try to fill any gaps with a “perfect fit” washer



Shown is the YZF stock triple clamps, with Scotts SUB mount installed.



Spacer/washer is under the frame bracket tab