

2625 Honolulu Ave · Montrose, CA 91020 · 818 248-6747 · Fax: 818 248-4529
www.scottsonline.com · e-mail: sales@scottsonline.com

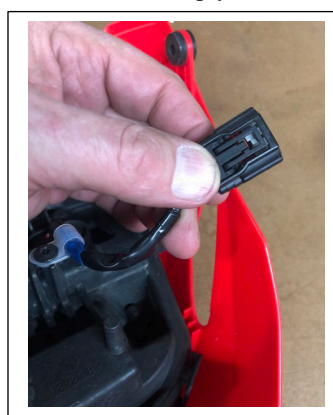
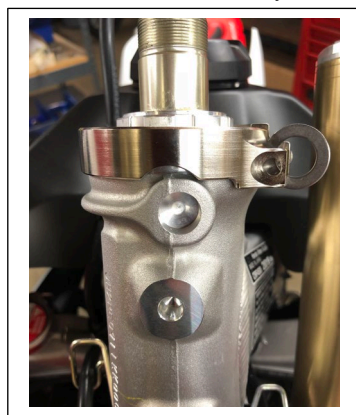
Installation guidelines for CRF 450L & CRF 450X (6764)

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. Review the photos first to get an idea of the entire process. (Photos may not be your exact model but depict the same process).
2. Remove both stock 17mm nuts on the underside of the triple clamp holding the stock lower rubber mounting cones in place.
3. Your stock rubber cones and nuts **will not** 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. Install the 10mm flange nuts provided, that use 14mm heads and re-tighten the nut **without using a washer at all**. A little grease between the nut and aluminum cone head will help. (We supply washers for models where clearance is not a problem). Perform this operation now, as you won't be able to loosen the nuts as easily, once the triple clamp is off the bike.
4. Get all your handlebar conversions, cones and nuts mounted **BEFORE** removing the triple clamp. It's much easier done first.
5. **L model;** remove the headlight first. Cut the cable tie to allow the wiring to come free of headlight. Sand any burrs left where the tie is cut so the wires are not subject to abrasion upon reassembly. Use the supplied cable tie when reassembling this later on. Don't try to take off all the instrumentation on the L, just lift the triple clamp off complete and either hang the entire assembly from the rafters using tie downs or have someone hold it the assembly while you install the frame bracket. Unplug the headlight plug by **pushing down on the tab**, not prying upward on it, see photo.
6. Remove number plate, upper handlebar clamps and top triple clamp by removing the 32mm nut and the fork pinch bolts.
7. Sand or file any casting bumps or flaws around the head tube preventing it from clamping cleanly. There is usually a casting seam on the front side of the head tube that should be sanded or filed smooth, creating a circular head tube that matches our bracket.
8. 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.
9. The initial installation of the frame bracket is very important in order to retain a long life of your stabilizer kit.
10. Tap the bracket with a soft mallet to insure it is seating **completely** down against your head tube. **This is very important!**
11. Torque the frame bracket pinch bolt to 96-108 inch lbs. / 8-9 ft. lbs. As shown in the picture.
12. Slide the triple clamp back on temporarily, and turn the bars left to right to be sure you have the frame bracket centered.
13. **Examine the nuts carefully on the bottom, as they will have to be positioned to clear the pinch bolt on the frame bracket.**
14. Tighten the main nut back to its original tension and don't forget to tighten the triple-clamp fork pinch bolts and brake guides.
15. Grease the floating tower pin and install into the tower. It is designed to float and should remain greased for proper use.
16. 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.
17. 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!!
18. 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. In these cases, we recommend using bars with a higher crossbar or converting to Over-sized bars. In most cases mounting the stabilizer in the "reversed position" works.
19. 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.



Sand casting flaw in front



L model: push down on the release tab to unplug the headlight, do not pry upward.



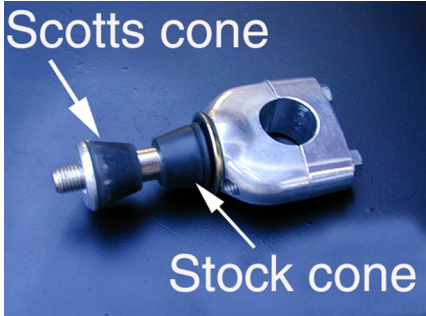
Remove bolt & spread bracket to install



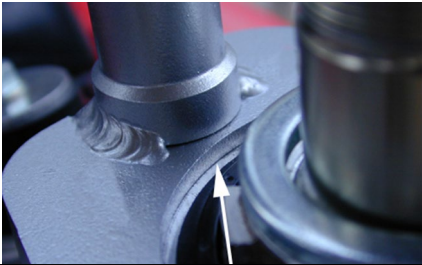
Tap bracket down until securely flush



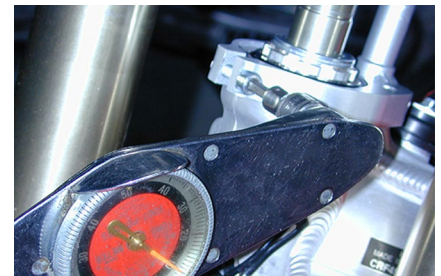
Use our replacement cones on the bottom



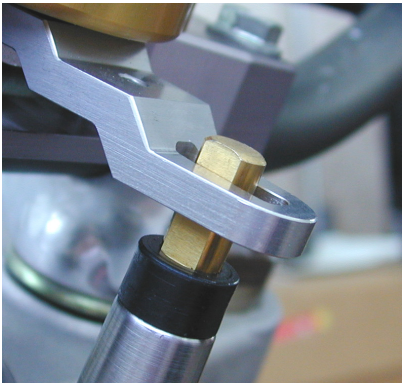
This shows the stock mounting perch
assm.



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.



This shows the proper tower pin height once the installation is done.



At left is shown the “reversed” mounted position, which is necessary for bikes using the stock handlebars and the way the kit is shipped for stock bars. This is necessary as the crossbar interferes with the stabilizer adjustment knobs. This is determined by where the bars are positioned (rider preference). If you’re using a previously “standard” mounted stabilizer, you will need to change it to the reversed position as shown, requiring a linkarm puller available from Scotts. If you experience lack of clearance for your bar position, you can always convert to over-size bars and the crossbar is no longer an issue.

Finished kit installed using the stock handlebars with the stabilizer in the “reversed” position



At left shows the top mount stabilizer using the over-sized bar conversion, which eliminates the crossbar interference situation and allows the stabilizer to be mounted in the “standard” position. (Photo may not be your exact model but depicts the premise of the over-size bar conversion).