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SUB Mount (Stabilizer Under Bars) for Husabergs 2003-08 all models using stock triple clamps:

IMPORTANT: Each bike varies with regard to the welds and position of the gusset. You must be sure the frame bracket is seated squarely and down far enough to clear the bearing seal. View the photos 1st.

1. Some of these photos are Ktm frames, but the concept is the same and the triple clamps are the same on both bikes.
2. Block the front tire securely before removing the top triple clamp so the tire cannot move at all. See photos.
3. Support the rear tire also, just enough to keep tension on the front tire so the forks stay tight up in the frame.
4. **Warning: Once the triple clamp is loose, the forks can roll away from the bike and it happens very quickly.**
5. Remove the number plate, top triple clamp and large jam nut that adjusts the tension on your head tube bearings, taking note of the tension on that jam nut so you can reinstall it with the correct tension on the bearing, which is basically tighten until there is no play in the bearing but stopping at that point.
6. Remove the tin bearing shroud (cover) making note of how one side of the jam nut locates inside the tin shroud.
7. Install the frame bracket and align it so the tower post is in the middle of the backbone of the frame.
8. Install the tin shroud and Jam nut in the same way it came off. The bearing cover should not touch the frame bracket. (The stock tin shroud can be trimmed a little if more room is needed). The best way to shorten the stock shroud is to grind it, file it, or sand it on a flat surface with heavy (80) grit sand paper.
9. Reinstall the Jam nut that holds the tin shroud against the bearing to the same tension it was when removed.
10. If installing a new Scotts triple clamp, now is the time to be sure the sub mount bolts are tight in the triple clamp.
11. Install the triple clamp, tightening the NEW main nut first and then the fork pinch bolts. The stock acorn style main nut on 03-06 bikes will not allow enough clearance between the bottom of the stabilizer and main nut. (07 on is ok).
12. For Scotts or BRP triple clamps proceed to step #16. For Stock triple clamps proceed to step #13.
13. Remove the handlebars and stock lower perches which will require a large Allen wrench.
14. Using the (2) 10x35 Allens supplied, bolt the **Sub mount** to the **rear** set of holes in your triple clamp (Scott's logo facing forward). Note: The threaded holes in the SUB Mount that your stabilizer will bolt to should be over the center line of the steering tube, if not, you've bolted the SUB MOUNT to the wrong set of holes. See the photo below to be sure.
15. Next, bolt your **stock** lower handlebar perch to the SUB mount, using the stock 10x25 Low profile Allen bolts. Reinstall the handlebars and tighten the bolts that hold the bars in place. The SUB mount raises the bars 23-26mm. Protaper RM/KX low bend bars brings the bar position almost back to stock, if desired.
16. Grease the tower pin and drop it in the tower. Keep it greased and free to float, which insures proper alignment.
17. BE SURE the tower pin height is adjusted BEFORE installing the stabilizer bolts. The tower pin should NOT touch the damper body. Install the stabilizer while aligning the tower pin into the slot on the damper linkarm.
18. If the tower pin is not at the correct height, you can actually move the frame bracket on this model up or down to compensate for the tower pin height correction. The tower pin itself can also be adjusted by simply repositioning the nylon collar on the tower pin, by tapping it up or down to move it. Note the correct tower pin position in the photos.
19. Husaberg's typically will need the cables re-routed behind the triple clamp in order to compensate for the added height on the bars. Turn the bars full lock, left to right, and verify the cables are not pinched, pulling tight, or in harms way. In rare cases depending on the height of the bars being used, the cables might need to be longer. Note the pictures below for re-routing of the stock cables. If you have any questions, give us a call.
20. It's a good idea to start the bike on the stand and turn the bars slowly left to right to insure the cables are being pulled tight or pinching, which could be dangerous to the operator when riding.
21. The cables can be zip tied in place by using a small piece of fuel line, as shown in the photo, slipped over the zip tie to form a "swedge" that allows perfect tension to hold the cables in place and direct them toward the correct area desired.
22. See your Owners Manual for "How to" adjust the stabilizer initial settings.



Block the front wheel & forks



Note how the stabilizer bolt-holes are aligned over the steer tube center



Bolt the stock barclamp to the Sub mount, using the stock Allen bolts.



Correctly adjusted tower pin height

