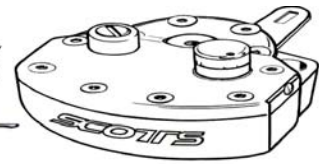


# SCOTT'S

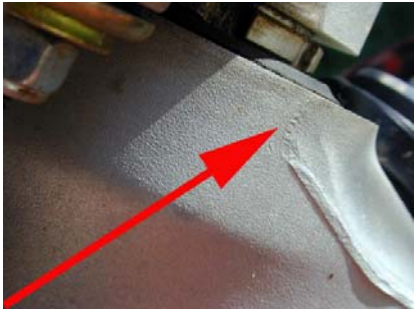
Performance Products



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## Installation guidelines for CRF250X 2008-10

1. **Important Notes:** This kit is made for the Stock Honda and/or Scotts or BRP Triple clamps only. Many after market triple clamps will not work in co-ordination while using our frame bracket due to space limitations. Each bike varies according to the combination of parts (triple clamps and lower perches) being used. The goal is to keep the underside of the triple clamp and related parts from making contact with the frame bracket. The clearances are very close and require the installing mechanic to examine and understand the fitment issues. We ship the 250x in the reversed position to clear the stock crossbar. Scotts has kits available to convert from standard to oversize bars, that use no crossbar at all, or Renthal was nice enough to make special bars that use a "bowed" crossbar for stabilizer clearance. Unfortunately Renthal will not sell just the crossbar by itself.
2. **Never remove the crossbar completely from any handlebar that came stock with a crossbar.**
3. **Using Stock tank:** The 2008 250X requires the nose of the plastic tank to be cut off in order to fit with the frame bracket. The IMS tank works without cutting the nose of the tank. The IMS tank offers more capacity and is available from Scotts. The cut on the stock tank is simple and does not compromise anything. It's best to have the frame bracket mounted before cutting. Once it's mounted correctly as listed below, then make a cut and fit getting the tank as close to the frame bracket as possible and trying to retain as much of the hole that retains the rubber tank mounting grommet. Review the photos before starting.
4. Remove the seat. Turn the petcock to off and remove the fuel tank. Do not store the tank near any open flames.
5. Remove both 17mm nuts on the underside of the triple clamp that hold the stock lower rubber mounting cones in place.
6. The stock lower rubber cones will not clear our frame bracket and must be replaced with the new lower profile Scotts cones provided in the kit. Tighten the nuts without using any washers, the nuts butt directly against the aluminum top in our rubber cone, use a little grease. Perform this operation now, as you won't be able to loosen the nuts as easily, once the triple clamp is off.
7. Remove your number plate, odometer cable, upper handlebar clamps and top triple clamp by removing the 32mm nut and upper triple clamp pinch bolts. Lay the clamps and bars over the front of your bike out of the way.
8. Install the Scotts frame bracket by removing the pinch bolt and spreading the bracket gently with a large blade slot-head screwdriver. This bracket is intentionally tight, align it carefully, and then it will slide down perfectly and around your head tube. It must be started straight on tank side first or it will feel as though it doesn't fit. It is an exact fit, so initial alignment is critical.
9. The initial installation of the frame bracket is very important in order to retain a long life of your stabilizer kit. This frame bracket has several specifically machined angles to match the shape of the Honda head tube. Keep it perpendicular as you initially install.
10. Slide it on and tighten the pinch bolt slightly, tap the bracket with a mallet to insure it is seating completely, all the way down against your head tube. Tap and tighten, tap and tighten and examine that it's all the way down. **This is very important.**
11. As you tighten the front pinch bolt, the bracket is pulled forward slightly, seating the important areas and aligning the tank hole. If the tank hole does not line up, try the process again until it does, or in rare cases, file the tank-mounting hole if necessary.
12. **Do not tighten the tank bolt before the frame bracket pinch bolt is tight. This puts an unnecessary load on the tank bolt.**
13. After aligned, torque the frame bracket pinch bolt to 96-108 inch lbs. / 8-9 ft. lbs.
14. The nose of the stock plastic tank must be cut off. It's a solid piece of plastic in the front so it can be cut without compromising the tank. Each bike varies though. Cut the minimum amount that still allows the tank to fit. It's best to try and retain as much of the hole where the rubber grommet is mounted. It can be cut and shaped easily as its plastic. The IMS tank fits without cutting and has more capacity than stock. Scotts has IMS tanks in stock should you want one.
15. Slide the triple clamp back on temporarily. Turn the bars left to right to be sure you have the frame bracket centered. You can loosen and tap the bracket slightly to avoid the stock triple clamps from hitting the vertical tower if you're mis-aligned.
16. Examine the clearance between the underside of the triple clamp and the Scotts frame bracket. In some cases you may have to slightly file the casting knob on the underside of the triple clamp as per the photo on page 2. Most bikes have plenty of clearance.
17. Be sure the wire loom in front does not catch on the frame bracket pinch bolt while turning. The loom hanger is easily bent to a new shape to avoid any contact with the pinch bolt.
18. Grease the floating tower pin and install it in the tower. It is designed to float and should always remain greased in the hole.
19. The tower pin can be moved up or down by simply tapping on the pin to move the collar up or down. See photo height. If you have Oversize bars, you will need to move the collar down, which in turn, moves the tower pin upward to reach the slot. Tower pin height is important so view the photos or see your Owner's Manual on the simple method of insuring it's correct.
20. Install the upper barclamp and tighten the 4 bolts evenly so the gap between the mounting perches is equal.
21. Install the stabilizer using the (2) 6x20 Allen bolts while aligning the tower pin into the slot in the linkarm.
22. **IMS after market fuel tanks:** some use no front mount at all, these types only use the "under frame rail" mounts.
23. If you have any questions, please feel free to call us anytime, as we are here to help you.



Be sure head tube is clean of cast slag



Remove bolt & spread bracket to install



Be sure the frame bracket is all the way down flush with the head tube, all the way around the entire surface.



This shows where to approximately cut the nose on the stock tank in order for it to clear the frame bracket.



Cut nose of tank until fit is achieved. Leave as much of the hole to help retain the rubber grommet in place.



Our replacement cone goes on the bottom



This shows the stock mounting perch



Some bikes will need filing here



This shows the alignment of the frame bracket after the front pinch bolt has been properly tightened. The forward hole is for the X models and the rear hole fits the CRF250R models.



This shows just how close the stock triple clamp is to the vertical tower. Align so both sides are equal and yet the steering stops still make contact.



Oversize bars with IMS tank