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SUB Mount (Stabilizer Under Bars) for Ktm 85 using stock triple clamps only:

1. This is a “weld-on kit” and requires minor welding. Do not attempt to weld unless you are fully qualified to do so.
2. Photos may not be your exact model but depict the process needed to complete the installation.
3. Remove the seat, tank and (4) bolts that hold your handlebars on.
4. Remove the Allen bolts that hold the lower perches to the triple clamp.
5. Using the (2) 10x35 Allens supplied, bolt the Sub mount to the **rear** set of holes in your triple clamp (Scotts logo facing forward). Note: The threaded holes your stabilizer bolts 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.
6. Next, bolt your stock lower handlebar perch to the SUB mount, using the stock 10x25 Low profile Allen bolts. Re-install the handlebars and tighten the bolts that hold the bars in place. The SUB mount raises the bars 23-26mm. Scotts offers lower bend bars that brings the bar position almost back to stock, should that be an option you prefer.
7. Temporarily install the stabilizer to the sub mount using the (2) 6x20 Allens, this is to verify the weld on tower height.
8. View the photos to know where the finished height of the tower pin must be. **This is very important.**
9. Hold the weld-on tower temporarily in place and make a line where you need to cut it, if necessary, so it fits perfectly up under the link-arm. This should be done **without** the "tower pin" installed. You’ll need to mark your line low enough to account for the tower pin **and** collar to fit into the weld-on bracket, so the final position of the linkarm is flush with the top of the tower pin.
10. The weld-on tower can be shaped at either end for the proper fit. Grinding at the base to match the contour of your frame is beneficial. When making any cuts to the weld on tower for a SUB mount, you must consider the tube portion is very shallow where the tower pin fits. Don’t cut too much off that tower so that the tower pin won’t fit. You have limited space to cut, which means, you might need to shape both ends to allow the tower pin to fit and retain enough base for a strong tower weld. This is a universal tower and each model application varies in height.
11. **Do not allow the linkarm to bottom out on the tower pin. Keep the pin flush with the top of the linkarm.**
12. After cutting the tower to size, de-burr the hole, remove any chips and install the tower pin applying some grease to the shaft and the hole. The tower pin must be free to float and able to freely move up, down and rotate. Keep it lightly greased so it floats.
13. Try to position the weld-on tower as close to 90⁰ to the link arm as possible.
14. If you've done a good job of cutting and fitting, the weld-on tower should fit tight enough between the link-arm and frame to allow welding without additional holding devices. If you need some help holding it in place use a little scotch tape until you can tack weld one side. Try to keep the tower pin located in the center of the slot once you start to tack weld.
15. The weld-on towers are steel and can be welded with standard welding rod. Be sure your head tube bearings and seals are protected from excess welding heat before starting. We recommend “TIG welding” to minimize heat but any standard welding option is sufficient. Do not attempt to weld unless you are experienced and qualified.
16. **Remove all gasoline far away from the any area that is going to have welding done. This includes your fuel tank!**
17. Align everything and then **tack-weld only** the tower to the frame on each side. All paint, plating and debris must be removed before a good weld can be expected. Tack weld so you can check for alignment before final welding.
18. Now adjust the base valve knob to full soft and turn the bars *slowly* from full lock to full lock, and be sure it all lines up and that nothing interferes with proper function of the damper or other components on your motorcycle before making your final welds. **Remove the tower pin before making your final welds so you don't melt the nylon adjustable collar.**
19. Install the bars into the SUB mount and tighten the (4) upper perch bolts evenly so the gaps are equal in the perch tops. Transfer the rest of your controls and cables, being sure that everything is routed just as it was stock, out of harms way.
20. Grease the floating tower pin and install in the tower, it is designed to float and should remain greased in the hole.
21. The tower pin can be adjusted up or down by simply tapping on the pin to move the collar up or down. Be sure the tower pin is not hitting the bottom of the stabilizer during use. The top of the pin should be as in the photos.
22. Install the tank and seat and double check all cables are routed and functioning properly before riding the bike.
23. See your Owners Manual for “How to” adjust the stabilizer initial settings.
24. If you have any questions, please feel free to call us.....we are here to help you!



Bolt the Sub mount to stock triple clamp



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



Marking where to cut the tower



Grinding the base to match frame



Try to center the pin in the linkarm slot, use welding rod on each side to



Photo may not be your exact model but depicts the same functionality.



This shows the correct tower pin height for solid mounted bars, flush with the top of the link arm.



This shows the correct tower pin height for rubber mounted bars, with the tower pin 2mm above the top of the link arm.