



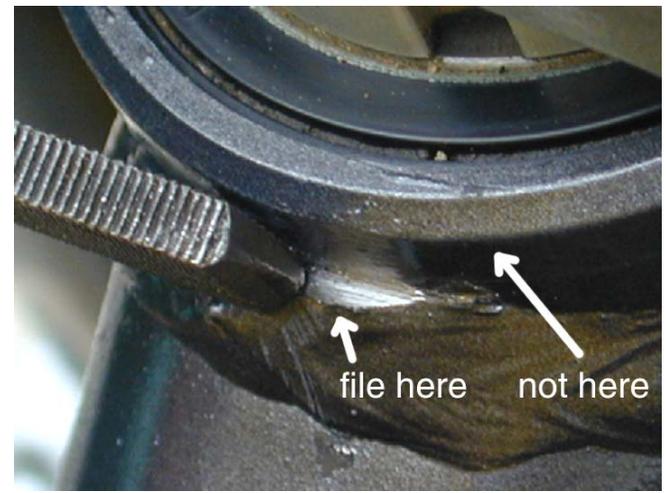
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## **SUB MOUNT(Stabilizer Under Bars) for CRF150R and CR85:**

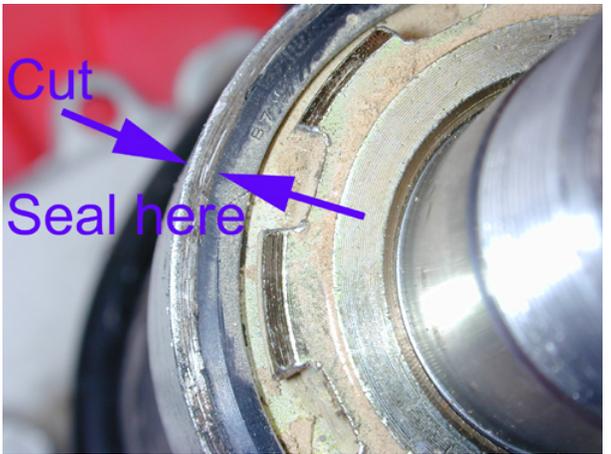
1. **Important Notes:** This kit is designed for use with Scotts or BRP Triple clamps only. Many after market triple clamps will not work in co-ordination with our frame bracket due to space limitations and lack of consideration of other triple clamp manufacturers. We've tried very hard to give as much clearance without sacrificing strength to accommodate **some** after market triple clamps. Each bike varies according to the combination of parts (triple clamps and lower perches) being used.
2. This kit is made for oversize handlebars only. Standard diameter bars would require "bar reducers".
3. Review the photos please, before starting, so you have an idea of what is being explained.
4. If you are replacing the stock triple clamp with Scotts or BRP triple clamps, you can skip to #10.
5. If you already have a Scotts or BRP triple clamp on your bike, it is best to install the SUB MOUNT lower handlebar mounts now, before you remove the triple clamp, as it's easier to remove the bolts from the underside while the triple clamp is still on the bike.
6. Temporarily loosen but don't remove the (4) bolts that hold your handlebars tight.
7. Remove both bolts 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.
8. Remove the lower perches and Install the new SUB mount using the 12x40 Hex head bolts in from the bottom. **DO NOT** use the old hardware that was in your triple clamp on this SUB mount.
9. Set the bars temporarily in the clamps to hold the perches straight while you tighten the bolts and lock washers on the bottom of the triple clamp. Lay the bars forward, out of your way, when done.
10. Remove the number plate and top triple clamp, making careful note of where all the cables are routed.
11. The frame bracket must be mounted squarely and down all the way flush with the top of the head tube, if you expect it to stay on. Some bikes have very sloppy welds that come up high enough to prohibit the bracket from going on all the way. You must file the weld away until the bracket can seat thoroughly. Check for any obstructing welds, seal edges, etc., that would keep the frame bracket from seating properly.
12. In rare cases the top bearing seal edge may need to be trimmed to allow the frame bracket to seat properly. It does not compromise its ability to seal, if you cut the edge away using a razor blade or exacto knife.
13. **The frame bracket has a lip inside the bore that must butt against the top of the head tube squarely.** If you force that lip over the head tube it will distort the frame bracket making it difficult to stay on properly.
14. Our frame bracket must drop down and "bite" enough of the head tube area in order to keep it from coming loose. Try not to change the outside diameter dimension of the head tube where our frame bracket will bite. Only file the weld **downward** allowing the frame bracket to seat down as far as possible, but still bite the true shape of the head tube.
15. If you don't get the frame bracket down far enough, when you tighten the pinch bolt it will distort the bracket.
16. The head tube is thin on this model so don't get carried away tightening the pinch bolt. 6-8 ft lbs is enough.
17. Align the frame bracket so the post is in the middle of the frame backbone and tighten the pinch bolt.
18. Install the triple clamp and tighten the main nut. Turn the bars full lock, left to right and be sure nothing interferes with the complete turning radius.
19. Grease the floating tower pin and install into the tower, it is designed to float and should always remain greased.
20. The tower pin position on this model is critical and has very little room for adjustment. Be sure it's not hitting the bottom of the stabilizer or anything else, once installed.
21. Install the bars and upper barclamps and tighten the 4 bolts evenly so the gap between the mounting perches is equal. Install the stabilizer using the (2) 6x20 Allen bolts while aligning the tower pin into the slot in the linkarm. It is very important that the tower pin not be touching the bottom of the damper. The linkarm and tower pin should match the photos provided.
22. Be sure all cables are routed properly and are not binding anywhere through the full radius of turning.
23. If you have any questions, please feel free to call us anytime, as we are here to help you.



You may need to file the weld downward, here



file here not here



Cut Seal here



This photo shows the completed installation.