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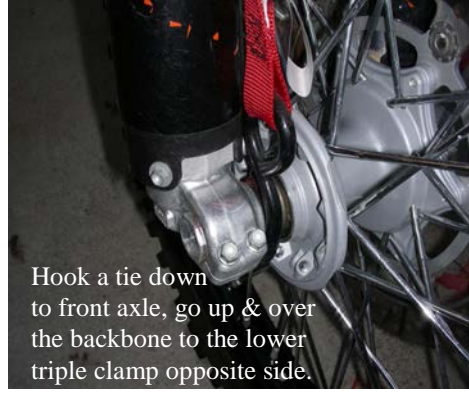
**SUB Mount (Stabilizer Under Bars): Ktm/Husky models using 5929 bracket & stock triple clamps:**

**IMPORTANT: Ktm's vary with regard to the welds and position of the gusset. View the photos 1st.**

1. Photos may not be your exact model but depict the concept accurately for installation purposes.
2. Block the front tire securely before removing the top triple clamp so the tire cannot move at all. See photos.
3. **Warning: Once the triple clamp is loose, the forks can roll away from the bike and it happens very quickly.**
4. Hook a tie down under the front brake caliper or front axle, then up and over the backbone to the other fork or lower triple clamp and tighten the strap, so as to hold the forks up tight in the frame.
5. Good idea to support the rear tire also, just enough to keep tension on the front tire so the forks stay tight in the frame.
6. Remove the bars and the lower bar mount perches and keep the stock Allen bolts with these stock perches.
7. Remove the triple clamp pinch bolt located in the rear center of the triple clamp. Some bikes will discard this bolt.
8. Remove the fork pinch bolts, and main nut, taking note of how tight the main nut is, so you can re-tighten it to the exact amount. **The main nut adjusts the tension on the head bearings.** Then remove the top triple clamp.
9. Remove the tin bearing shroud (cover) and rubber seal making note of how the seal goes on, (lips face downward).
10. Grease your bearings while you have them exposed. (Keep the grease off the area where our frame bracket mounts!!).
11. The goal is to allow the frame bracket to clamp cleanly and squarely around the entire diameter of the head tube.
12. Remove any weld or slag preventing the frame bracket from fitting tightly around the full 360 degrees of the head tube. It's important that the frame bracket sits down flush with the machined seal landing on the head tube, (see photo).
13. Once the frame bracket is flush, align the frame bracket so the tower is in the middle of the backbone of the frame and then tighten the front 6mm pinch bolt to 6-8 ft. lbs of torque.
14. Grease the tower pin shaft and drop it in the tower. Keep it greased and free to float which insures proper alignment.
15. Install the stock bearing seal the same way it came off. Install the "new" bearing shroud (tin cover), which is shorter than your stock unit to allow clearance. Avoid letting the shroud hit the frame bracket but be as close as possible.
16. Re-install the triple clamp carefully, as now is the time when the forks will want walk away from the bike.
17. Remember the main nut on your bike adjusts the tension on your head bearing, so do not over tighten the nut. It should be seated just enough to take the play out of the bearing and then the pinch bolt tightened to hold it in place.
18. **Only 2015-on models with Rubber SUB mounts:** we've provided a new lower profile stem bolt for these bikes to allow more clearance between the bottom of the stabilizer and the steering stem bolt. **Replace the bolt on 2015's on.**
19. **Cast Triple clamp models only:** Replace the stock triple clamp pinch bolt with the new low profile version we provide, failure to do so can damage the tower hindering proper-tower-pin-installation and function. This bolt allows for more clearance between the tower and triple clamp pinch bolt. If you are not sure, just give us a call. We're here to help.
20. **Spacers provided:** we've provided spacers and bolts to space out the odometer on some models to prevent the wire loom from hitting the frame bracket pinch bolt, which can damage wires etc! Some bikes may require extra washers as this spacing distance varies from bike to bike. **Be sure you have proper clearance!!**
21. Tighten the upper fork pinch bolts to your bike's manufacturers specified torque settings.
22. Using the (2) 10x35 Allens supplied, bolt the new Sub mount part to the **rear** set of holes in your triple clamp (Scott's 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. See photo.
23. Next, bolt your stock lower handlebar perches to the SUB mount, using the stock 10x25 Low profile Allen bolts.
24. Grease the tower pin and drop it in the tower. Keep it greased and free to float which insures proper alignment.
25. **Rubber SUB mounts only:** Assemble the rubber sub mount assembly as per the separate instructions that are included with the rubber sub mount, then proceed to the next line.
26. **BE SURE** the tower pin is adjusted **BEFORE** installing the stabilizer bolts. The tower pin should **NOT** touch the damper body. The tower pin can be adjusted to suit your particular bikes needs by tapping on the pin to lower it, or flipping it over in the hole, tap on the bottom of the pin, which will lower the collar, and in turn, raise the tower pin.
27. Install the stabilizer while aligning the tower pin into the slot on the damper link-arm.
28. Reinstall 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.
29. Turn the bars full lock, left to right, and verify the cables are not pinched or in harm's way.
30. Adjust your steering stops so they bottom out **BEFORE** the stabilizer does, or you can damage the stabilizer. See your Owner's Manual for "How to" adjust the stabilizer initial settings and tower pin height adjustment.



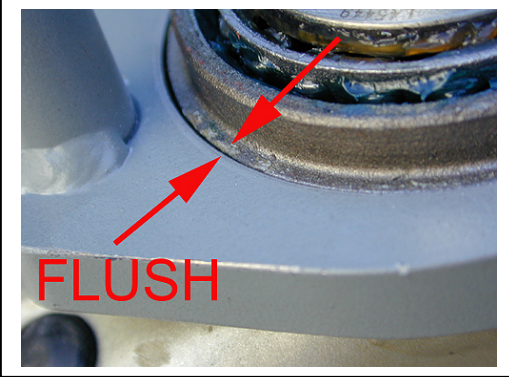
Block the front wheel & forks



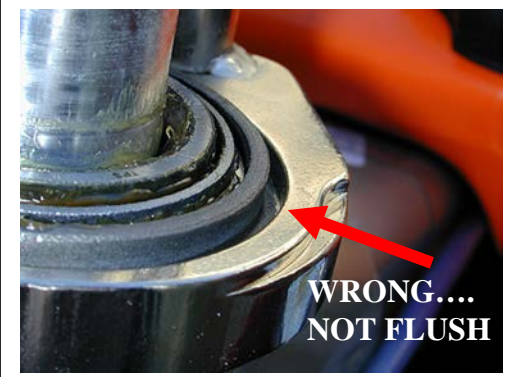
Hook a tie down to front axle, go up & over the backbone to the lower triple clamp opposite side.



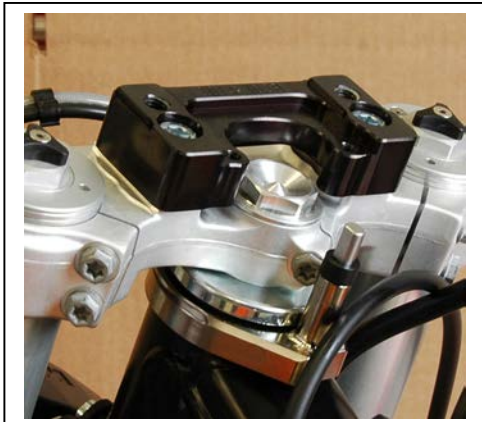
Remove any burrs or weld slag from the head tube clamping surface



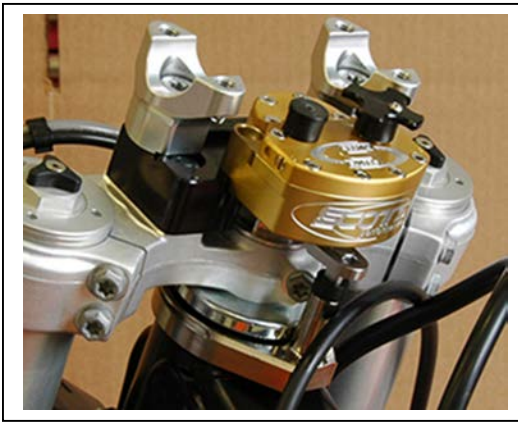
FLUSH



WRONG.... NOT FLUSH



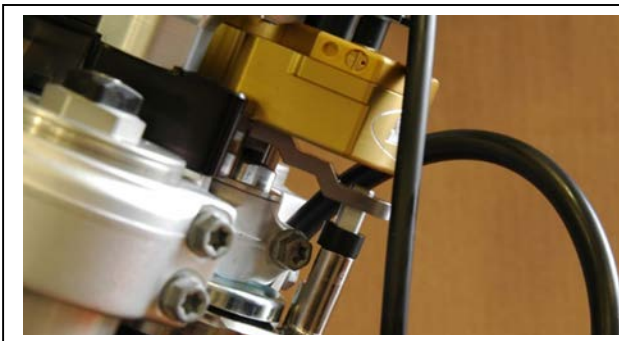
Bolt the SUB mount to the triple clamp, Using the Allen bolts provided.



Bolt the stock barclamps to the Sub mount, Using the stock Ktm Allen bolts.



A special Low Profile pinch bolt is provided ONLY in kits that require additional clearance.



Finished kit showing the correct tower pin height



The stock 2015 stem nut shown at left..... Use Scotts Replacement nut shown on right for 2015 rubber SUBs



Ktm/Husky Sub Mount / SUB-5929-STK