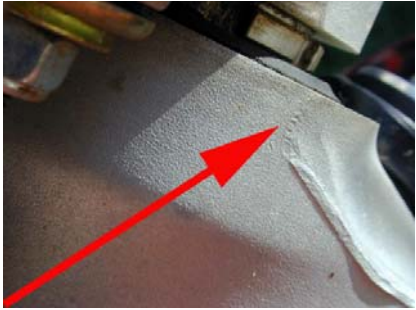


2625 Honolulu Ave · Montrose, CA 91020 · 818 248-6747 · Fax: 818 248-4529
www.scottsonline.com · e-mail: sales@scottsonline.com

SUB mount installation guidelines for the CRF250R 2004-09

1. **Important Notes:** These instructions are for the Stock Honda and Scotts Triple clamps only, using Oversize handlebars such as Protapers. Many after market triple clamps will not work in co-ordination while using our frame bracket due to space limitations. We've tried very hard to give as much clearance without sacrificing strength to accommodate **some** after market triple clamps. 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. The clearances are very close and require the installing mechanic to examine and understand the fitment issues.
2. Review the photos before starting, so you have an idea of what is being explained.
3. Remove the seat. Turn the petcock to off and remove the fuel tank. Do not store the tank near any open flames.
4. Remove both 17mm nuts on the underside of the triple clamp holding the stock lower rubber mounting cones in place.
5. Remove the stock lower rubber cones, leave the uppers in place.
6. Remove the (4) bolts that hold your handlebars tight and lay the bars forward out of the way and clear of the triple clamp.
7. Remove your number plate and top triple clamp by removing the 32mm main nut and upper triple clamp pinch bolts. Remember your bar mounts and upper cones are loose in the triple clamp, for now. This order of assembly is important.
8. Install the Scotts frame bracket by removing the pinch bolt and spreading the bracket gently with a large blade slot-head screwdriver. This bracket is intentionally tight, align it 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.
9. 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.
10. Slide it on and tighten the pinch bolt slightly, tap the bracket with a mallet to insure it is seating **completely** down against your head tube. Tap downward and tighten, tap again and tighten some more and examine that it's all the way down flush.
11. As you tighten the front pinch bolt, the bracket is pulled forward slightly, seating the key areas and aligning the tank hole. If the tank hole does not line up, try the process again until it does or in rare cases, file the tank-mounting hole if necessary.
12. **Do not tighten the tank bolt before** the frame bracket pinch bolt is tight. This puts an unnecessary load on the tank bolt.
13. After aligned, torque the frame bracket pinch bolt to 96-108 inch lbs. / 8-9 ft. lbs.
14. Slide the triple clamp back on temporarily, and turn the bars left to right to be sure you have the frame bracket centered.
15. Be sure the steering stops are making contact and that the frame bracket is not limiting the original turning radius.
16. 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 nub on the underside of the triple clamp as per the photo. Most bikes have plenty of clearance.
17. Re-install the triple clamp now and tighten the main nut and fork pinch bolts back to factory specs.
18. Remove the stock lower handlebar mounts and Install the new SUB mount using the supplied 12mm bolts.
19. Replace the stock lower rubber cones in your triple clamp with the new Scotts cones provided in the kit. The **stock** lower rubber cones will not clear our frame bracket.
20. Tighten the new nuts against the cones without using the any washers. The nuts butt directly against the aluminum in our cones.
21. Turn the bars again left to right and be sure you have clearance to the frame bracket and that the steering stops hit cleanly.
22. Grease the floating tower pin and install into the tower, it is designed to float and should always remain greased.
23. The tower pin can be moved up or down by simply tapping on the pin to move the collar up or down. See photo height.
24. Due to the length of the cables, it's normally much easier to transfer most of the controls especially the throttle, from your stock bars to the new Oversize bars, before mounting them in the SUB MOUNT.
25. Once all the controls are on the new bars and cables routed as they were stock, install the bars in the SUB MOUNT and tighten the 4 upper perch bolts evenly, so the gaps between the upper and lower perches is equal.
26. Install the stabilizer by first aligning the tower pin into the slot in the link-arm and then tighten the (2) 6x20 Allen bolts. Be sure the Tower pin height adjustment is correct and that it does not make contact with the bottom of the stabilizer.
27. Before installing the fuel tank, remove the aluminum bushing in the stock tank mount and flip it over, so it comes in from the bottom. This allows the large head bushing to sit against the frame bracket. Use the supplied fender washer on the upper side of the rubber tank biscuit when installing the tank mounting bolt. Install the seat.
28. Before riding the bike, double-check all the cable routing and be sure everything is routed properly and not binding anywhere.
29. If you have any questions, please feel free to call us anytime, as we are here to help you.

1. Step by step instructions. Be sure to read the text that accompanies these photos there is a specific order.



Be sure head tube is clean of cast slag



Remove bolt & spread gently to install



Tap bracket down until securely flush



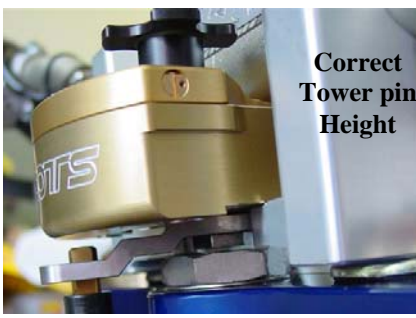
Be sure the frame bracket is all the way down flush with the head tube, all the way around the entire surface.



Our replacement cones go on the bottom



This shows the stock mounting perch



Correct Tower pin Height



Only a few bikes need filing here.



Flip the stock tank bushing over. Install it in from the bottom. Fender washer goes on the topside.



This shows hole alignment. Front hole is for the X model, the rear hole for the R model. The "Tapping & tightening" sequence insures proper alignment.