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Suzuki RMZ 250 / RMZ450 / RMX450z 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. 2007 RMZ 250 can jump to #8 now.
5. Support the forks by tying them to the frame or blocking both wheels securely. Best method is to run a tie down from the front wheel axle, over the frame just in front of the tank bolt, 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.
6. All models (except 07 RMZ250) **require** head tube seal be changed. We've provided a new seal so the frame bracket has room to mount tightly to the head tube. Install the new seal we've provided by using a little grease. Tap the seal into place so it's square and seals on the stem and inner surface of the head tube.
7. 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. Once the jam nut is back in place you can remove the tie down holding the forks up tight.
8. Install the frame bracket, which will usually slip right on the head tube. If it's tight, remove the pinch bolt and gently the bracket using a slot head screwdriver in the slot where the pinch bolt is. This should allow it to slip over the frame head tube. It is intended to fit tightly around the head tube and sit all the way down flush. Gently tap the bracket down until it seats completely all the way around the head tube, only then should you tighten the pinch bolt to 6-8 ft-lbs.
9. Do not bend the tab that goes under the tank mount. We've provided spacers to fill gaps from casting imperfections.
10. Use the washers to space the tank tab properly should you need them. Super glue will hold them in place if so desired.
11. Install the stock or Scott's triple clamp back on the bike and tighten the main nut to the OEM specifications. Check the clearance between the bottom side of the triple clamp and the frame bracket.
12. We've provided a spacer shim that goes over the stem and under the triple clamp, on some bikes, depending on the clearance you have between the bottom side of the triple clamp and our frame bracket. This spaces the triple clamp upward only enough to allow some more clearance between the lower cones and our frame bracket, if needed. If you have ample clearance, then the spacer is not needed. Note: in rare cases when using the spacer, you may have to remove the washer under your main triple clamp nut, to retain enough threads on the stem for tightening properly.
13. Be sure to tighten the fork pinch bolts after the main nut is tight.
14. Be sure the nuts are tight that hold the lower perches onto the triple clamp. These are on the bottom of the triple clamp.
15. 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.
16. 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.
17. Install the stabilizer to the new barclamp by first aligning the slot in the linkarm with the tower pin.
18. 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.
19. 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.
20. 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.
21. 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.
22. Refer to your Owner's Manual for initial settings and how the controls operate.
23. 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.



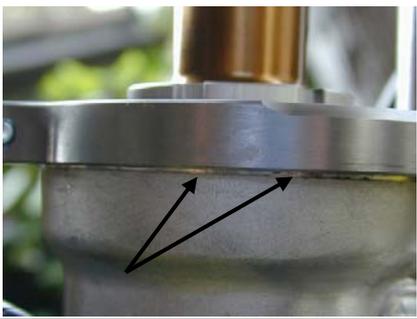
New seal on the left.
Stock seal on the right.
Must use new seal with our kit to allow frame bracket to fit.



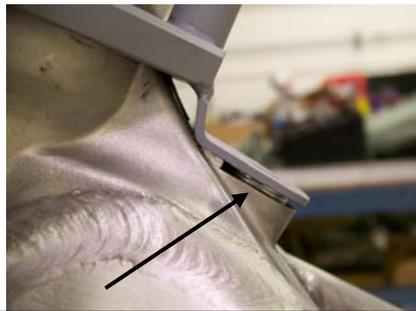
Spread the bracket gently, only enough to allow it to slide over the head tube.



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



Keep seam equal all the way around



Use washers to space tab correctly



Some models require stem spacer



Finished kit with the Scotts Solid Mounted Triple Clamp



Finished kit using the stock triple clamps and oversized tank