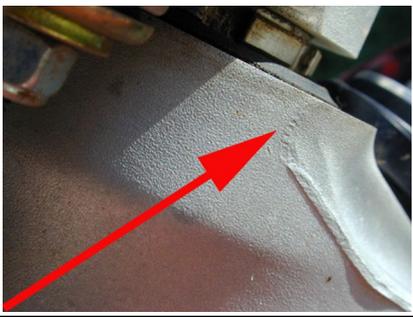


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Installation instructions for KX450F and KLX 450R (6660)

1. **Important Notes:** These instructions are for the Stock Kawasaki and Scotts or BRP Triple clamps only. 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. You also need 40mm of clearance between the crossbar and the main handlebar in order for the stabilizer to mount in the "std" position. The stabilizer can be mounted in the reversed position by turning the linkarm around which requires a linkarm puller. Scotts has kits available to convert from standard to oversize bars that use no crossbar at all. Please call us if you have any questions.
2. Review the photos before starting, so you have an idea of what is being explained. Photos may not be your actual bike.
3. Remove both 17mm nuts on the underside of the triple clamp that hold the stock lower rubber mounting cones in place.
4. Your stock lower rubber cones will not clear our frame bracket and must be replaced with the new lower profile Scotts cones provided in the kit when using the stock triple clamp.
5. Install and re-tighten the nut directly against the aluminum portion of our cone, **without using a washer**, to allow for more clearance. A little grease between the nut and cone helps this installation. Perform this operation now, as you won't be able to loosen the nuts as easily, once the triple clamp is off.
6. Remove your numberplate, upper bar clamps and top triple clamp by removing the main nut & upper, triple clamp pinch bolts.
7. Remove the fuel tank bolt and lift the front of the gas tank just enough to be able to slide the frame bracket tab under it. It's actually easier to remove the tank completely in order to get the frame bracket on straight and flush.
8. Install the Scotts frame bracket by removing the pinch bolt and spreading the bracket gently with a large blade slot-head screwdriver. Slide the frame bracket tab under the tank mount first, then position the bracket so it can slide over the head tube in straight. 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.
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 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. If for some reason the tab on the back does not match the frame angle perfectly, you'll need to bend it slightly to match. Be sure you do not dislodge the frame bracket from being down flush while trying to bend the tab, if necessary.
15. The provided "spacer-ring" goes **under** your triple clamp, between the bearing jam nut and the underside of your triple clamp. It is necessary to space the triple clamp up slightly in order to give you clearance between the nuts on the underside and the bracket.
16. Slide the triple clamp back on temporarily, and turn the bars left to right to be sure you have the frame bracket centered.
17. Be sure the steering stops are making contact and all cables etc., are out of harms way while turning lock to lock.
18. Examine the clearance between the underside of the triple clamp and the Scotts frame bracket. **You might have to tighten the nuts on the bottom so the "flats" of the nuts allow more clearance to the pinch bolt of the frame bracket.**
19. Tighten the fork pinch bolts and the main nut holding the triple clamp on making sure you have enough thread available. The washer under the main nut can be removed should you require more thread for the main nut.
20. Grease the floating tower pin and install into the tower, it is designed to float and should always remain greased.
21. 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.
22. If using Oversize handlebars you will need to move the collar down, which in turn, moves the tower pin upward to reach the slot.
23. Install the upper barclamp and tighten the 4 bolts evenly so the gap between the mounting perches is equal. Install the stabilizer using the (2) 6x20 Allen bolts while aligning the tower pin into the slot in the linkarm.
24. Install the tank bolt and be sure all cables are routed properly and are not binding anywhere.
25. Refer to your Owners Manual on how to set the controls and resolve any special mounting issues.
26. If you have any questions, please feel free to call us anytime, as we are here to help you.



Be sure head tube is clean of cast slag



Remove bolt & spread gently to install



Tap bracket down until securely flush



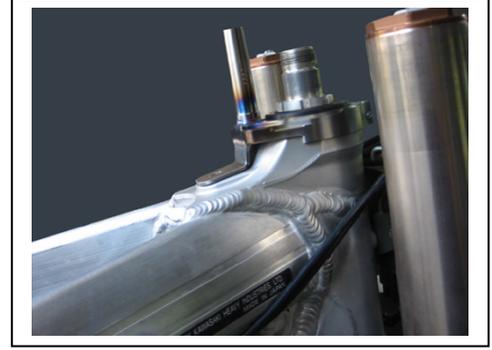
Be sure the frame bracket is all the way down flush with the head tube, all the way around the entire surface.



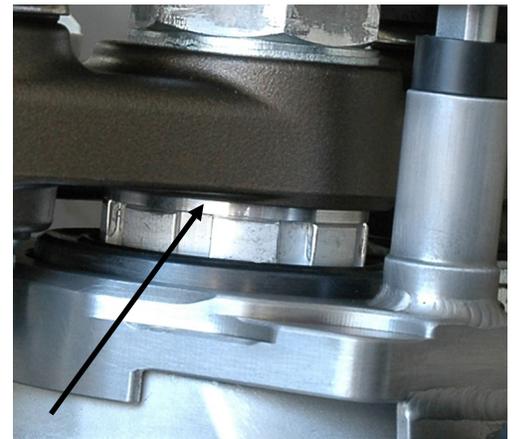
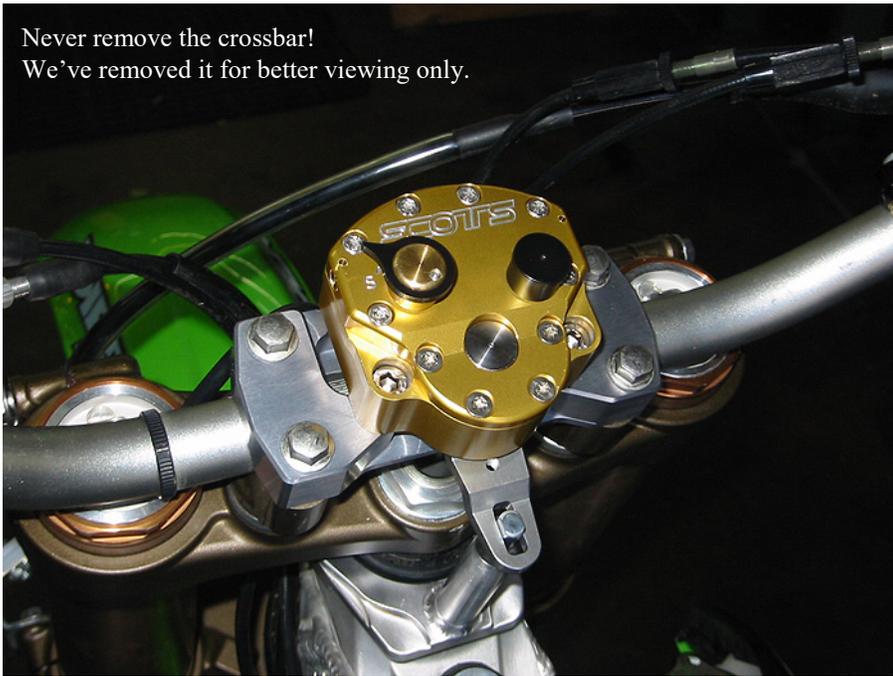
Our replacement cone goes on the bottom



Stock cone on top /Our cone on bottom



Never remove the crossbar!
We've removed it for better viewing only.



This shows the "spacer-washer" installed on top of the jam nut and under the triple clamp.