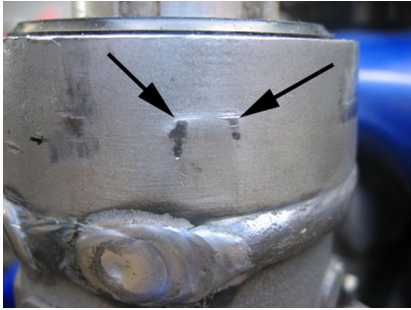


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## SUB MOUNT Installation guidelines for YZ125 / YZ250 (7236) (Stabilizer Under Bars)

1. **Important Notes:** This kit requires drilling (2) holes in the frame. It is a simple operation if you follow the directions. Do not attempt to drill holes in your frame unless you understand the concept of mounting the frame bracket. This kit is designed for use with Stock, 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, using standard diameter bars will require our optional bar reducers.
3. Review the photos 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 to 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 stock lower perches and Install the new SUB mount using **only** the new supplied hardware. (Why? Rubber mounted sub mounts require studs and the solid mounted sub mounts use the 12x35 Hex head bolts, which are different than your original hardware due to the sub mount physical sizes). DO NOT use the old hardware that was in your triple clamp on SUB mounts.
9. Now use the bars temporarily in the clamps to hold the perches in place while you tighten the bolts or nuts on the bottom of the triple clamp. This keeps the perches straight while you tighten them. Lay the bars forward, out of your way, when done.
10. Remove the seat. Turn the petcock to off and remove the fuel tank. Do not store the tank near any open flames.
11. Remove your number plate, upper bar clamps and top triple clamp by removing the main nut & upper triple clamp pinch bolts.
12. Install the Scotts frame bracket by removing the pinch bolt and spreading the bracket gently with a large blade slot-head screwdriver. This bracket is intentionally tight, align it carefully, and 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.
13. Align the frame bracket so the vertical tower is centered on the backbone of the frame.
14. If the casting "bumps" are unusually large on your head tube (see photos), you may have to file them down a bit to insure the frame bracket is biting onto as round and smooth of surface as possible. You want the bracket to match as much of the head tube shape as possible if you expect it to stay on tight.
15. 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 head tube. Keep it perpendicular as you initially install it.
16. Slide it on and tighten the pinch bolt only a little, tap the bracket with a mallet to insure it is seating **completely** down against the top of your head tube. Tap downward and tighten, tap again and tighten some more and examine that it's all the way down flush.
17. Double-check the alignment of the bracket so the tower is in the center of the backbone of your frame.
18. Slide the triple clamp back on temporarily, and turn the bars left to right to be sure you have the frame bracket centered.
19. After alignment, torque the frame bracket pinch bolt to 96-108 inch lbs. / 8-9 ft. lbs.
20. You are going to drill and tap one hole at a time, not both holes at once.
21. With everything lined up and the frame bracket flush, you can now "MARK" the frame through ONE of the tab holes using the transfer punch. This is only to **mark** the center point of the hole so the #9 drill is aligned. Drill through the frame keeping the drill bit perpendicular to the surface on the tab your are drilling through.
22. Tap the hole using a lubricant on the tap and keeping it perpendicular also. Install one of the 6x20 Button Head Allen bolts in your freshly tapped hole and DO NOT over tighten the bolt. Torque is 5-6 ft. lbs.
23. Proceed to the other hole in the tab and duplicate the procedure in the previous two steps.
24. Grease the floating tower pin and install into the tower, it is designed to float and should always remain greased.
25. The tower pin can be moved up or down by simply tapping on the pin to move the collar up or down. See photo height. If you have Protaper bars you will need to move the collar down, which in turn, moves the tower pin upward to reach the slot.
26. 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.
27. Install the tank and seat. Be sure all cables are routed properly and are not binding anywhere through the full radius of turning.
28. If you have any questions, please feel free to call us anytime, as we are here to help you.

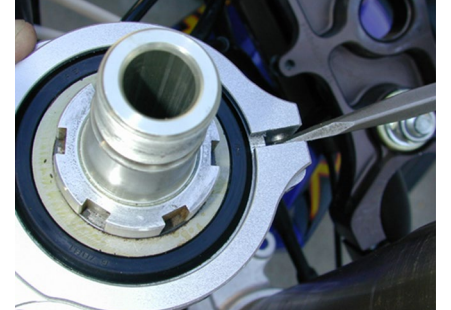
1. Step by step instructions. Be sure to read the text that accompanies these photos there is a specific order.



Clean the head tube of casting bumps



After bump is removed



Spread the frame bracket gently and slide it on in one clean motion.



Tap, then tighten, tap and tighten until the bracket is down and securely flush



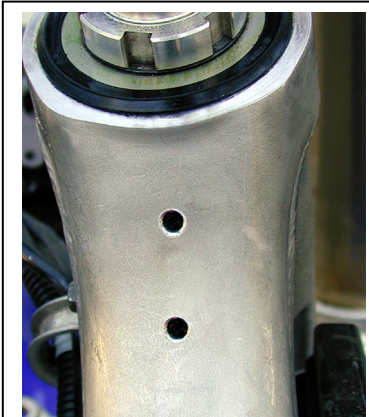
Be sure the frame bracket is all the way down flush with the head tube, all the way around the entire surface.



Frame bracket installed with the tower aligned straight on the backbone.



Drilling and tapping one hole at a time. Keep the drill and tap perpendicular to the bracket tab surface.



Finished tapped holes



SUB mount installed with BRP clamps.