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KXF 250 04-05 and RMZ 250 2004-06 installation instructions:

1. Review the photos before starting so you have an idea of the hurdles to watch out for.
2. Before you start, be sure you have 40mm between the crossbar and main portion of your handlebars. This is the distance required for the stabilizer to physically fit. If you don't have 40mm you will need bars with a higher crossbar or convert to oversized bars which eliminates the cross bar. Scotts also offers complete upper triple clamps for most models, shown below.
3. Refer to your owner's manual first, on how to verify you have the correct barclamp for your application as rubber mounted handlebars have reversible lower perches that must be in the position you ordered your kit for. If not, your stabilizer will not line up with the tower pin.
4. On models that use rubber mounted handlebars you are going to remove the (2) nuts on the underside of the upper stock triple clamp that hold the rubber cones in place. You are going to remove the stock nuts, washers and cones and replace the bottom (2) cones with the Scotts cones we supply in the kit. This is to allow clearance for the frame bracket you will install later. Do not re-use the stock washers with our cones. Use only the stock nut and snug it up directly against the built in washer provided with our cones. A touch of grease on the built-in washer will make the nut tighten up nicely. The Scotts cones are superior to the stock cones both in shape, density, vibration absorption and physical sizing for clearance issues.
5. Remove your number plate, upper handlebar mounts and stock upper triple clamp.
6. The frame bracket is manufactured to match the shape of your stock head tube but there are numerous variations that can come from the factory making this fitment vary from bike to bike. Please use common sense when installing this kit as there are too many variables to list or show pictures of. The basic concept is to be sure the frame bracket fits squarely and completely around your head tube, giving it as much area to bite onto as possible.
7. The welds on the backside of the head tube occasionally come up far enough to interfere with the frame brackets ability to fit properly. You must file or grind the welds (as pictured) enough so the frame bracket can slide down far enough to allow the "register" or "lip" on the inside of the machined ring to sit **flush** against the upper edge of the head tube. It is extremely important that this goal be achieved if you expect your frame bracket to stay on when resisting the forces the stabilizer during use. We have relieved and shaped the underside of the frame bracket in an attempt to fit the majority of bikes. You must verify the frame bracket is all the way on correctly, if you expect it to stay in place. Some bikes allow the bracket to drop right on and others require substantial filing to remove the sloppy welding that interferes with the frame bracket fitment.
8. Install the frame bracket around steering stem head, as per the photo, and make sure it mounts flush with the top of the head tube all the way around the circumference
9. Reinstall the triple clamp and examine the clearance between the new Scotts cones and the frame bracket. Rotate your bars from left to right slowly and be sure you have complete clearance. Occasionally additional filing or grinding may be needed on the underneath side of the triple clamp in order to clear our frame bracket at full lock position.
10. Tighten the main triple clamp nut and fork pinch bolts to your stock specifications.
11. Grease the shaft of the tower pin & Install the tower pin into the frame bracket. Adjust the tower pin height by moving the collar up or down as per your manual instructions.
12. Install the one piece upper barclamp and tighten the (4) bolts evenly.
13. Install the stabilizer to the barclamp using the (2) 6x 20mm bolts provided.
14. Refer to your owner's manual for additional mounting guidelines and initial damper settings.
15. If you have any questions please feel free to call us for assistance. 818 248-6747.

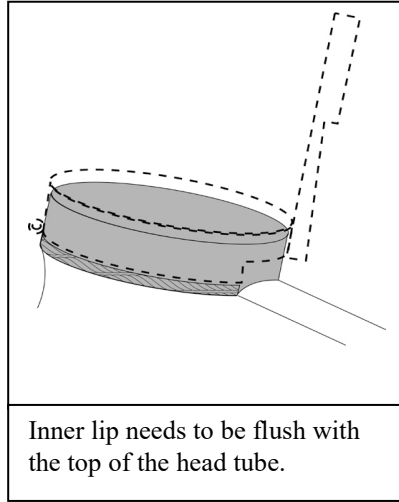
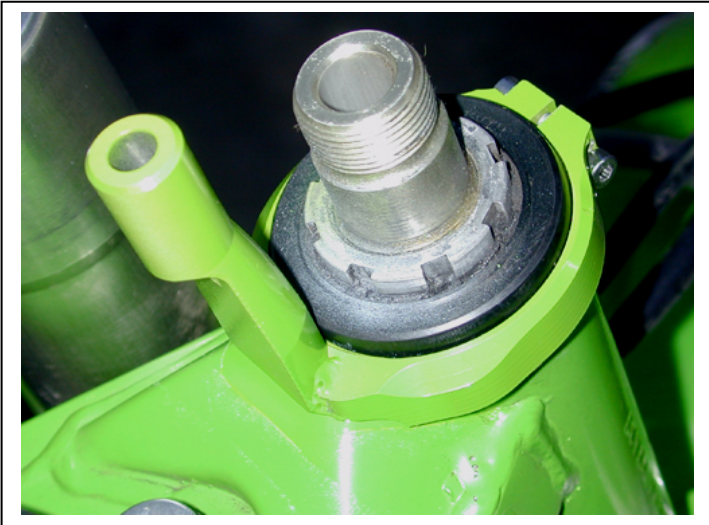
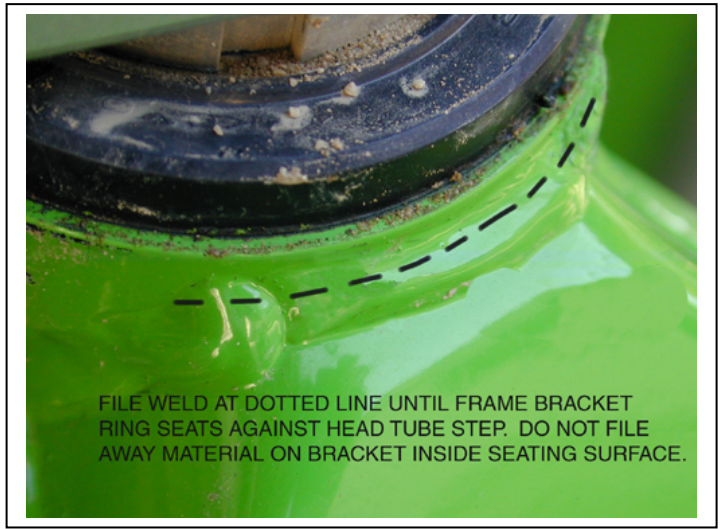


Photo at left shows the occasional mod required to some triple clamps in order to clear frame bracket.

