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Installation guidelines for CRF 450R (6763)

Notes: This kit is designed to be used with Scotts, BRP or stock triple clamps only. As much as we try, we cannot guarantee how other brand triple clamps will fit. Review the photos before starting, so you have an idea of what is being explained.

1. Remove the stock stabilizer and mounting spacer located behind the front number plate. Once you have removed the stock stabilizer and spacer, use the supplied 7mm bolt and washer to hold the existing bracket that was behind the damper to the frame. This operation will give you the necessary clearance for our frame bracket to fit around the head tube properly.
2. Remove both 17mm nuts on the underside of the triple clamp holding the stock lower rubber mounting cones in place.
3. Your stock rubber cones will not normally clear our frame bracket. Remove the stock lower rubber cones in your triple clamp by prying them out and install the new Scotts cones provided in the kit and re-tighten the nut **without using a washer**. A little grease between the nut and aluminum cone head will help. You'll want to perform this operation now, as you won't be able to loosen the nuts as easily, once the triple clamp is off the bike. (Photos may not be your exact model).
4. Remove your numberplate, upper handlebar clamps and top triple clamp by removing the 32mm nut and the fork pinch bolts.
5. Install the Scotts frame bracket by removing the pinch bolt and spreading the bracket with a large blade slot-head screwdriver. This bracket is intentionally tight, so it has to be spread and aligned 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.
6. The initial installation of the frame bracket is very important in order to retain a long life of your stabilizer kit.
7. Tap the bracket with a soft mallet to insure it is seating **completely** down against your head tube. **This is very important!**
8. Torque the frame bracket pinch bolt to 96-108 inch lbs. / 8-9 ft. lbs. As shown in the picture.
9. Slide the triple clamp back on temporarily, and turn the bars left to right to be sure you have the frame bracket centered.
10. Tighten the main nut back to its original tension and don't forget to tighten the triple-clamp fork pinch bolts.
11. Grease the floating tower pin and install into the tower. It is designed to float and should remain greased for proper use.
12. Install your handlebars and new upper barclamp, tightening the 4 bolts so the gaps between the upper and lower handlebar mounts are equal. Install the stabilizer to the barclamp using the (2) 6x20 Allen bolts supplied.
13. Note photo of tower pin in the slot of linkarm. The tower pin can be moved up or down by simply tapping on the pin to move the collar up or down. Flip it over in the hole to tap and move the collar the other direction. Because your bars are "rubber" mounted, the linkarm needs room to move up and down without bottoming out. Do not let the pin hit the bottom of the damper!!
14. Options with Stock bars: If you are using your stock bars, in some cases there is not enough clearance between the cross bar and main bar for the stabilizer to fit in the "standard" position, depending on where you run the bar location. We recommend using bars with a higher crossbar in these cases, or you can mount the stabilizer in the "reversed position" in order to clear the crossbar, which is how we ship these kits if you ordered the kit for using the stock bars.
15. If you have any questions, please feel free to call us anytime as we are here to help you. Photos may not be your exact model.



At left is shown the "reversed" mounted position, which is necessary for bikes using the stock handlebars when the crossbar interferes with the stabilizer adjustment knobs. This is determined by where the bars are positioned (rider preference). Mounting in the reversed position requires reversing the linkarm on the bottom of the stabilizer, which should be done with a linkarm puller available from Scotts.

Scotts Oversize bar conversion kits eliminate the crossbar altogether, allowing the damper to be mounted in either Standard or reversed positions.

Never remove your stock crossbar.

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



Remove bolt & spread bracket to install



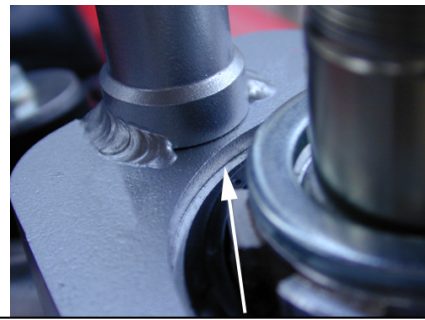
Tap bracket down until securely flush



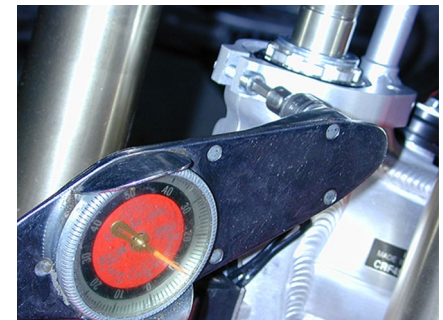
Use our replacement cones on the bottom



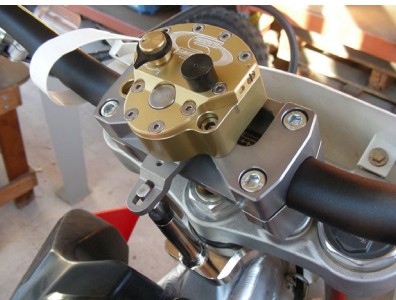
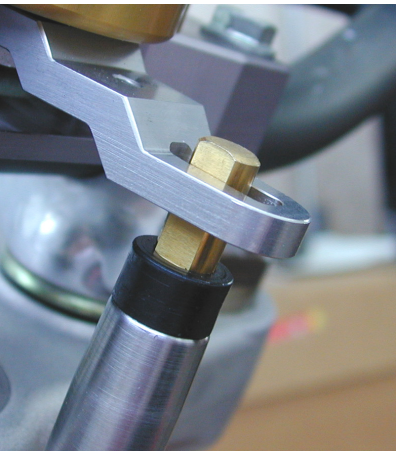
This shows the stock mounting perch
assm.



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



Torque the frame bracket pinch bolt to at least 96-108 inch lbs., or the equivalent of 8-9 foot lbs.



Shown here is the oversized bar kit with the stabilizer in the 'standard' mounting position, which eliminates the crossbar.



Finished kit installed using the stock handlebars with the stabilizer in the "reversed" position