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Installation guidelines for CRF 250R, 250RX, 250RWE / 450R, 450RX, 450RWE (6765)

Notes: This kit is designed to be used with Scotts, BRP or stock triple clamps only using all stock rubber handlebar mounting hardware. 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.

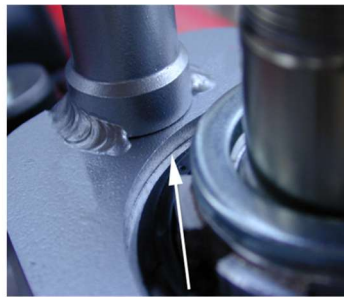
1. Review the photos first to get an idea of the entire process. (Photos may not be your exact model but depict the same process).
2. The tolerances on this kit are all very tight, so its emphatic you follow the instructions to avoid interference with parts.
3. This model has 4 possible handlebar positions. 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 ensure installation is correct.
4. Remove your number plate, upper handlebar clamps and top triple clamp by removing the 32mm nut and loosening the fork pinch bolts.
5. Install the Scotts frame bracket by removing the pinch bolt and spreading the bracket slightly with a large flat blade screwdriver. This bracket is intentionally tight, so it has to be spread slightly, 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, 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.
6. Tap the bracket with a soft mallet to ensure it is seating **completely** down against your head tube. **This is very important!**
7. After verifying the frame bracket is aligned straight and seated, install pinch bolt in frame bracket and lightly snug (we recommend using a dab of blue Loctite 242 on the threads). Verify the frame bracket is still seated against the headtube and there is no lifting. Tap down again if necessary.
8. Torque the frame bracket pinch bolt to 96-108 inch lbs. / 8-9 ft. lbs. As shown in the picture. We suggest hand tightening by feel as many torque wrenches are inaccurate at these lower settings possibly causing over torquing and damage to threads.
9. Your frame bracket was supplied with an aluminum stem spacer washer. For applications using the stock bar position #2 (rear holes of triple clamp) this washer will not be used and you can skip to step #11, This washer will only be used if running the lower handlebar mounts in the front holes of the triple clamp (bar position #3 with barclamp 1044045).
10. **For applications using position #3 (front holes in triple clamp only)** 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 removed earlier. Lower handlebar mounts must be installed in the front set of holes in the triple clamp with the bar mount offset to rear of bike.
11. Slide the triple clamp back on and check these items by turning the bars slowly lock to lock. 1) Make sure nothing hits the frame bracket or prohibits full turning lock to lock as everything is very close on this model. 2) Be sure the frame bracket is centered.
12. Re-install the steering stem nut with washer 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. Again check to be sure nothing hits the frame bracket or prohibits full turning lock to lock.
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. Grease the floating tower pin and install it into the tower. It is designed to float and should remain greased for proper use.
16. Install the stabilizer to the barclamp using the (2) 6x20 pre Loctited supplied Allen bolts.
17. Slowly turn bars to lock left & right to ensure there is no binding of cables (see suggested optional Clean Speed cable guide photo below).
18. 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. We recommend the pin height be set 2-3mm above top of linkarm.
19. If you have any questions, please feel free to call us anytime as we are here to help you.



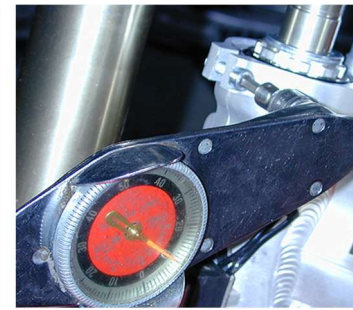
Remove bolt & spread bracket to install



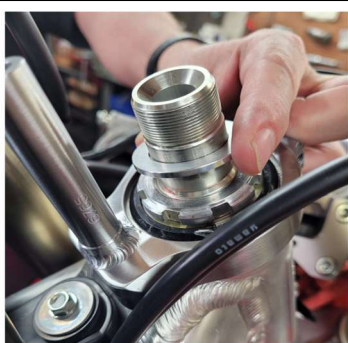
Tap bracket down until securely flush



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



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



For applications using bar position 3 only 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 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.

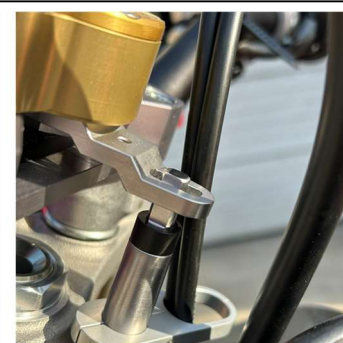


Photo showing correct tower pin height.



Finished kit installed using the stock oversized handlebars and optional Clean Speed cable guide