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SUB mount installation guidelines for CRF 250R, 250RX, 250RWE / 450R, 450RX, 450RWE (6725)

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. The SUB mount raises the relative position of the bar-to-rider height. Lower bend bars are available if needed.

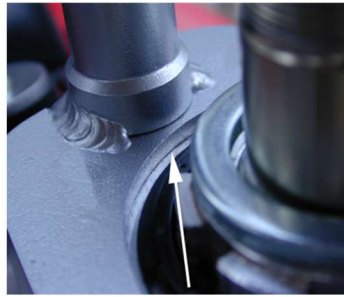
1. Review the photos first to get an idea of the entire process. (Photos may not be your exact model but depict the same process).
2. The tolerances on this kit are all very tight, so it's emphatic you follow the instructions to avoid interference with parts.
3. Sub mounts are made for 1-1/8" oversize bars. Standard diameter bars will require our bar mount reducer bushings to fit properly.
4. Remove both 17mm nuts & washers on the underside of the triple clamp holding the stock lower rubber mounting cones in place.
5. Remove the (4) bolts that hold your handlebars tight and lay the bars forward out of the way.
6. Remove the stock lower handlebar perches from the rubber mounts.
7. Install the new SUB mount through the upper & lower stock rubber cones.
8. Assemble using supplied thin washers and lock nuts. Tighten until rubber cones are slightly pre-loaded. Do not completely collapse cones.
9. The SUB mount is adjustable, meaning you have a choice of where you want the bars positioned. See additional instructions provided that show how to utilize both mounting positions of this adjustable Sub Mount.
10. Remove your number plate and top triple clamp by removing the 32mm nut and loosening the fork pinch bolts.
11. 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 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.
12. Tap the bracket with a soft mallet to ensure it is seated **completely** down against your head tube. **This is very important!**
13. 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.
14. 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.
15. Slide the triple clamp back on and slowly turn it left to right to be sure you have the frame bracket centered and there is no interference. Make sure nothing hits the frame bracket or prohibits full turning lock to lock as everything is very close on this model.
16. 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.
17. Grease the floating tower pin and install it into the tower. It is designed to float and should remain greased for proper use.
18. Install the stabilizer to the barclamp using the (2) 6x20 pre Loctited supplied Allen bolts. Damper must be installed prior to installing handle bars.
19. 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!!
20. Install handlebars into the SUB mount and tighten the (4) upper perch bolts evenly so the gaps are equal in the perch tops.
21. Re-install number plate
22. Rotate bars slowly left to right to full lock to verify there are no cables binding or being pinched. We recommend the using the optional Clean Speed cable guide shown in the photo below.
23. 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.



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