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Installation guidelines for CRF 250R / 450R (6762) (Remove any other stabilizers first).

Notes: This kit is designed to be used with Scotts, BRP or stock triple clamps only. As much as we try, we cannot guarantee how other brand triple clamps will fit. Review the photos before starting, so you have an idea of what is being explained.

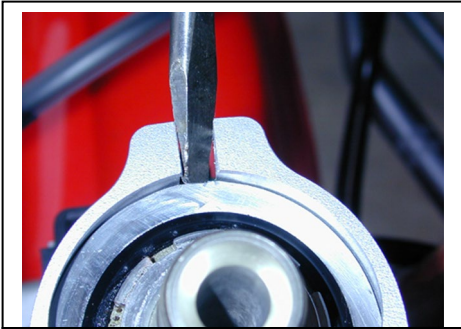
1. Remove both 17mm nuts on the underside of the triple clamp holding the stock lower rubber mounting cones in place.
2. Those stock rubber cones will not normally clear our frame bracket. Remove the stock lower rubber cones in your triple clamp by prying them out and install the new Scotts cones provided in the kit and re-tighten the nut **without using a washer**. A little grease between the nut and aluminum cone head will help. You'll want to perform this operation now, as you won't be able to loosen the nuts as easily, once the triple clamp is off the bike. (photos may not be your exact model).
3. Remove your numberplate, upper handlebar clamps and top triple clamp by removing the 32mm nut and the fork pinch bolts.
4. Remove the forward tank bolt as the tab on the frame bracket will slide under the tank mounting tab.
5. Install the Scotts frame bracket by removing the pinch bolt and spreading the bracket with a large blade slot-head screwdriver. This bracket is intentionally tight, so it has to be spread, aligned 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.
6. The initial installation of the frame bracket is very important in order to retain a long life of your stabilizer kit.
7. Tap the bracket with a soft mallet to insure it is seating **completely** down against your head tube. **This is very important!**
8. Torque the frame bracket pinch bolt to 96-108 inch lbs. / 8-9 ft. lbs. As shown in the picture.
9. Slide the triple clamp back on temporarily, and turn the bars left to right to be sure you have the frame bracket centered.
10. 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. Most bikes have plenty of clearance but occasionally you will have some interference, requiring slight filing. Hint: Should you need a little more clearance, you can move the washer that was under your main 32mm nut, to the under side of the triple clamp, which will raise the triple clamp.
11. Tighten the main nut back to its original tension and don't forget to tighten the triple-clamp fork pinch bolts.
12. Once the tab on the frame bracket is aligned with tank bolt hole, re-install the tank bolt. This tab should line up perfectly with the frame. If for some reason there is a gap, use a thin washer to fill any gaps and try to avoid bending the tab for any reason.
13. Grease the floating tower pin and install into the tower. It is designed to float and should remain greased for proper use.
14. Install your handlebars and new upper barclamp, tightening the 4 bolts so the gaps between the upper and lower handlebar mounts are equal. Install the stabilizer to the barclamp using the (2) 6x20 Allen bolts supplied.
15. Note photo of tower pin in the slot of linkarm. The tower pin can be moved up or down by simply tapping on the pin to move the collar up or down. Flip it over in the hole to tap and move the collar the other direction. Because your bars are "rubber" mounted, the linkarm needs room to move up and down without bottoming out. Do not let the pin hit the bottom of the damper!!
16. Options with Stock bars: If you are using your stock bars, in some cases there is not enough clearance between the cross bar and main bar for the stabilizer to fit depending on where you run the bar location. Usually 40mm is required to clear. We ship orders using standard bars in the reversed position, or you can opt to order the over-sized handlebar kit which eliminates the crossbar.
17. If you have any questions, please feel free to call us anytime as we are here to help you. Photos may not be your exact model.



At left is shown the "reversed" mounted stabilizer position, which is necessary for bikes using the stock handlebars when the crossbar interferes with the stabilizer adjustment knobs. This is determined by where the bars are positioned (rider preference). Mounting in the reversed position, as shown, requires reversing the linkarm on the bottom of the stabilizer, which should be done with a linkarm puller available from Scotts. We ship in this position when ordered for the stock handlebars.

Scotts offers oversize bar kits which eliminates the crossbar altogether and allows for mounting in either reversed or standard position.

Step by step instructions. Be sure to read the text that accompanies these photos there is a specific order.



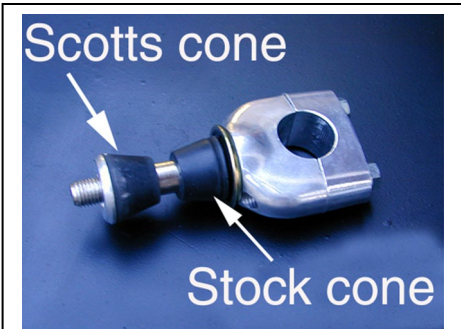
Remove bolt & spread bracket to install



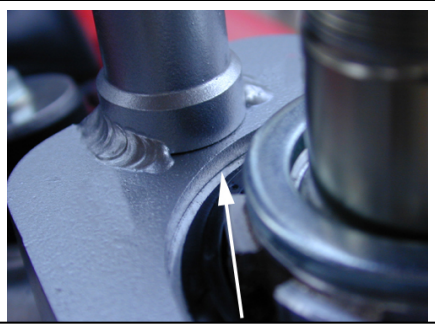
Tap bracket down until securely flush



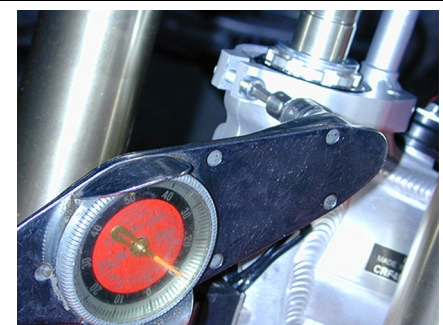
Use our replacement cones on the bottom



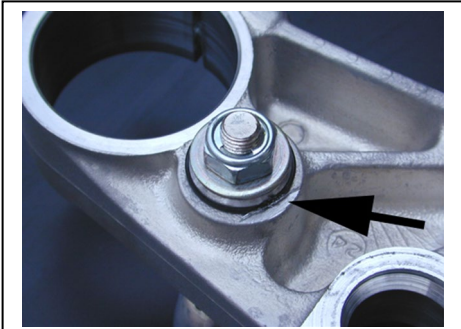
This shows the stock mounting perch
assm.



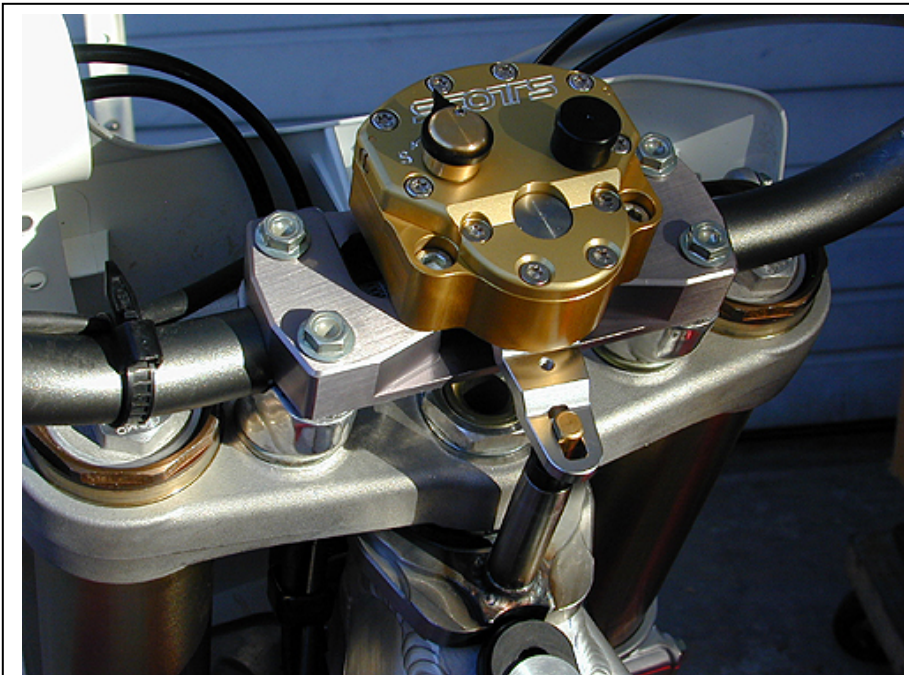
Be sure the frame bracket is all the way down flush with the head tube, all the way around the entire surface.



Torque the frame bracket pinch bolt to at least 96-108 inch lbs., or the equivalent of 8-9 foot lbs.



Not on all bikes / only a few need this



Shown is the finished kit using oversized bars mounted in the standard position.

