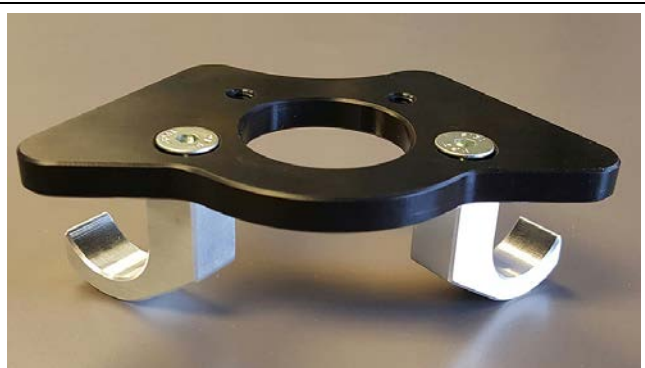


Husky 701 mounting guidelines Kit # SUB 3529:

1. View all the pictures first, to get an idea of the concept of what is being described. Understand that the black plastic shrouding around the key is going to need to be trimmed in order for this kit to be mounted, a simple operation.
2. This kit will raise the bars approximately 15mm, normally an improvement to this bike. Be aware before starting.
3. Remove the seat and the black plastic ignition cover plate, which pulls off upward, (2) pronged retainers.
4. Install the frame bracket plate so it drops over the key, and loosely align one of the frame “hooks” with a hole in the key plate and install (1) 6x20 Flat Allen bolt supplied, use Loc-tite, but do not tighten yet. Put the other frame hook around the frame on the other side and align with the other hole in plate and start the 6x20 Allen in that with Loc-tite. Now slide the key plate forward so it butts up against the head tube and hold it in place there while you tighten the (2) 6x20 flat head Allen’s to secure the key plate to frame. **It’s important to let the “hooks” find their natural home on the frame as you hold the plate in place and start to tighten and look to see they are engaging the frame rail fully.**
5. The (2) bolts that hold the frame bracket **tower** to the top plate, are already tight. These parts are very close to the head tube and the key cylinder. If interference exists, loosen all the bolts again and find the best spot before tightening.
6. Remove the 4 bolts that hold your handlebars tight. Lay the bars forward out of the way and wrapped in a towel.
7. Remove the stock lower handlebar mount and all OEM rubber cones and hardware holding it on.
8. Install (2) new solid aluminum cones (supplied) into the top side of the triple clamp where stock rubbers came out.
9. Install 902406 Sub adaptor plate on top of the cones you just installed, using (2) 12x60 Hex bolts supplied, and install (2) supplied aluminum cones for the bottom holes and tighten the 17mm locking nuts and washers on the bottom. Tighten the nuts on the bottom to 36-38 ft. lbs. of torque while holding the top of the bolt head with 17mm wrench. **Even though there are detents for the top bolt heads, hold them with a wrench during tightening.**
10. Install the new Rubber mounted bar mounts to the sub adaptor plate following the additional instruction sheet included for assembling the rubber sub mount to the Sub adaptor plate.
11. Grease the tower pin and drop it in the tower. Keep it greased and free to float which insures proper alignment.
12. Install the stabilizer to the SUB mount after aligning the slot in the linkarm with the flats on the tower pin.
13. This kit requires a special shortened link-arm to clear the key when in the locked position, and to locate properly over the frame bracket tower and tower pin.
14. **NOTE:** Re-routing of front brake line is required to allow proper clearance & to prevent binding of brake line. Locate front brake line that comes from brake controller back to brake lever, and re-route **it behind** turn signal as shown in image. For additional clearance, loosen front brake banjo bolt slightly, do not allow leakage or you’ll have to bleed the brakes, and rotate banjo downward to achieve a natural route for the line as the forks move up and down. Test it.
15. Turn the bars full lock left to right and be sure nothing is binding and that, the cables are free to move and not binding.
16. Start the bike and slowly turn the bars again to full lock to insure the cables are free to move and not binding.
17. Push the forks up and down to insure the routing of the front brake line is safe and fully functional.
18. Cut the plastic ignition cover until it fits the way you like it. Polish edges with 400 grit paper.
19. The stabilizer has 3 fully adjustable valving systems. Start with softer settings and work up to where you like it.
20. See your owner’s manual for “How to” adjust the stabilizer initial settings.
21. If you have any questions, please feel free to call us.



Remove the seat and ignition key cover



This shows the frame bracket as it will look on your frame



Insert the "hook" portion of the frame bracket around the contour of the frame



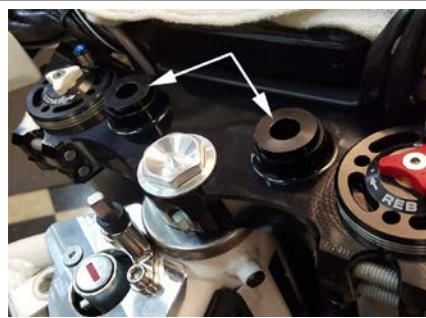
Move the top plate around until it's centered and up against the head tube



Once centered and "hooks" are on the frame, tighten the bolts using Loc-tite



Remove the stock upper bar mounts 1st, then lay the bars forward of the triple clamp in a towel.
Remove the lower handlebar mount and the stock-lower-rubber-mounts from the triple clamp.



Install the new aluminum cones we supply, into the stock triple clamp where the rubbers were.



Install the SUB mount base plate to the triple clamp using the 12x60 bolts supplied, then new aluminum cones on the bottom with washers and locking nuts to 36-38ft



Tighten the Sub base plate to 36-38 ft lbs.



Install the Bar mounts to the base plate using the additional instruction sheet provided regarding the SUB mount itself.



Cut the plastic ignition cover to suit your preference where it meets the tower.



Cut the stock plastic ignition cover to match the contour of the frame bracket to suit your preference. Use 400grit sandpaper to make the edges smooth



Re-Route the front brake cable behind the turn indicator to prevent binding.



Finished kit. Large knob shown is an option.