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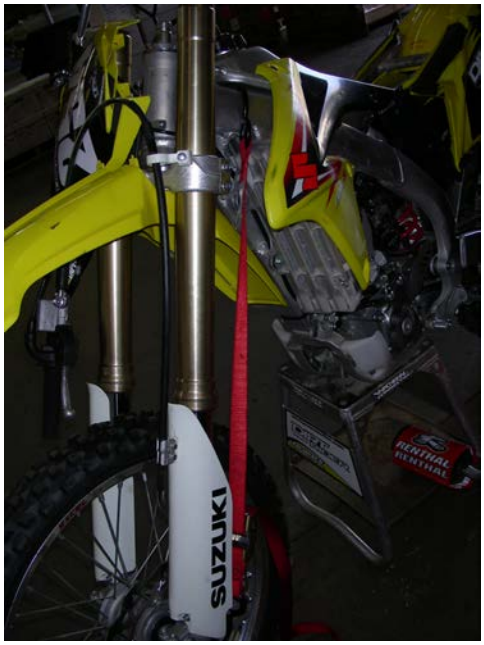
Suzuki RMZ250 (6475) Standard Mount / installation guidelines:

1. Photos may not be your exact model but depict the exact configuration of the finished goal.
2. Remove the 4 bolts that hold your bars tight, and lay your bars forward out of the way. Remove the fuel tank.
3. Remove the number-plate and top triple clamp, making careful note of where all the cables are routed and keeping them out of harms way. Route them exactly as they were from the factory when re-installing the triple clamp.
4. This model requires that the head tube dust cover be removed. The head-tube main bearing is sealed, the dustcover is just added insurance. It must be removed in order for our frame bracket to fit properly on the head tube.
5. Support the forks by tying them to the frame or blocking both wheels securely. The best method for this is using a tie down on the front wheel axle, up and over the frame just in front of the tank bolt area, and back down to the other side front wheel axle. Without this support, the forks will try to fall off the bike once you remove the jam nut.
6. Remove the top bearing jam nut and stock bearing cover seal, making note of how much tension is on the bearing tension jam nut. Grease the area where the stem comes through the bearing and re-install the jam nut minus cover.
7. Reinstall the jam nut with the exact amount of tension it had when you took it off. This jam nut adjusts the tension on the bearing and should only be tight enough to remove any play but allow free movement while turning the bars.
8. Install the frame bracket by removing the pinch bolt and **gently** spread the bracket using a slot head screwdriver in the slot where the pinch bolt goes. This should allow it to slip over the frame head tube easily. It is intended to fit tightly around the head tube and sit all the way down flush. Be sure there are no obstructions that might keep it from fitting properly, such as dings or flaws in the machined area on the head tube.
9. Gently tap the bracket down with a rubber mallet until it seats evenly and completely all the way around the head tube. It's best to snug the pinch bolt a little, then tap and snug, tap and snug until bracket is flush, only then should you tighten the pinch bolt to 6-8 ft-lbs.
10. We've provided a spacer shim that goes **over the stem** and **under** the triple clamp. This spaces the triple clamp up only enough to allow some more clearance between the lower cones and our frame bracket. It's important to install this shim for clearance, but it also makes the tower on the frame bracket the correct height for the linkarm engagement.
11. Install the stock or Scott's triple clamp back on the bike and tighten the main nut to the OEM specifications.
12. Be sure to tighten the fork pinch bolts after the main nut is tight.
13. Be sure the nuts are tight that hold the lower perches onto the triple clamp. These are on the bottom of the triple clamp.
14. Grease the tower pin and insert it into the tower. The tower pin is designed to float and rotate freely. Keep it greased. It should stick through the top of the link arm with about 2mm showing above the top side of the link arm. Because the bars are rubber mounted, they are going to flex. In cases where the stabilizer is mounted in the reversed position, don't allow the tower pin to make contact with the bottom of the stabilizer body during this flexing motion.
15. Install the new upper barclamp and tighten the (4) 8x35mm Allen retaining bolts evenly, so the gap between the upper and lower perches is evenly spaced.
16. Install the stabilizer to the new barclamp by first aligning the slot in the linkarm with the tower pin.
17. The tower pin height should be adjusted as per the manual. It shows you how to easily change the tower pin position by moving the adjustable collar up or down on the tower pin.
18. Rotate the bars slowly from left to right to each extreme and be sure the steering stops make contact and that the stabilizer has not become the steering stop or you can damage the "shear pin", a built in safety feature not found on any other stabilizer. Turning the bars left to right will also allow you to see if you've centered the frame bracket on the backbone of the bike. When the bars are straight ahead, the linkarm of the stabilizer should be centered on the frame.
19. Turn the bars left to right, full lock, and be sure nothing on the under side is making contact with the frame bracket and that the cables are free and clear and not pinched are being pulled tight.
20. Double check that the frame bracket is tight and flush with the top of the head tube after the first use, and occasionally as a maintenance issue to be sure it remains tight and down flush.
21. Refer to your Owner's Manual for initial settings and how the controls operate.
22. Should you have any questions, please feel free to call us and we'll be glad to help you.



Be sure to tie the forks to the frame as it's very easy for them to roll away from the bike once the jam nut is released on the stem.

You're going to remove the black dust cover in this picture so the frame bracket can slip over the head tube.

Separate the black cover from the jam nut. Only use the jam nut, discard the cover.

Spread the bracket gently, only enough to allow it to slide over the head tube.

The frame bracket must down flush, all the way around on the top of the head tube.

Insert the stem spacer over the stem on top of the jam nut and under the triple clamp.

Your model may not have the tank tab shown in this picture. Spread the bracket gently using a slot head screwdriver in the front slot and slide the frame bracket over the over the head tube so it fits flush with the top of the head tube. Tap it down flush before tightening.

Finished kit using the stock tripleclamp