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Installation guidelines for WR250R and WR250X Standard mount

1. **Important Notes:** This kit is designed for use with the Stock Triple clamps only. If you follow the procedure below step by step, you won't have to go back over your work. There is a specific order of installation to make it go smoothly. The stock handlebars will not clear the stabilizer. Use our Oversize conversion kit or std bars with a higher or bowed cross bar.
2. **It's very important to block the front and rear wheel securely and tie the forks to the frame using a tie down.** Don't be tempted to try this without blocking, as when the forks start to fall off, they fall off in a hurry, and you'll be desperate for help.
3. 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.
4. Remove the (4) bolts that hold your bars tight and remove the (4) upper fork pinch bolts completely.
5. Remove the top triple clamp and lay it forward out of your way. Remove the lock tab, jam nut and thin rubber washer next.
6. Check the tension on the next "castle nut" before you remove it. It provides the correct tension on the head bearing.
7. Remove this second castle nut and replace it with the special nut we've provided in the kit (see photos). 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 Yamaha 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.
8. Remove the single, forward tank bolt and slide the frame bracket tab under the plastic tank mount first, then slide the frame bracket over the stem so the bearing mounted in the frame bracket goes over the new castle nut you just installed. If the tank bracket is too tight, then loosen the radiator shroud bolts so the tank can be lifted slightly to allow the tab to slide under it.
9. The bearing we've pressed into the frame bracket will fit perfectly over the new special nut that tightens your head bearing.
10. Install and tighten the stock tank bolt through the tank bracket and then through our frame bracket tab and tighten.
11. Using one of the **stock** castle nuts, tighten it down against the bearing on our frame bracket (see photos). The tension on this nut should be snug against the bearing and then 1/8 turn farther. Use a punch or screwdriver in the castle notches to tighten. Try not to over tighten this nut either as when you put the top triple clamp nut on, it's going to add tension to the bearing adjuster.
12. Slide the triple clamp 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.
13. **Oversize bar conversion kits:** Temporarily put the stk bars back in the perches so you can loosen the perch bolts on the bottom.
14. Remove the main triple clamp nut and lift the triple clamp just high enough to access the nuts on the bottom that hold the perches on. It's easier if you leave the triple clamp on the forks, but raised just up high enough to un-do those nuts.
15. 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.
16. Remove the stock lower perches and bars. Keep track of where all your cables and wires are routed.
17. Install the new lower perches using the hardware supplied and in the riders position you ordered this kit for (see manual for correct alignment of the perches and barclamp relative to the stem). The lower perches can be reversed but **ONLY** match one way to the upper barclamp, which is correct when the stabilizer mounting holes are over the center line of the steer tube.
18. Tighten the bolts on the bottom of the triple clamp in the same fashion you removed the others, with the triple clamp raised up for clearance to the get the bolts started but still on the forks for stability to tighten.
19. Install the main triple clamp nut and tighten the triple clamp back to factory specs. Don't forget the fork pinch bolts too.
20. Now is the time to move all the cables and controls onto your new set of bars, starting with the throttle before mounting the bars.
21. Install the bars and the new upper barclamp keeping the gap between the upper and lower perches even as you tighten.
22. Remove the bike off the blocks and turn the bars left to right to be sure the head bearings feel free, not too tight or loose.
23. Grease the floating tower pin and install into the tower, it is designed to float and should always remain greased.
24. 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.
25. Align the tower pin to fit into the slot in the damper linkarm and install the stabilizer to the barclamp using the (2) 6x20 Allen bolts provided.
26. Check to be sure all cables are routed properly and are not binding anywhere through the full turning radius of the bike.
27. Start the bike and turn the bars full lock left to right and be sure the cables function properly **BEFORE** riding the bike.
28. Read your Owner's Manual for initial stabilizer settings and how to adjust for your individual requirements.
29. If you have any questions, please feel free to call us anytime, as we are here to help you!



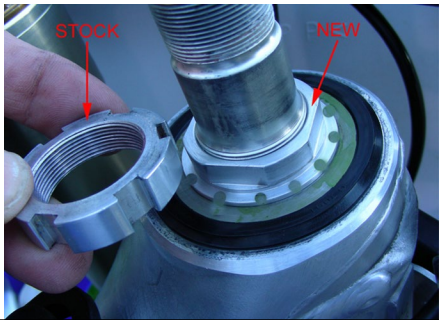
Block the front wheel securely!



Block the rear wheel also



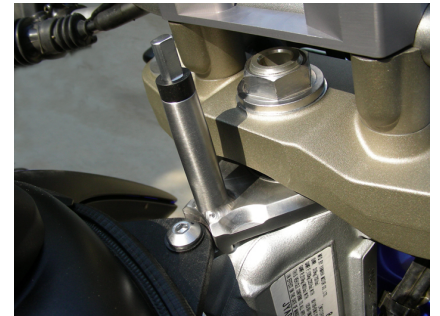
These parts will be discarded



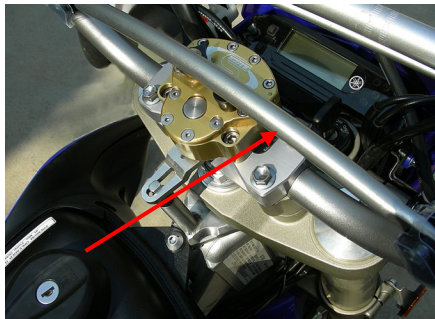
Castle nut removed / new nut installed



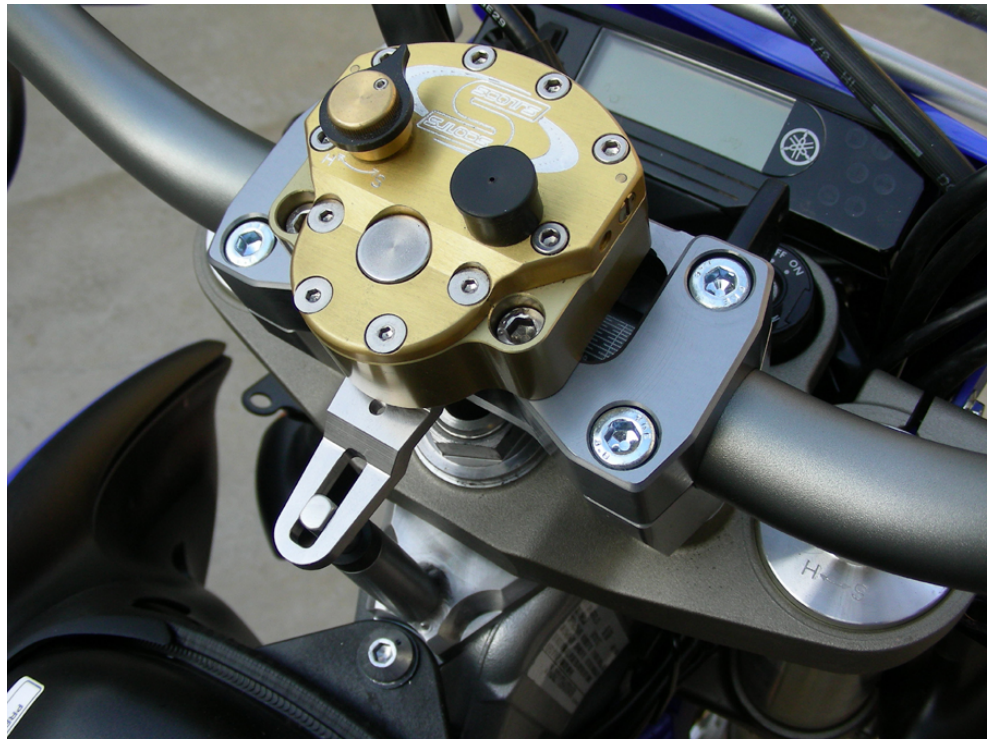
Slide the tab in under the tank first then the bracket over the stem, then tighten the castle nut .



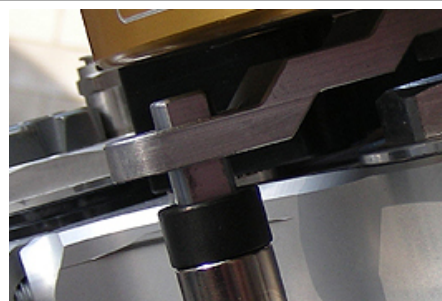
Frame bracket installed correctly



This shows the finished kit using standard diameter bars with a higher crossbar for stabilizer clearance, or you can convert to oversized bars as shown in the picture to the right.



Picture above shows the finished kit using our oversized bar conversion kit.



Left: Shows the correct tower pin height when finished, adjusted so the linkarm is in the middle of the flats on the tower pin. The black collar can be easily moved up or down on the tower pin to achieve this setting.