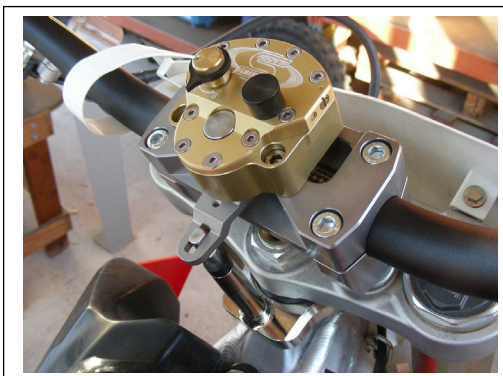


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Installation instructions for CRF450R 2002-04

Notes: This kit is designed for use with Scotts, BRP or stock triple clamps. As much as we try, we cannot guarantee how other brand triple clamps will fit. Some may require new lower cones and the “spacer washer” and or both depending on your bike. 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. We’ve tried to provide the parts to make whatever combination reaches this goal. Review the photos on the back, before starting, so you have an idea of what is being explained.

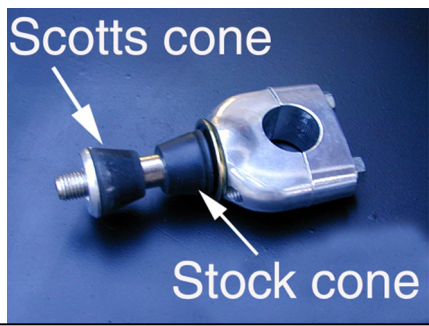
1. Remove both 17mm nuts on the underside of the triple clamp holding the stock lower rubber mounting cones in place.
2. Remove the lower stock rubber cones in your triple clamp and install the new Scotts cones provided in the kit and re-tighten the nut without using any washers, as the stock rubber cone will not clear our frame bracket. You want to perform this operation now, as you won’t be able to loosen the nut as easily, once the triple clamp is off the bike.
3. Remove your number-plate, upper handlebar clamps and top triple clamp by removing the 32mm nut and pinch bolts.
4. You **WILL NOT** re-use the washer that is under your stock 32mm triple clamp retaining nut. Discard it.
5. With the chamfer side facing down, install the new .125” thick spacer-washer supplied in the kit. This washer goes UNDER your triple clamp, over the stem as per the picture. This new washer thickness prevents your triple clamp from setting down too far, interfering with our frame bracket. Do not mix up your 32mm nut washer with this special spacer-washer.
6. 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.
7. 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 Honda head tube. Keep it perpendicular as you initially install.
8. Tap the bracket with a mallet to insure it is seating **completely** down against your head tube. **This is very important.** It is best to tap and tighten, tap and tighten until you have the frame bracket secure and flush at the same time.
9. Torque the frame bracket pinch bolt to 96-108 inch lbs. / 8-9 ft. lbs. As shown in the picture.
10. Slide the triple clamp back on temporarily, and turn the bars left to right to be sure you have the frame bracket centered.
11. Examine the clearance between the underside of the triple clamp and the Scotts frame bracket. In some cases you may have to slightly file the casting knob on the underside of the triple clamp as per the photo on page 2. Most bikes have plenty of clearance but occasionally you will have some interference, requiring slight filing.
12. Tighten the 32mm main nut back to its original tension, NO WASHER underneath it and don’t forget the fork pinch bolts.
13. If you are using your stock bars with a crossbar, there is not enough clearance between the cross bar and main bar for the stabilizer to fit. In these cases you need the stabilizer linkarm reversed in order for the stabilizer to clear the crossbar or use bars with either a higher crossbar or convert to an oversize bar kit (see below), which solves the problem altogether and are available from Scotts. Some customers have successfully “bowed” the stock crossbar by using a large tire iron and block of wood under the cross bar, as shown in the photo at the bottom of page 2, but we don’t recommend that as it can compromise the crossbar.
14. Grease the floating tower pin and install in the tower, it is designed to float and should remain greased.
15. Ideally, you want the linkarm to be positioned in the center of the flats on the tower pin. 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.
16. Install your handlebars and tighten the 4 bolts evenly to keep the tower pin lined up in the slot in the link arm.
17. If you have any questions, please feel free to call us anytime as we are here to help you.



At left is the oversized bar kit that eliminates the crossbar altogether, allowing the stabilizer to be mounted in either the ‘reversed’ or ‘standard’ mounting position. When using stock bars with a crossbar the stabilizer normally must be mounted in the ‘reversed position in order to clear the adjusting knobs on the stabilizer.



Use our replacement cones on the bottom



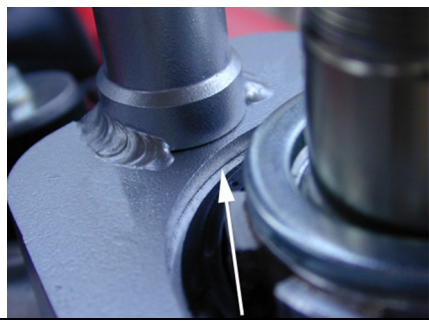
This shows the stock mounting perch assm.



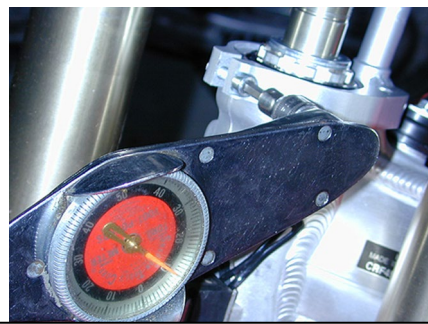
Remove bolt & spread bracket to install



Tap & tighten, tap & tighten until the bracket is down flush all the way around the entire head tube.



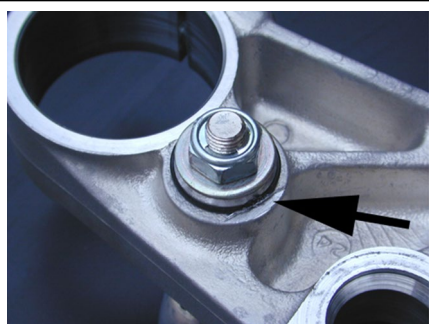
Be sure the frame bracket is all the way down flush with the head tube, all the way around the entire surface.



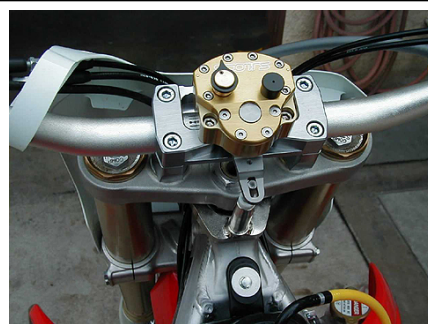
Torque the frame bracket pinch bolt to at least 96-108 inch lbs., or the equivalent of 8-9 foot lbs.



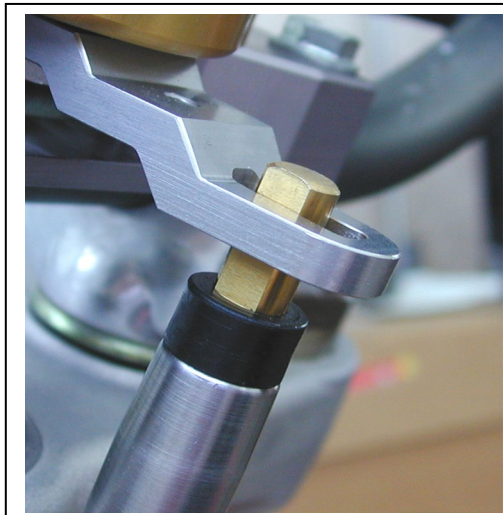
Install special .125" washer supplied



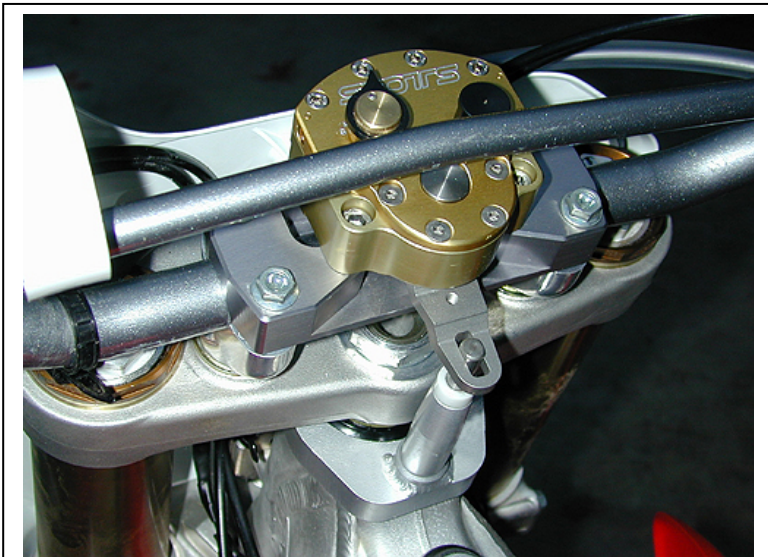
Not on all bikes / only a few need this



Oversize bars with stock triple clamp



Best to have to the linkarm in the middle of the flats on the tower pin on this model.



Finished kit using the stock bars with a bow in the steel crossbar.