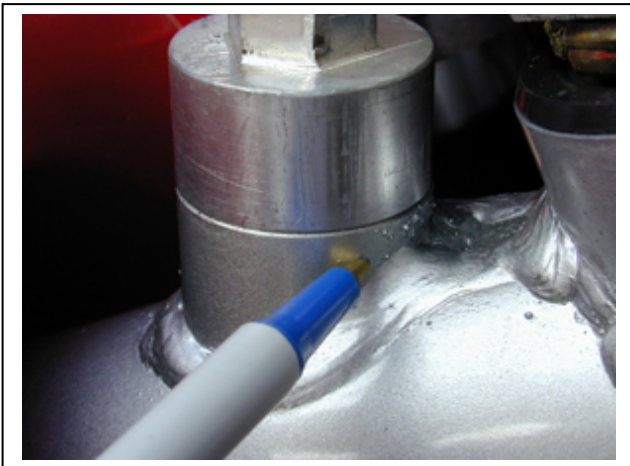


XR 250 / 400 MOUNTING INSTRUCTIONS

1. Review all the photos before starting so you have an idea of this overall installation.
2. Before you start be sure your bars have 40mm of clearance between your crossbar and main handlebar in order for the stabilizer to physically fit. You can bow the stock crossbar slightly or use a higher crossbar handlebar. Rental was nice enough to make a special bar for us that comes with a pre-bowed crossbar that will give extra clearance. Sorry, they will not sell just the cross bar.
3. Remove the 4 bolts that hold your handlebars on and install the new Scotts one piece barclamp with the logo reading correctly while sitting on the bike.
4. The next step is to allow the aluminum oil plug we supply and oil filler neck to become the exact same size. We machined the plug to match the exact size on the Honda but there is always welding slag and debris that need a little attention in order for this work right.
5. Examine the oil filler neck, (where the dipstick goes in), for any loose slag, pits or obstructions around its neck. Our frame bracket is going to slide over the very top of this neck and the fit is critical to keeping the frame bracket tight. The goal is to keep the OD of the filler neck exactly the same size as the OD of our machined plug. If there is any debris that will limit the fit of the frame bracket it will need to be removed. Lightly sanding the neck with fine sandpaper or fine file will usually accomplish this goal. You don't need to sand or file if you neck is clean. Cover the open oil hole if you going to file or sand. The frame bracket doesn't need to drop all the way down on the neck, only about .050" of the frame bracket will grab the filler neck, the thickness of a dime.
6. Transfer the o-ring from your dipstick to the new aluminum plug.
7. Install the new aluminum plug and tighten with a 14mm wrench, once you've accomplished # 4 correctly.
8. Install the Scotts frame bracket over the aluminum plug being careful to align it before starting, as the clearance is very tight, it will drop right on once it's lined up. The frame bracket should slide all the way down over the aluminum plug and just .050" or so over the top of the oil filler neck. The small bite on the neck will keep the damper from trying to unscrew the aluminum plug during use. Grease the tower pin before installing into the hole in the tower pin. It should remained greased so it is free to float in the tower.
9. Install the damper with the (2) 6 x 20mm Allen screws while aligning the tower pin into the slot in linkarm. You can raise the link arm on the tower pin by tightening the forward handlebar bolts. Tightening the rear bolts will lower the link arm on the tower pin.
10. Once the damper is tight align the frame bracket so it's in-line with front wheel and tighten the bracket pinch bolt.
11. Turn the bars from full lock to full lock and be sure the crown does not hit the frame bracket and that the steering stops actually make contact before the stabilizer bottoms out. Some XR's have more turning radius to one side than the other. In these cases you will need to insert a sheet metal screw in the steering stop to prevent the stabilizer from bottoming out. See photo.
12. Now... To check your oil it takes about 1 minute, we're not sure how long it will take you but here's how you do it: remove the damper (2 Allens), remove the frame bracket (1 pinch bolt) and unscrew the 14mm aluminum plug. We tested this kit with an 1800 mile ride in the Baja-Peninsula and found the XR400 used NO OIL in 1800 miles, so the importance of checking the oil while out on a ride is normally going to be very remote.
13. Refer to your owners manual on how to adjust the controls and valving.





Steering stop extension



Optional Forward mount for the XR250/400 shown above

