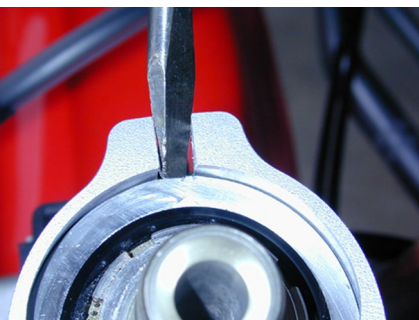


## Installation guidelines for CRF 250R, 250RX / 450R, 450RX, 450RWE (6767)

**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. The tolerances on this kit are all very tight, so its emphatic you follow the instructions to avoid interference with parts.
3. This model has 4 possible handlebar positions. Your bar mounts **MUST BE** in the correct position that was specified when you ordered. We supply the barclamp to match your purchase order. If you select the wrong set of holes, the tower pin will not align with the linkarm & could cause damage. Refer to the diagram on page 3 of the Owner's Manual to insure installation is correct.
4. Remove both 17mm nuts on the underside of the triple clamp holding the stock lower rubber mounting cones in place.
5. Your 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 at all.** A little grease between the nut and aluminum cone head will help. If your stock washers will clear the frame bracket, go ahead and use them. Perform this operation now, as you won't be able to loosen the nuts as easily, once the triple clamp is off the bike.
6. Remove your number plate, upper handlebar clamps and top triple clamp by removing the 32mm nut and the fork pinch bolts. Discard the stock washer under the main nut, it will not be used during reassembly.
7. Install the Scotts frame bracket by removing the pinch bolt and spreading the bracket slightly 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. The initial installation of the frame bracket is very important in order to retain a long life of your stabilizer kit.
8. Tap the bracket with a soft mallet to insure it is seating **completely** down against your head tube. **This is very important!**
9. Torque the frame bracket pinch bolt to 96-108 inch lbs. / 8-9 ft. lbs. As shown in the picture.
10. Your frame bracket was supplied with an aluminum stem washer, this new washer goes **underneath** the triple clamp to raise it slightly allowing clearance between the frame bracket and triple clamp. **Install this washer with the chamfer facing down,** it is an exact size for this application. Do not mix this up with the stock stem nut washer you discarded in step 6.
11. Slide the triple clamp back on and check these 3 items by turning the bars slowly lock to lock. 1) Make sure the cables are free to move and turn and nothing prevents them from functioning properly. 2) Make sure nothing hits the frame bracket or prohibits full turning lock to lock as everything is very close on this model. 3) Be sure the frame bracket is centered.
12. Re-install the steering stem nut, **DO NOT USE the original washer,** just apply a small amount of grease on the nut seating area and tighten the main nut back to its original tension or factory torque. Don't forget to tighten the (4) triple-clamp fork pinch bolts.
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) 8x30mm bolts supplied, so the gaps between the upper and lower handlebar mounts are equal.
15. Install the stabilizer to the barclamp using the (2) 6x20 Allen bolts supplied.
16. Note the 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!!
17. If you have any questions, please feel free to call us anytime as we are here to help you.



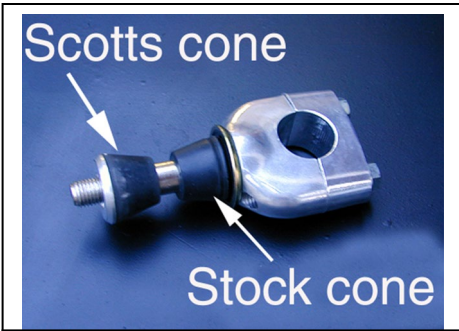
Remove bolt & spread bracket to install



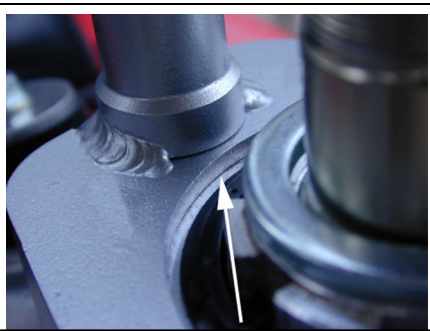
Tap bracket down until securely flush



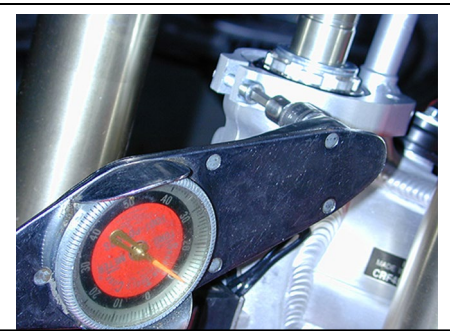
Use our replacement cones on the bottom



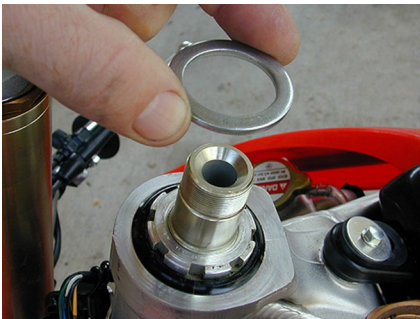
This shows the stock mounting perch assembly order, stock cone above, Scott's cone on the bottom.



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.



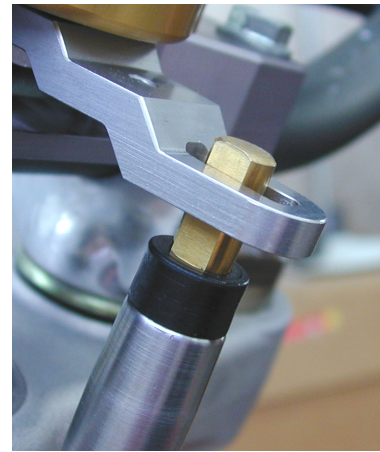
Install the provided aluminum spacer/washer with the chamfer side facing downward. This is very important as it gives the clearance required.



Be sure the new lower cone clears the frame bracket at full lock on the underside of the triple clamp.



Note how close the cone and nut are on the underside but do not touch.



Finished kit installed using the stock oversized handlebars