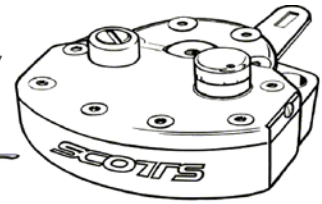


SCOTT'S
Performance Products



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Installation Guidelines KX250F and KX450F (6662):

1. **Important Notes:** These instructions are for the Stock Kawasaki and 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. We've tried very hard to give as much clearance without sacrificing strength to accommodate **some** after market triple clamps. Each bike varies according to the combination of parts (triple clamps and lower perches) being used. The clearances are very close and require the installing mechanic to examine and understand the fitment issues. You also need 40mm of clearance between the crossbar and the main handlebar in order for the damper to mount in the "standard" position. The stabilizer can be mounted in the reversed position by turning the linkarm around, which requires a linkarm puller. 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.
2. Review the photos before starting, so you have an idea of what is being explained. Photos may not be your exact bike.
3. Remove both 17mm nuts on the underside of the triple clamp that hold the stock lower rubber mounting cones in place.
4. Stock triple clamps: Your 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.
5. Install and re-tighten the nut directly against the aluminum portion of our cone, **without using a washer**, to allow for more clearance. A little grease between the nut and cone helps this installation. Perform this operation now, as you won't be able to loosen the nuts as easily, once the triple clamp is off.
6. Remove your numberplate, upper bar clamps and top triple clamp by removing the main nut & upper, triple clamp pinch bolts.
7. Remove the radiator shrouds and fuel tank. You will replace the 6x25 fuel tank bolt with the 6x30 bolt supplied in this kit.
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 slide it down until it's flush with the top of the head tube.
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 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** down against your head-tube. Tap downward and tighten, tap again and tighten some more and examine that it's all the way down flush.
11. As you tighten the front pinch bolt, the bracket is pulled forward slightly, seating the key 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. Some late model bikes require slight filing the casting seams on each side of the head tube before the bracket will seat flush.
13. **Do not tighten the tank bolt before** the frame bracket pinch bolt is tight. This puts an unnecessary load on the tank bolt.
14. After you have the frame bracket aligned, torque the frame bracket pinch bolt to 96-108 inch lbs. / 8-9 ft. lbs.
15. The Tab on frame bracket is designed to fit under the stock tank bushing.
16. **250 Only: will need the 3mm washer under the tab to fill the gap between the tab and frame AND you must flip the stock rubber tank grommet over so the thin side of the rubber is on the bottom side of the tank. This allows the shroud bolts to line up. Install and tighten using the new 6x30 Allen bolt supplied. (450 does not use the 3mm spacer or bushing flipped over).**
17. Now is the time to install the larger "spacer-ring" over the stem. It goes under the triple clamp and on top of the bearing jam nut, (see the photo below). This spacer keeps the lower rubber cones from hitting the frame bracket.
18. Install the triple clamp and examine the clearance between the underside of the triple clamp and the Scotts frame bracket to insure everything turns freely and that the nuts are not making contact with anything through the full turning radius, both directions.
19. Be sure the steering stops are making contact and all cables etc., are out of harms way while turning lock to lock, left to right.
20. Tighten the fork pinch bolts and the main triple clamp nut to the factory specifications. If there is not enough threads to allow the main nut to engage fully, the stock washer can be removed and the main triple clamp nut tightened directly against the triple clamp using a small dab of grease on the nut to help it seat properly.
21. Grease the floating tower pin and install into the tower, it is designed to float and should always remain greased.
22. 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.
23. If using Oversize handlebars you will need to move the collar down, which in turn, moves the tower pin upward to reach the slot.
24. Install the upper barclamp and tighten the 4 bolts evenly so the gap between the mounting perches is equal.
25. Install the stabilizer using the (2) 6x20 Allen bolts while aligning the tower pin into the slot in the linkarm.
26. Install the 6x30mm tank bolt, radiator shrouds and be sure all cables are routed properly and are not binding anywhere. In some cases the tank & shrouds might fit better if you flip the rubber tank grommet upside down, installing it with the fat side on the top.
27. Refer to your Owners Manual on how to set the controls and resolve any special mounting issues.
28. If you have any questions, please feel free to call us anytime, as we are here to help you.



250 only: Invert the tank bushing



Remove bolt & spread gently to install



Tap bracket down until securely flush



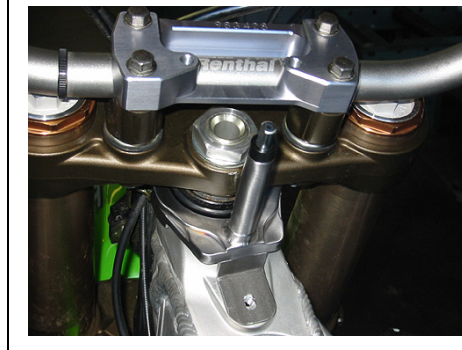
Be sure the frame bracket is all the way down flush with the head tube, all the way around the entire surface.



Our replacement cone goes on the bottom
And butt the nut directly against the cone.

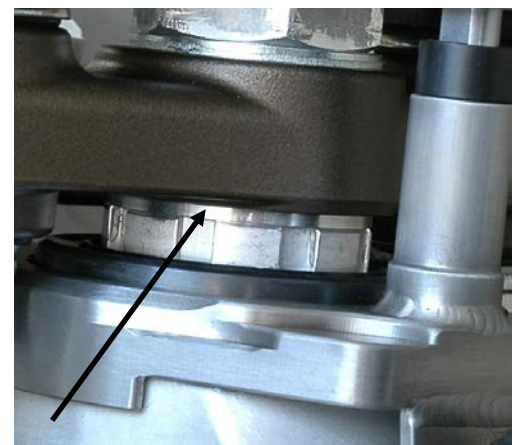
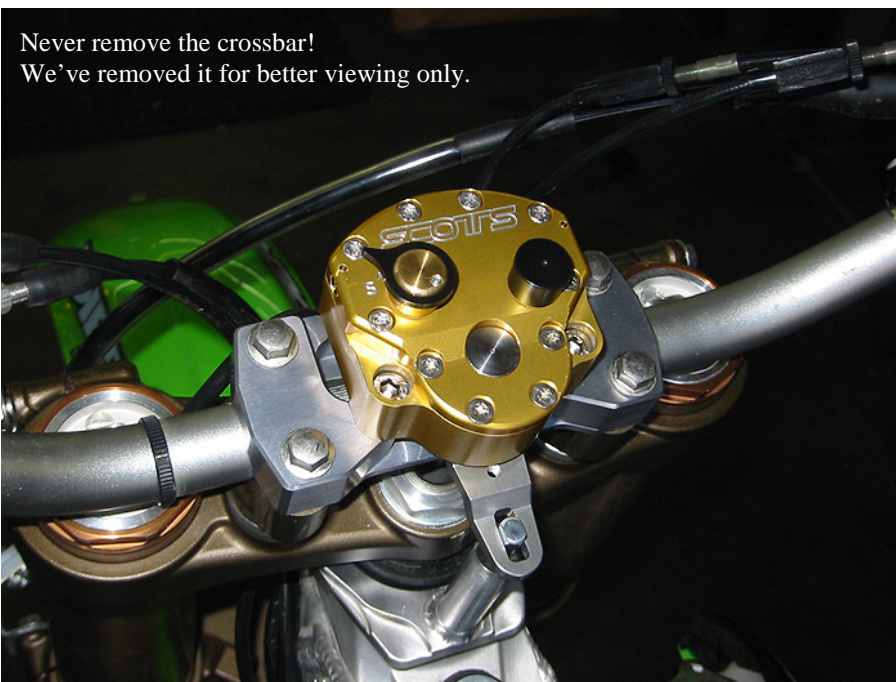


Stock cone on top /Our cone on bottom



IMS tank bracket installation

Never remove the crossbar!
We've removed it for better viewing only.



This shows the "spacer-washer" installed on top of the jam nut and under the triple clamp.