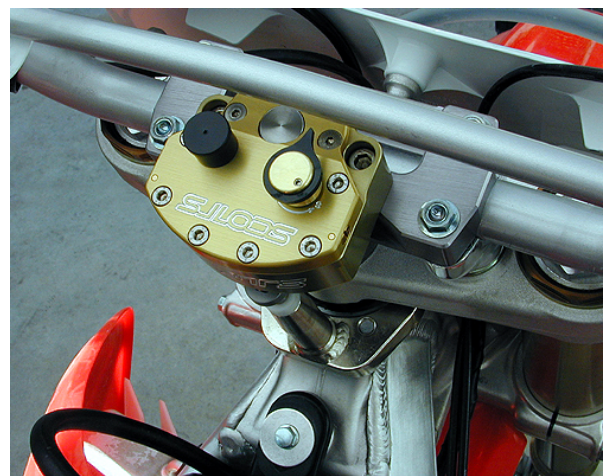


CR125 / CR250 2002-07 MOUNTING INSTRUCTIONS

1. You must be sure that your “reversible” lower handlebar perches are turned correctly to match the Handlebar position you ordered in this kit. If the lower perches are reversed the wrong way, it changes the position of your handlebars and requires a barclamp to match that new position. Your manual explains this in detail. Final installation should look like the photos below with the tower pin in the middle of the slot on the linkarm.
2. When using the stock handlebars, depending on the actual position you plan to use them in, the crossbar may interfere with the knobs on the stabilizer. In such cases: A) You may have to reverse the mounting position of the stabilizer in order to clear your stock crossbar. This requires reversing the “linkarm” 180 degrees on the stabilizer and mounting the stabilizer in the reversed position show below. B) Use bars with a higher crossbar or use Renthal bars with the “bowed” crossbar, which allows you to retain the low bend bar with more clearance for the stabilizer. We have both options available at Scotts should you choose one of those alternatives. We also stock Oversize bars and triple clamps.
3. You are about to mount a steel frame bracket that is precision cut to match the contour of your head tube. It’s being mounted onto a cast aluminum frame that can vary in size due to the casting process. The bracket is steel to prevent fatigue in the tower support and it’s stronger than aluminum in this application. It’s important that it be mounted correctly in the beginning to avoid problems later on down the road. If the bracket is allowed to get loose it can quickly wear the frame making it very difficult to remount, as it’s integrity depends on the initial size and shape of the stock head tube. We also know the head tubes can vary slightly in size from the factory due to the casting variations, which creates additional problems with keeping the bracket tight around the head tube. This guideline is intended to give you the tools to be able to use this product successfully for years.
4. Please refer to your stabilizer manual mounting guidelines and be sure you have all the correct parts first.
5. Remove your number plate, upper bar-clamps and triple clamp and install the new frame bracket.
6. This frame bracket is made to fit precisely around your head tube. It must sit down completely flush on top. The best way is to tap and tighten, tap and tighten until it’s flush and tight at the same time. The flange on the top of the frame bracket should butt snugly all the way around the entire surface of the head tube.
7. Once located properly with the top of the bracket sitting completely flush against the top of the head tube and the bracket lined up straight as you sight from the riders position, you may tighten front pinch bolt to 8 ft lbs.
8. The floating tower pin on this model will have to be greased and held in place for a moment to allow air to escape from the hole or the tower pin will try to “pop” back out. Just hold it down for a few seconds until it stays in position.
9. Refer to your stabilizer manual for initial stabilizer settings and the rest of the installation for this model.
10. If you have any questions please call us for assistance, we are here to help you.



Above photo shows the billet Scotts Triple clamp and Oversize bars, available as a kit from Scotts Performance.



Showing “reversed” mounted stabilizer in order to clear the stock crossbar. This style of mount requires reversing the linkarm on the bottom of the stabilizer using a puller.