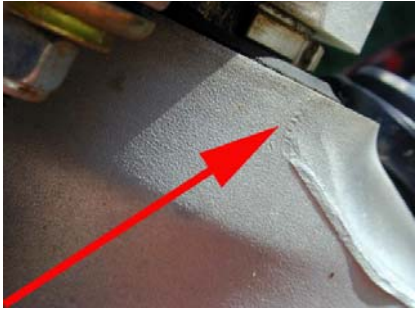


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## SUB mount installation guidelines for the CRF250X 2004-07

1. **Important Notes:** This kit is for the Stock Honda, Scotts or BRP Triple clamps only and for Oversize handlebars such as Protapers. 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 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. Use Loc-tite on fasteners except tank bolts.
2. Review the photos before starting, so you have an idea of what is being explained.
3. Remove the seat. Turn the petcock to off and remove the fuel tank. Do not store the tank near any open flames.
4. Remove both 17mm nuts on the underside of the triple clamp holding the stock lower rubber mounting cones in place.
5. Remove the stock lower rubber cones, leave the uppers in place.
6. Remove the (4) bolts that hold your handlebars tight and lay the bars forward out of the way and clear of the triple clamp.
7. Remove your number plate and top triple clamp by removing the 32mm main nut & upper triple clamp pinch bolts. Remember your upper cones are loose in the triple clamp for now.
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 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** 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. **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. Slide the triple clamp back on temporarily, and turn the bars left to right to be sure you have the frame bracket centered.
15. Be sure the steering stops are making contact and that the frame bracket is not limiting the original turning radius.
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 nub on the underside of the triple clamp as per the photo. 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 or reshaped to avoid any contact with the pinch bolt.
18. Re-install the triple clamp now and tighten the main nut and fork pinch bolts back to factory specs.
19. Remove the stock lower handlebar mounts and Install the new SUB mount using the supplied 12mm bolts.
20. Replace the stock lower rubber cones in your triple clamp with the new Scotts cones provided in the kit. The **stock** lower rubber cones will not clear our frame bracket. Solid mounted triple clamps do not have these rubber cones and ignore this part.
21. Tighten the new nuts against the cones without using the any washers. The nuts butt directly against the aluminum in our cones.
22. Turn the bars again left to right and be sure you have clearance to the frame bracket and that the steering stops hit cleanly.
23. Grease the floating tower pin and install into the tower, it is designed to float and should always remain greased.
24. 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.
25. Due to the length of the cables, it's normally much easier to transfer most of the controls especially the throttle, from your stock bars to the new Oversize bars, before mounting them in the SUB MOUNT.
26. Once all the controls are on the new bars and cables routed as they were stock, install the bars in the SUB MOUNT and tighten the 4 upper perch bolts evenly, so the gaps between the upper and lower perches is equal.
27. Install the stabilizer by first aligning the tower pin into the slot in the link-arm and then tighten the (2) 6x20 Allen bolts. Be sure the Tower pin height adjustment is correct and that it does not make contact with the bottom of the stabilizer.
28. If using the **stock** 250X fuel tank, you will replace the tank-mounting bracket with the one supplied in this kit. Use the stock 6x20 hex-head bolts to hold the new tank bracket to the tank. The tank bracket goes on top of our frame bracket tab. Use the 6x20 hex head for the front tank mount, which passes through both the tank bracket, then the frame bracket, then into the frame.
29. **IMS after market fuel tanks:** some use no front mount at all, these types only use the "under frame rail" mounts. Other IMS tanks were intended to use the stock X tank bracket, in which case, you would then use our stainless tank bracket.
30. Before riding the bike, double check all the cable routing and be sure everything is routed properly and not binding anywhere.
31. If you have any questions, please feel free to call us anytime, as we are here to help you.

1. Step by step instructions.



Be sure head tube is clean of cast slag



Remove bolt & spread bracket 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.



This shows the replacement X tank bracket that goes on top of the frame bracket tab.



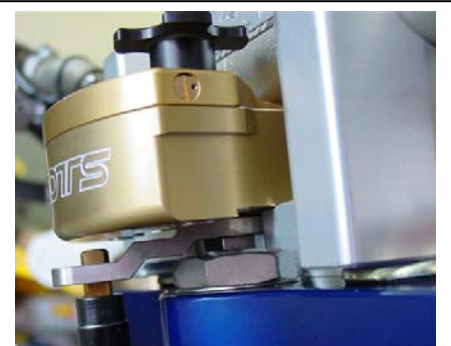
Our replacement cone goes on the bottom



This shows the stock mounting perch



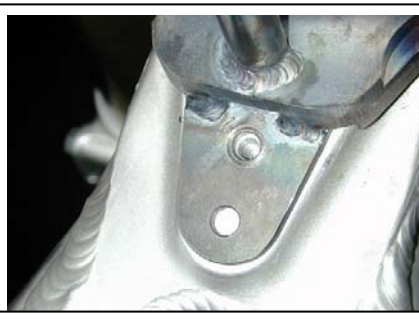
Only a few bikes need filing here.



Shows the correct tower pin height



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.



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.



CRF 250X instructions SUB-2725X