

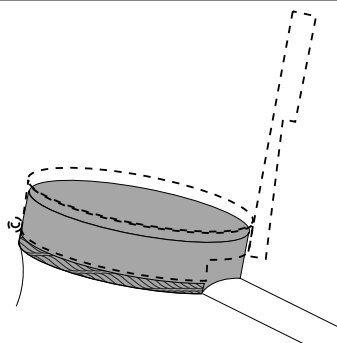
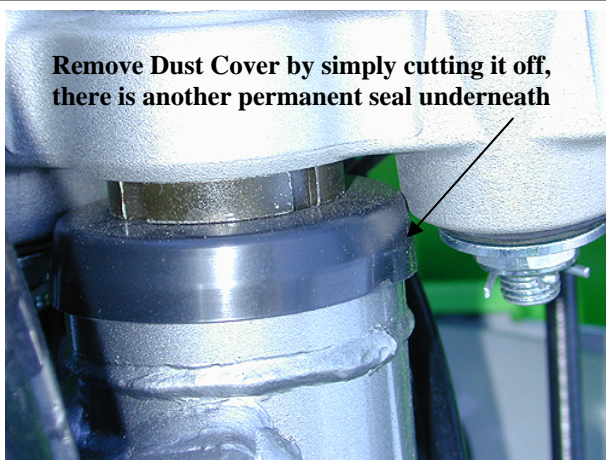


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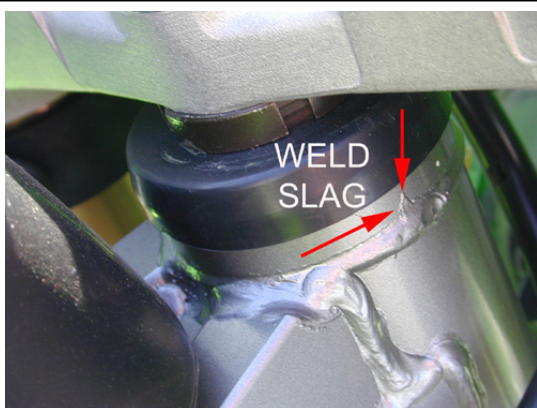
**KLX 250 / 300 / KLX 250H / KLX 250S / KLX 250 SF installation guidelines for Bolt on kit:**

1. The pictures shown may not be your exact model but depict the same goal you are trying to achieve.
2. This instruction sheet covers several year models that contain different parts. There are many variables with the KLX mounting, using good common sense and viewing the photos will assist you. Any questions, feel free to call us.
3. You need 40mm of space between your main handlebar and crossbar in order for the damper to physically fit. Most KLX250S/SF models have NO cross bar at all, which means you don't have an issue. Models with a cross bar may need to be changed to a handlebar with a "bowed" crossbar or taller crossbar. NEVER remove a cross bar from a handlebar that came with one. This could jeopardize the integrity of the handlebar and be very dangerous.
4. The KLX requires the stabilizer to be mounted in what we call the "reverse position, in order to allow the key to be removed. Reverse mounting with a cross bar can also conflict with the knobs on the damper, requiring either to rotate the bars until they clear, or using taller bars or bars with a taller cross bar. Renthal was nice enough to make us bars with a taller cross bar while retaining the lower bend. Unfortunately they will not let you buy just the cross bar.
5. Before removing the top triple clamp make careful note of where all the cables are routed. Remove the items attached to the triple clamp so you can remove the upper triple clamp and have access to the Head tube, this usually means the two upper headlight bracket bolts that thread into the triple clamp, once they are loose, you can slide the triple clamp upward and clear of all the headlight wiring and paraphernalia.
6. Cut the extra plastic bearing cover off using a razor blade and discard it. Note: There is another permanent seal under the plastic cover that keeps debris out of your steering head bearings, hence you do not need this extra plastic cover.
7. Inspect the inside of the frame bracket and notice the "step" or "lip" on the upper, inner edge. Install the frame bracket over the head tube making sure the bracket seats all the way down, being careful that this inner "lip" 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, which keeps it aligned. The frame bracket must be mounted squarely if you expect it to stay on. Check for any obstructing welds, seal edges, etc., that would keep the frame bracket from seating properly. File or modify any obstructions to insure an exact fit. Not sure? Call us.
8. Align the frame bracket so the tower is centered on the back bone of your bike and tighten the pinch bolt to 6ft lbs.
9. Slide the Triple clamp back on and be sure nothing on the under side of your triple clamp or cables is interfering with the frame bracket or function of other items. Once the triple clamp is on and clear to move back and forth to full lock, left to right, you can torque the main triple clamp nut and fork pinch bolt to factory settings.
10. The tank is very close on this model. The front tank molding can be modified or removed from the nose of the tank in rare cases where it's too close to the bracket. Evaluate your particular bike and make the call.
11. Grease the tower pin and insert it into the tower. The tower pin is designed to float and rotate freely. Keep it greased.
12. There is a right and wrong way to installing the barclamp. The part # should read correctly while sitting on the bike.
13. Install the new upper barclamp using the (4) stock bolts, and snug the bolts evenly so the gap between the upper and lower bar mounts is equal. Install the stabilizer to the barclamp using the (2) 6x20 Allen bolts we've provided while aligning the tower pin flats into the slot in the linkarm. The tower pin fits into the slot on the linkarm and should not bind once the bolts are tight.
14. Adjust the tower pin height as per your Owner's Manual. The linkarm should be approximately in the middle of the flats of the tower pin. By tightening or loosening the 4 bolts that hold your bars tight, you can make minor adjustments to the position of the linkarm, relative to the flats on the tower pin.
15. 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 aiming straight ahead the linkarm of the stabilizer should be centered on the frame.
16. Double check your cables are routed as they were stock and are not binding through the full turning radius.
17. If you have any questions, please call as we're here to help and we want this installed correctly before use.
18. Refer to your Owner's Manual for initial settings and general installation guidelines.

Remove Dust Cover by simply cutting it off,  
there is another permanent seal underneath



Frame bracket sitting down flush  
with "lip" on top of head tube.



Weld slag or any  
obstructions that would  
prevent the frame  
bracket from clamping  
tightly and securely to  
the head tube, must be  
removed before bracket  
is installed if you  
expect it to stay on.  
Simply file it away  
while trying to retain a  
concentric diameter.



This shows a reverse mount with a cross bar in place.