



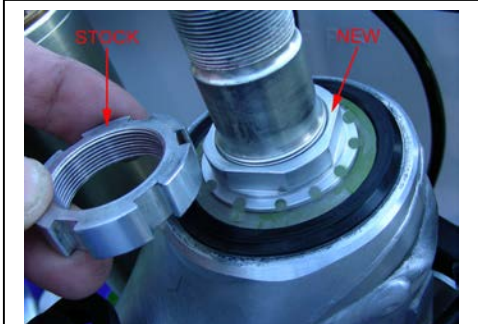
2625 Honolulu Ave · Montrose, CA 91020 · 818 248-6747 · Fax: 818 248-4529
www.scottsonline.com · e-mail: sales@scottsonline.com

SUB MOUNT Installation guidelines for YZ250F / WR450F (4725)

1. **Important Notes:** This kit is designed for use with the Stock, Scotts or BRP Triple clamps only.
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 it right.
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 nuts on the underside or they'll just spin while loosening.
7. Remove the stock lower perches and Install the new SUB mount (09-on 250's into rear set of holes) using **only** the newly 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 the number plate, upper bar clamps & top triple clamp by removing the main 32mm nut & upper triple clamp fork bolts.
10. **Check the tension on the "jam-nut" before you remove it.** It provides the correct tension on the head bearing.
11. Remove the "jam-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 Yam 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. You can remove the tie down now.
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. **YZ 250F 10-11 only:** Install the stock thin thrust washer, (which may be stuck to the bottom of your triple clamp), it goes on top of the frame bracket bearing. This washer belongs between the bottom side of the Triple clamp and the frame bracket bearing and are critical to the assembled height of the triple clamp.
15. **YZ 250F 12-13 only:** remove the thin thrust washer (which may be stuck to the bottom of your triple clamp) and discard, install the provided new stem washer between the bottom of the triple clamp and the top of the frame bracket bearing. This spacer is critical for proper clearance to all the parts we've provided.
16. **WR 450F:** Install the stock thin thrust washer, (which may be stuck to the bottom of your triple clamp), (plus the 450 has an additional stock spacer also) both go on top of the frame bracket bearing. These washers belong between the bottom side of the Triple clamp and the frame bracket bearing and are critical to the assembled height of the triple clamp.
17. Slide the triple clamp back on (stock, Scotts or BRP), 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.
18. Install the 32mm main nut and tighten the triple clamp back to factory specs. Tighten the fork pinch bolts and tank bolt now.
19. 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" all the time, the damper could not be performing as its intended.
20. 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.
21. 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.**
22. Check to be sure all cables are routed properly and are not binding anywhere through the full turning radius of the bike.
23. Start the bike and turn the bars full lock left to right and be sure the cables function properly.
24. Double check all that all the bolts are tight before riding the bike.
25. Check your manual for initial stabilizer settings and how to adjust for proper function.
26. If you have any questions, please feel free to call us anytime, as we are here to help you get it on correctly.



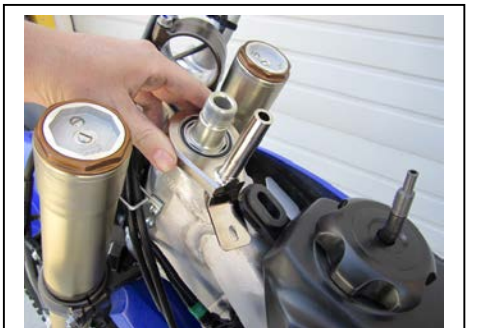
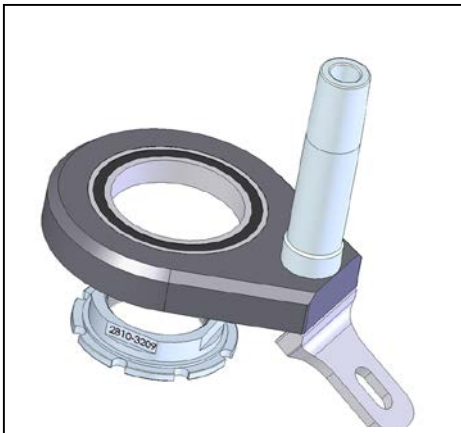
Block the front wheel securely!



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



Above: Shows the correct tower pin height when finished, tower pin should be flush.



YZF / WRF Instructions 01/30/14 4725



If our frame bracket tab is too high shim the gap precisely. If too low file the frame lug a little, until the tab just slides in. Do not try to bend the tab! It is essential that the tab not be forced up or down or it puts an un-do load n the bearing holding the frame bracket.