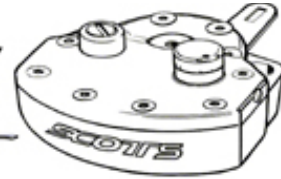


SCOTT'S
Performance Products



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CRF250L installation guidelines:

1. Review the photos before starting so you have an idea of the hurdles to watch out for.
2. Remove your headlight shell (2 bolts) and remove the top triple clamp, laying it forward out of the way for now. You will be transferring the cables later to your new bars.
3. 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 the fitment vary from bike to bike. You must apply common sense when fitting.
4. There is a small step inside the frame bracket that butts against the top of the head tube insuring it is on squarely. Avoid forcing it on beyond that step or it can distort the shape of the bracket and prevent it from functioning correctly.
5. The welds on 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.
6. Install the bracket and align the frame bracket so the tower is centered on the back bone, then tighten the pinch bolt (5 to 6 ft lbs).
7. Reinstall the triple clamp and tighten the main nut and fork pinch bolts on the triple clamp back to stock specifications.
8. Review how all of your cables are routed, you will want to match that routing exactly as it came from the factory.
9. The new bars and controls transferring are best done with both sets of bars off so you can move the bars side to side to allow enough distance for the cables in order to slide the controls on. Double check the routing before removing.
10. Important: your stock controls are held in place with a “nub” that matches a hole drilled in the stock bars. You’ll need to drill a 7mm (13/64”) matching hole in the new bars so the controls will stay tight. You will need to simulate **where** your new bars will sit, for your riding style, and then mark the according spot to drill that hole. DO NOT drill more than one hole or you’ll compromise the integrity of the handlebars. DO not be tempted to remove the nub, we tried it, the controls won’t stay tight enough. It is possible to grind the nub down to a very small nub and avoid drilling a new hole but be careful when grinding as the heat can melt the plastic housing and when you tighten the housing screws beware that over tightening can fracture the plastic housing as the remaining nub will make the hole oblong that matches your bars.
11. Examine the underside of the triple clamp & wiring, be sure none of that is pinched and is flexible for turning.
12. Install the Scotts one piece upper barclamp & tighten the (4) bolts evenly so the gap between the upper and lower bar mounts is equal. the Scotts logo goes toward the front.
13. Install the tower pin using light grease, allowing it to float. See the Owner’s Manual for how to adjust the height properly if needed.
14. Install the stabilizer to the barclamp using the (2) 6x 20mm Allen bolts. Align the linkarm to pin.
15. Before you ride the bike turn the bars from full steering lock to full steering lock and be sure the cables do not bind and or are not in harms way.
16. Start the bike and do the same thing lock to lock, **before riding the bike**, be sure the cables are not binding.
17. Refer to your Owner’s Manual for initial settings and how to adjust the stabilizer’s valving circuits.
18. If you have any questions please call us for assistance. 818 248-6747.

