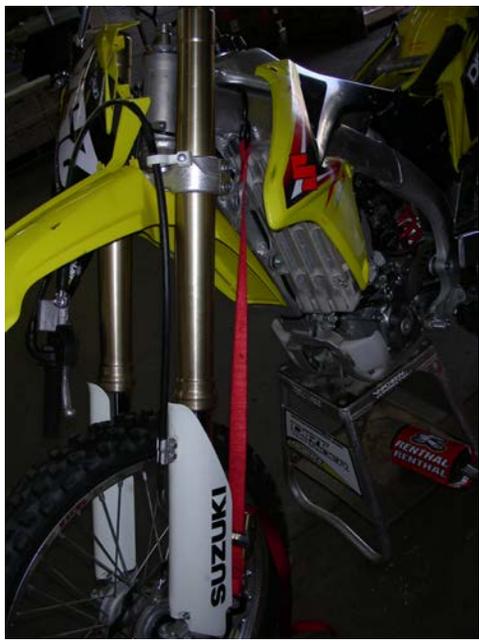




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Suzuki RMZ 250 / RMZ450 (6475) Standard Mount / installation guidelines:

1. Photos may not be your exact model but depict the exact configuration of the finished goal.
2. Remove the 4 bolts that hold your bars tight, and lay your bars forward out of the way. Remove the fuel tank.
3. Remove the number-plate and top triple clamp, making careful note of where all the cables are routed and keeping them out of harms way. Route them exactly as they were from the factory when re-installing the triple clamp.
4. This model requires that the head tube seal be changed. We've provided a new seal so the frame bracket has room to mount tightly to the head tube. Grease the head bearing while you are changing the seal.
5. Support the forks by tying them to the frame or blocking both wheels securely. The best method for this is using a tie down on the front wheel axle, up and over the frame just in front of the tank bolt area, and back down to the other side front wheel axle. Without this support, the forks will try to fall off the bike once you remove the jam nut. Remove the jam nut and stock bearing cover seal making note of how much tension is on the bearing tension jam nut. Install the new seal we've provided by using a little grease on the sealing surfaces. Tap the seal into place so it's square and seals on the stem and inner surface of the head tube.
6. Reinstall the jam nut with the exact amount of tension it had when you took it off. This jam nut adjusts the tension on the bearing and should only be tight enough to remove any play but allow free movement while turning the bars.
7. Install the frame bracket, which will usually slip right on the head tube. If it's tight, remove the pinch bolt and gently spread the bracket using a slot head screwdriver in the slot where the pinch bolt goes. This should allow it to slip over the frame head tube easily. It is intended to fit tightly around the head tube and sit all the way down flush. Be sure there are no obstructions that might keep it from fitting properly such as dings or flaws in the machined area on the head tube. Align the tower post so its in the center of the backbone of the bike.
8. Gently tap the bracket down with a rubber mallet until it seats evenly and completely all the way around the head tube. It's best to snug the pinch bolt a little, then tap and snug, tap and snug until bracket is flush, only then should you tighten the pinch bolt to 6-8 ft-lbs..
9. We've provided a spacer shim that goes over the stem and **under** the triple clamp on some models, depending on the clearance between the bottom of your triple clamp and our frame bracket. This spaces the triple clamp up only enough to allow some more clearance between the lower cones and our frame bracket. In rare cases when using this nut you may have to remove the washer under the main nut to retain enough threads for the nut to tighten to.
10. Install the stock or Scott's triple clamp back on the bike and tighten the main nut to the OEM specifications.
11. Be sure to tighten the fork pinch bolts after the main nut is tight.
12. Be sure the nuts are tight that hold the lower perches onto the triple clamp. These are on the bottom of the triple clamp.
13. Grease the tower pin and insert it into the tower. The tower pin is designed to float and rotate freely. Keep it greased. It should stick through the top of the link arm with about 2mm showing above the top side of the link arm. Because the bars are rubber mounted, they are going to flex. Don't allow the tower pin to make contact with the bottom of the stabilizer body during this flexing motion.
14. Install the new upper barclamp and tighten the (4) 8x35mm Allen retaining bolts evenly, so the gap between the upper and lower perches is evenly spaced.
15. Install the stabilizer to the new barclamp by first aligning the slot in the linkarm with the tower pin.
16. The tower pin height should be adjusted as per the manual. It shows you how to easily change the tower pin position by moving the adjustable collar up or down on the tower pin.
17. 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.
18. Turn the bars left to right, full lock, and be sure nothing on the under side is making contact with the frame bracket and that the cables are free and clear and not pinched are being pulled tight.
19. Double check that the frame bracket is tight and flush with the top of the head tube after the first use, and occasionally as a maintenance issue to be sure it remains tight and down flush.
20. Refer to your Owner's Manual for initial settings and how the controls operate.
21. Should you have any questions, please feel free to call us and we'll be glad to help you.



Be sure to tie the forks to the frame as it's very easy for them to roll away from the bike once the jam nut is released on the stem.



New seal is on the left.
Stock seal is on the right.
Must use new seal with our kit to allow frame bracket to fit.



Spread the bracket gently, only enough to allow it to slide over the head tube.



The frame bracket must down flush, all the way around on the top of the head tube.



Some models, not all, will require a "stem spacer" to raise the triple clamp up slightly for more clearance between the under side of triple clamp and our frame bracket.



Finished kit with the Scotts Solid Mounted Triple Clamp



Finished kit using the stock triple clamps and oversize tank