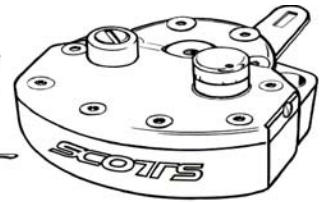


**SCOTT'S**  
*Performance Products*



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## Installation instructions for YZ450F 2008-09

1. **Important Notes:** This kit is designed for use with the Stock, Scotts or BRP Triple clamps only. Many after market triple clamps will not work in co-ordination with our frame bracket due to space limitations.
2. Review the photos before starting, so you have an idea of what is being explained. (Some photos may not be your exact bike but depict the desired result).
3. **It's very important to block the front wheel securely and tie the forks to the frame using a tie down.** You should run a tie down from the front wheel up and over the backbone of the frame and back down to the other side of the front wheel for the first operations in these instructions. Don't be tempted to try to do this without blocking and tying, as when the forks start to fall off, they fall off in a hurry, and you'll be desperate for help.
4. You'll be replacing the stock head tube bearing jam nut that holds the forks on the bike. Once this is removed, the forks can roll away from the bike, and they roll away in a hurry! Block and tie it securely, it only takes a minute to do so.
5. Remove your number plate, upper bar clamps and top triple clamp by removing the main 32mm main nut & upper triple clamp fork pinch bolts. There is a thin thrust washer under the triple clamp, it should be re-installed with the triple clamp. This thin washer will go on top of our frame bracket bearing and be between the bearing the bottom of the triple clamp.
6. Check the tension on the "castle nut" **before** you remove it. It provides the correct tension on the head bearing.
7. Remove the castle nut and replace it with the special nut we've provided in the kit part #2810-3209. Adjust the tension to be the same as the castle nut you took off. The special nut we provide requires a 32mm open end wrench (1 1/4") to tighten it. Do not over tighten this nut or your head bearings won't pivot properly. The YZF factory specs say to tighten this nut to 28 ft lbs, back it off one full turn and re-tighten it to 5 ft lbs. The goal is to have it just tight enough to remove any play in the bearing but retain free movement as you turn the bars left to right.
8. Remove the single, forward tank bolt and the 2 bolts that hold the shrouds to the radiators.
9. Install the Scotts frame bracket over the special nut we've provided. The bearing we've pressed into the frame bracket will fit perfectly over the new special nut that tightens your head bearing tension. You can slide it on first, with the tab off to one side, as shown in the picture. Once the bearing and frame bracket are on and seated, you can rotate the bracket, sliding the tank tab in UNDER the existing tank mounting hardware. The frame bracket tab sits between the frame and the stock tank bushing (see photo). The tab should fit perfectly. Occasionally, due to varied manufacturing tolerances from the OEM factory, the bracket tab may not line up perfectly. In these rare cases, **DO NOT try to bend the bracket tab.** You need to find a washer or 2 that will space it perfectly. If the frame bracket tab is too "low" and hits the stock aluminum frame lug, filing the aluminum lug a little is Ok also. The tank can be moved up or down slightly, without causing any issues.
10. Loosely install the tank bolt back into the tank and through our bracket but do not tighten it yet.
11. Install the stock thin thrust washer now on top of the frame bracket bearing. (It may still be stuck to the bottom of your triple clamp). This washer belongs between the bottom side of the Triple clamp and the frame bracket bearing and is critical on rubber mounted triple clamps to allow clearance between the hardware on the bottom side and the new frame bracket.
12. Slide the triple clamp (stock, Scotts or BRP) back on and examine the underside while turning the bars left to right to be sure you have clearance on the bottom side of the triple clamp to the frame bracket.
13. Install the 32mm main nut and washer and tighten the triple clamp back to factory specs. Don't forget the fork pinch bolts too.
14. Tighten the tank bolt and radiator shrouds now.
15. Grease the floating tower pin and install into the tower, it is designed to float and should always remain greased. If the tower pin is not free to float the damper could not be performing as it's intended.
16. The tower pin can be moved up or down by simply tapping on the pin to move the collar up or down. See Owners Manual.
17. 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. Remember your handlebar perches are reversible, the barclamp provided is for the position you ordered. If the slot in the linkarm does not line up with the tower pin, you may have to reverse your lower bar-perches 180 degrees. Refer to your Owners Manual for proper alignment.
18. Be sure all cables are routed properly and are not binding anywhere through the full turning radius of the bike.
19. Start the bike and turn the bars full lock left to right and be sure the cables function properly.
20. Double check all that all the bolts are tight before riding the bike.
21. Check your manual for initial stabilizer settings and how to adjust for proper function.
22. If you have any questions, please feel free to call us anytime, as we are here to help you get it on correctly.



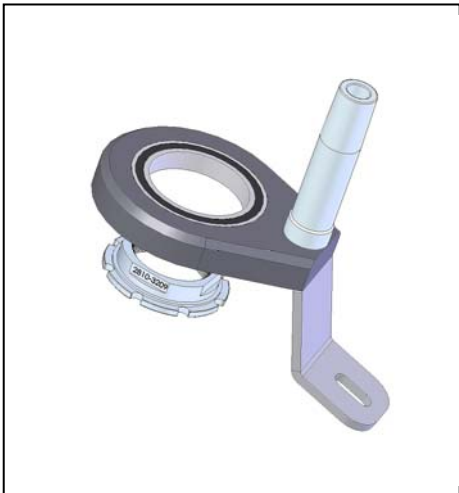
Block the front wheel securely!



Castle nut off / new nut on / Maintain the same tension on the bearing



Install the frame bracket and bearing over the new special nut.



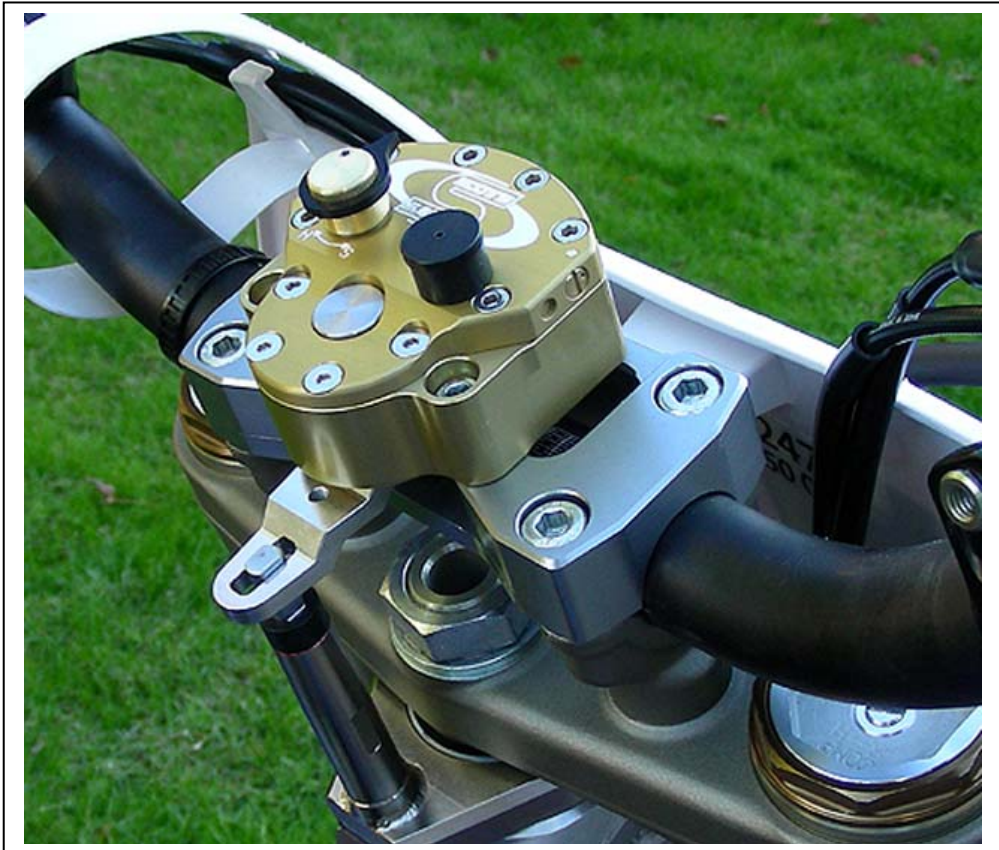
Slide the frame bracket over the special nut with tank tab off to side.



Frame bracket rotates so the tab slides in under the tank bracket mount.



If the frame bracket tab is too low or too high do not try to bend it. Shim it or file the aluminum frame lug a little.



Tab should fit perfectly under tank mount and just slide in over the aluminum frame lug.