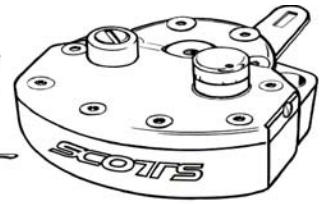


SCOTT'S
Performance Products



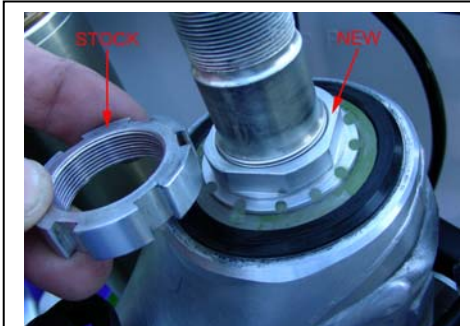
2625 Honolulu Ave · Montrose, CA 91020 · 818 248-6747 · Fax: 818 248-4529
www.scottsonline.com · e-mail: sales@scottsonline.com

SUB MOUNT Installation guidelines for YZ450F 2008-09

1. **Important Notes:** This kit is designed for use with the Stock, Scotts or BRP Triple clamps only. Most others won't work. Many after market triple clamps will not work in co-ordination with our frame bracket due to space limitations of those triple clamps.
2. Review the photos before starting, so you have an idea of what is being explained. Photos may not be your exact bike.
3. **It's very important to block the front wheel securely and tie the forks to the frame using a tie down.** You can run a tie down from the front wheel up and over the backbone of the frame for the first operations in these instructions. Don't be tempted to try to do this without blocking, 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 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. Temporarily loosen but don't remove the (4) bolts that hold your handlebars tight.
6. For Stock Triple clamps or converting to SUB mounts on Scotts or BRP triple clamps: Remove both nuts on the underside of the triple clamp holding the lower handlebar clamps tight to the triple clamp. You need the bars still in the perches in order to remove these bolts on the underside, as they will want to spin while loosening.
7. Remove the stock lower perches and install the new SUB mount (09's and on into rear set of holes) using **only** the new supplied studs/hardware. (Why? Rubber mounted SUB mounts require different hardware than SOLID mounted sub mounts, which are different than your original hardware). If no nuts are supplied with your kit, then the stock nuts are intended for use.
8. What hardware is right? It is critical that the bolts that pass through the SUB mount extend far enough for the nuts on the bottom to engage the Nylok portion of the nut. When converting be sure the hardware you use is correct. Tighten the bottom nuts.
9. Remove your number plate, upper bar clamps and top triple clamp by removing the main 32mm nut & upper triple clamp fork pinch bolts. There is a thin thrust washer under the triple clamp, it needs to go back there upon re-installation.
10. Check the tension on the "castle nut" before you remove it. It provides the correct tension on the head bearing.
11. Remove the castle nut and replace it with the special nut we've provided in the kit. 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 tension the bearing enough to remove any play but retain free movement as you turn the bars left to right. Normally it can be tensioned without using tools, it simply holds tension on the head tube bearing.
12. Remove the single, forward tank bolt and the 2 bolts that hold the shrouds to the radiators.
13. 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 must 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, it may not fit just right. In these rare cases, **DO NOT try to bend the bracket tab.** Find a washer or 2 that will space it perfectly. If the tab is too low, file the aluminum frame tab a little until the frame bracket tab fits perfectly. Loosely install the tank bolt but do not tighten.
14. Install the stock thin thrust washer now on top of the frame bracket bearing. (It may still be stuck to the bottom of your stock 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, this allows clearance between the hardware on the bottom side and the new frame bracket.
15. 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.
16. Install the 32mm main nut and washer and tighten the triple clamp back to factory specs. Don't forget the fork pinch bolts too.
17. Tighten the tank bolt and radiator shroud bolts now.
18. 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.
19. 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.
20. Align the tower pin to fit into the slot in the damper linkarm and install the stabilizer to the SUB MOUNT lower perch assembly using the (2) 6x20 Allen bolts provided. **Be sure the tower pin does not make contact with the bottom of the damper body.**
21. Check to be sure all cables are routed properly and are not binding anywhere through the full turning radius of the bike.
22. Start the bike and turn the bars full lock left to right and be sure the cables function properly.
23. Double check all that all the bolts are tight before riding the bike.
24. Check your manual for initial stabilizer settings and how to adjust for proper function.
25. 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 removed / new nut installed



Install the frame bracket and bearing over the special nut.



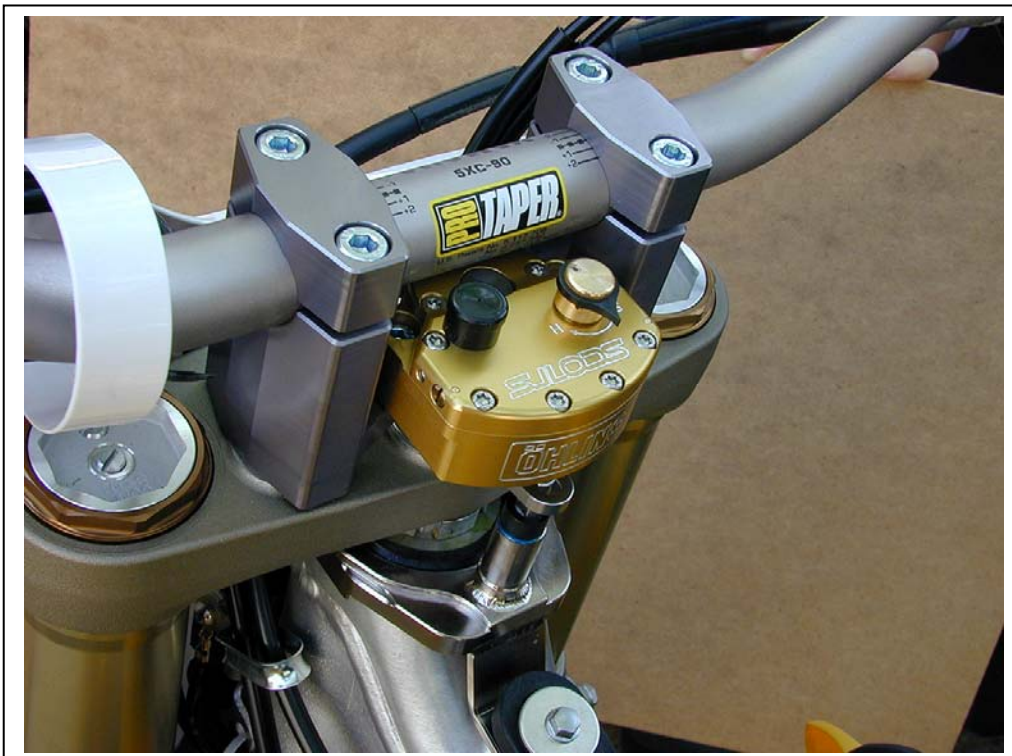
Slide the frame bracket over the special nut with tank tab off to side.



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



Tab should fit perfectly under tank



Shim in this case. If our frame bracket tab is too low, file the aluminum frame lug a little, until the tab just slides in. Most bikes fit without mods.



Picture above shows the finished kit. Left: Shows the correct tower pin height when finished, adjusted so the tower pin should be flush with top of link-arm. The black collar can be easily moved up or down on the tower pin to achieve this setting.