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## SUB mount Installation guidelines for the CRF450 2005-08 / CRF450X (7126):

**Notes:** This kit is designed to be used with the stock or Scotts/BRP triple clamps and with Over-sized 28mm diameter bars. Standard 22mm diameter bars can be used but will require “bar reducers” and 40mm between the crossbar and main bar for clearance. 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. Remove the stock steering damper behind the number plate and discard, you will not be using that unit.
2. Loosen, but don't remove, the 4 bolts that hold your handlebars tight.
3. Remove both 17mm nuts on the underside of the triple clamp holding the entire handlebar assembly to the triple clamp.
4. Lift the entire handlebar assembly up and out of the stock triple clamp and lay them forward for the time being, giving you access to the main 32mm triple clamp nut. Make notes as to how all your cables and wires are routed so you can duplicate that later.
5. Remove your number plate and top triple clamp by removing the 32mm nut and the fork pinch bolts.
6. 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 slightly and aligned carefully, and then it will slide down perfectly 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.**
7. The initial installation of the frame bracket is very important in order to retain a long life of your stabilizer kit. This frame bracket has several specifically machined angles to match the shape of the Honda head tube. Keep it perpendicular as you initially install.
8. Tap and tighten the bracket with a mallet to insure it is seating **completely** down against your head tube. **This is very important.**
9. When it's installed properly you can see the top lip of the frame bracket touching the entire circumference of the head tube.
10. Torque the frame bracket pinch bolt to 96-108 inch lbs. / 8-9 ft. lbs. As shown in the picture.
11. Slide your stock or new billet triple clamp back on and turn it left to right to be sure you have the frame bracket centered and that it has no interference through the full turning radius.
12. Tighten the 32mm nut back to its original tension and do the same for the fork pinch bolts.
13. Examine the clearance between the underside of the triple clamp and the Scotts frame bracket. In some cases you may have to slightly file the stock casting nub on the underside of the stock triple clamp as per the photo on page 2. (Hint: if you need a little more clearance, you can use the stock thin washer that is under the main nut, and install it under the triple clamp to raise the triple clamp a little higher allowing some more clearance. Normally this operation is not required on this model.)
14. Scotts/BRP triple clamps should need no filing & have the correct cones installed already, just tighten the main nut and check the clearance on the bottom side and verify that the nuts on the SUB mount are tight on the bottom.
15. Stock Triple clamps you will replace the stock lower rubber cones in your triple clamp with the new Scotts cones provided in the kit. The stock rubber cones on the bottom will not clear our frame bracket.
16. Now install the SUB MOUNT itself and tighten the 17mm nuts against our new cones without using any washers! The nuts butt directly against the aluminum portion in our rubber cone. Apply a little grease where the nut meets the cone which makes this installation easier. The washer is eliminated to create a little more clearance between the nut and frame bracket. We supply the washers, which can be used, but only if you have enough clearance between the frame bracket and 17mm nut.
17. This Sub mount is adjustable, meaning you have a choice of where you want the bars positioned. See the additional instructions provided that show how to utilize either mounting position of this adjustable Sub Mount.
18. Now is the time to transfer your throttle from the old bars to the new bars while you have some slack in the cables.
19. Install the new bars into the SUB mount and tighten the (4) upper perch bolts evenly so the gaps are equal in the perch tops.
20. Transfer the rest of your controls and cables, being sure that everything is routed just as it was stock, out of harms way. Turn the bars from full lock to lock to ensure you have the cables routed properly and that they are not binding.
21. Grease the floating tower pin and install in the tower, it is designed to float and should remain greased in the hole during use.
22. 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. Retain the correct distance between top of pin and body.
23. 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.
24. If you have any questions, please feel free to call us anytime as we are here to help you.

1. Step by step instructions. Be sure to read the text that accompanies these photos there is a specific order.



Remove bolt & spread bracket to install



Tap bracket down until securely flush



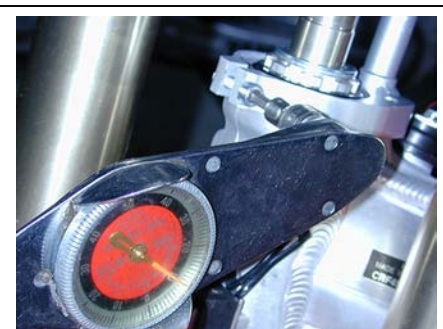
Use our replacement cone on the bottom



This shows the stock mounting perch



Be sure the frame bracket is all the way down flush with the head tube, all the way around the entire surface.



Torque the frame bracket pinch bolt to at least 96-108 inch lbs., or the equivalent of 8-9 foot lbs.



Not on all bikes / only a few need this



Shows correct tower pin height



Finished SUB mount / (Large knob in photo is optional).