



2625 Honolulu Ave • Montrose, CA 91020 • 818 248-6747 • Fax: 818 248-4529
www.scottsonline.com • e-mail: sales@scottsonline.com

SUB mount Installation guidelines for the Husky TC/TE/TXC 250 / WR150 :

Notes: This kit is designed to be used only with the stock or Scotts or BRP triple clamps and with Over-sized bars. Models without Oversize bars stock will require Oversize bars in addition to the kit provided, or must use our handlebar reducers. Review the photos before starting so you have an idea of what is being explained and why. Following these instructions step by step will save you time. The SUB mount raises the relative position of the bar-to-rider height. Lower bend bars are available if needed.

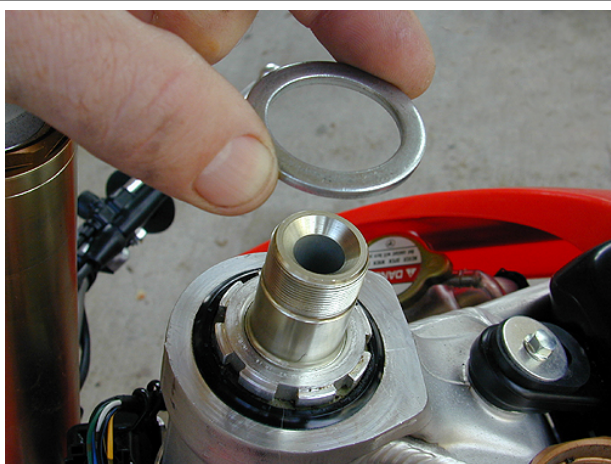
1. Photos may not be your exact model but depict the same procedure for installation.
2. For stock triple clamps, remove both 17mm nuts on the underside of the triple clamp holding the lower handlebar clamps in place.
3. Remove the (4) bolts that hold your handlebars tight and lay the bars forward out of the way.
4. Remove the stock lower perches from the rubber mounts, **be sure the rubbers, inner cones and outer washers stay in place.** If you lose any of those stock parts, the sub mount clearances will be affected, and more than likely, not fit correctly.
5. Our sub mount replaces the stock lower handlebar perches.
6. You're going to install the bolts in from the bottom on the Sub mount, so drop the stock perch nuts, that came off the bottom of your triple clamp, down inside the hex holes in the new SUB MOUNT. Install the new SUB mount using the stock bolts, or the longer bolts if your kit came with bolts, BUT you must run the bolts in from the bottom of the triple clamp, for more clearance. The nuts drop down inside the Sub Mount and bolts tighten up from the bottom to allow clearance for the frame bracket. Be sure the bolts are long enough to reach up and engage the entire Nylok nut that is now inside your lower bar mounts.
7. These are Nylok nuts so no washers are necessary on either the nuts or the bolt heads.
8. Remove your number plate and top triple clamp by removing the main nut on the triple clamp and the fork pinch bolts.
9. In some cases, more often than not, you will have to file some of the welds at the back of the head tube to allow the frame bracket to drop down far enough for the triple bolts on the bottom to clear our frame bracket. Use the picture provided as a gauge.
10. 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, 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.
11. Slide the bracket down and be sure the top of the bracket drops below the top surface of the head tube. The clearance between the bolt heads and the frame bracket is close, it is important the frame bracket be installed as far down as possible so the bolt heads do not hit the frame bracket. In addition, the frame bracket needs to grip as much of the head tube diameter as possible.
12. Install the large washer provided in this kit. It goes under the stock triple clamp, over the stem, to raise the triple clamp up slightly. This adds additional clearance for the bolt heads to clear the frame bracket.
13. Slide the triple clamp back on, and be sure the bolts heads do not hit the frame bracket through its entire turning radius, full left to right steering stop. (Some TE 250's will need the steering stops adjusted, so as not to damage the stabilizer.
14. If the damper bottoms before the steering stops make contact, you must adjust the steering stops so the stops make contact **before** the stabilizer does or you will damage the main wing internally in the damper. **The damper cannot serve as the steering stop.**
15. Once you have clearance, be sure the frame bracket is straight on the backbone of the bike and tighten the pinch bolt.
16. Install the triple clamp and tighten the main nut back to original specifications. Don't forget to tighten the Fork pinch bolts too!!
17. Install the bars into the SUB mount and tighten the (4) upper perch bolts evenly so the gaps are equal in the perch tops.
18. Grease the floating tower pin portion that will drop into the hole and install it into the tower of the frame bracket. It is designed to float and should remain greased during use. Do not allow the tower pin to get rusty or dry, as it affects the function and alignment of the stabilizer.
19. The tower pin can be adjusted up or down by simply tapping on the pin to move the collar up or down. See photo height. Be sure the tower pin is not hitting the bottom of the stabilizer during use.
20. Install the stabilizer to the SUB mount by first aligning the slot in the linkarm with the tower pin. BEFORE you tighten the bolts for the stabilizer, check the tower pin height to be sure it does not make contact with the bottom of the stabilizer body. Husky stems vary in length, so in rare cases, the steering stem itself maybe too tall and hit the nut on the bottom of the stabilizer. In these rare cases the stem will need to be filed, which should require only a small amount. Before filing, double check you have all the rubber cones, spacers etc in the triple clamp, as this error can also cause the nut to hit the stem.
21. See your Owners Manual for initial set up and adjustments on the valving circuits for the stabilizer.
22. If you have any questions, please feel free to call us anytime as we are here to help you.



Shown here is some filing at the back of the head tube until the frame bracket is allowed to sit down far enough to clear nuts.



Here is the frame bracket installed, with it low enough to clear the bolt heads on the bottom side of the triple clamp.



This shows where the spacer goes: under the triple clamp on top of the Jam nut to space it upwards for more clearance. Call if you have questions.



Note the bolt head to frame bracket clearance



The Black Sub mount in this photo is only to help pronounce the part for the photo and installation ease. The actual Scotts Sub Mount is normally Titanium in color. (The large black knob shown is an extra option).