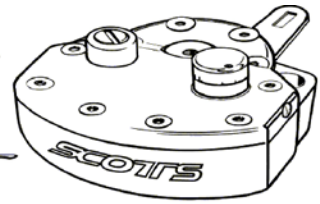


SCOTT'S
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SUB MOUNT Installation guidelines for WR250F / YZ 250F / YZ 250FX / YZ 450F (4726)

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 of those triple clamps. **Production parts are black.**
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 into **rear** set of triple clamp holes using **only** the new supplied studs/hardware; studs, nuts and washers. Tighten the bottom nuts so the Nylok portion of the nut engages the threads on the stud.
8. Remove your number plate, upper bar clamps and top triple clamp by removing the main 32mm nut and 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.
9. Check the tension on the "castle nut" before you remove it. It provides the correct tension on the head bearing.
10. 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.
11. Remove the Air box just behind the head tube, the stock top hat bushing, and the 2 bolts that hold the shrouds to the radiators.
12. Install the (2) new top-hat bushings provided, one from each side, into the rubber biscuit on the air box frame bracket.
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. Once the bearing and frame bracket are on and seated, install the Air box bolt loosely, do not tighten the bolt yet. The tab should fit perfectly.
14. 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 yet.
15. 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.
16. 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.
17. Install the 32mm main nut and washer and tighten the triple clamp back to factory specs. Don't forget the fork pinch bolts too.
18. Tighten the Airbox bolt & radiator shroud bolts now. Turn the bars left to right to check correct tension on the head tube bearing.
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 the damper could not be performing as it's 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. The lower bar mounts are reversible to give the rider a choice of pos 2 or pos 3 for rider preference of the handlebars.
23. Install the bars and the upper half of the handlebar mounts and tighten the 4 bolts equally that hold the bars tight.
24. Check to be sure all cables are routed properly and are not binding anywhere through the full turning radius of the bike.
25. Start the bike and turn the bars full lock left to right and be sure the cables function properly.
26. Double check all that all the bolts are tight before riding the bike.
27. Check your manual for initial stabilizer settings and how to adjust for proper function.
28. 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



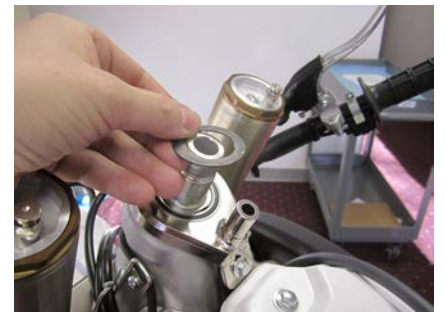
Install the frame bracket and bearing over the special nut.



Remove the stock Airbox bushing and install both new bushings.



Slide the frame bracket over the special nut with tank tab aligned.



Install the shim and loosely install the frame bracket air box bolt.

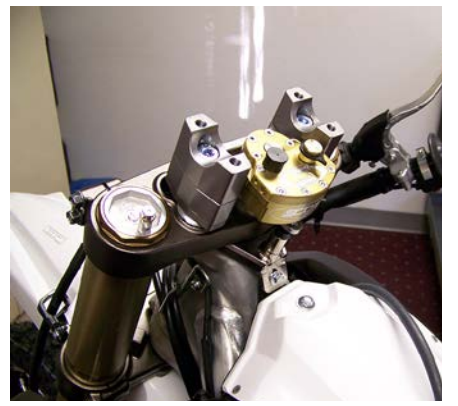
Actual parts will be Black anodized



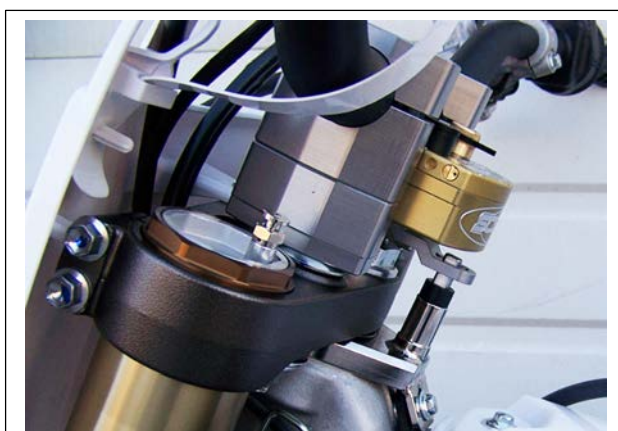
Install the triple clamp with lower sub mount assembly in place, tighten main nut and fork pinch bolts to factory specs. Now you can tighten the tank bolt.



Install the lower half of the bar mounts in the position that suits your riding position, either position #2 or #3. Production Parts are black anodized.



Install the tower pin (greased) and then the damper using the (2) 6x20 Allen bolts provided. Be sure the tower pin does not hit the bottom of the damper.



This shows the correct tower pin height when finished.