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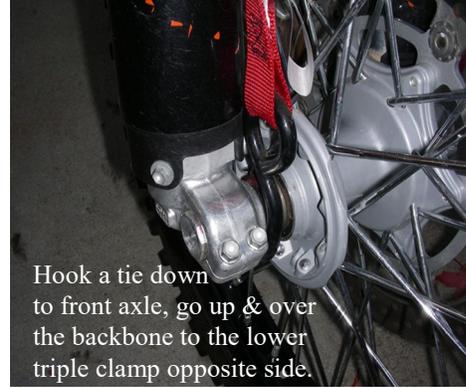
SUB Mount (Stabilizer Under Bars): Ktm/Husky models using 5925 bracket & stock triple clamps:

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. Remove the bars, the lower bar mounts, and all mounting components. Some pieces may be re-used.
6. Remove the triple clamp pinch bolt located in the rear center of the triple clamp.
7. Remove the fork pinch bolts, and main stem bolt, taking note of how tight the main stem bolt is, so you can re-tighten it to the exact amount. **The main stem bolt adjusts the tension on the head bearings.** Then remove the top triple clamp.
8. Remove the tin bearing shroud (cover) and rubber seal making note of how the seal goes on, (lips face downward). Some models have an oring on top of the tin shroud, it should go back on the way it came off when re-assembling.
9. Grease your bearings while you have them exposed. (Keep the grease off the area where our frame bracket mounts!!).
10. The goal is to allow the frame bracket to clamp cleanly and squarely around the entire diameter of the head tube.
11. 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).
12. 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.
13. Grease the tower pin shaft and drop it in the tower. Keep it greased and free to float which insures proper alignment.
14. 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. Install the oring now if you model came with an oring on top of the shroud.
15. Re-install the triple clamp carefully, as now is the time when the forks will want walk away from the bike.
16. Remember the main stem bolt on your bike adjusts the tension on your head bearing, so do not over tighten the bolt. 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.
17. **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 for 2015's on. Photo.
18. **Spacers provided:** we've provided spacers and bolts to space out the odometer and other instrumentation that is on some models, to prevent the wire loom and other components from hitting the frame bracket pinch bolt, which can damage wires as the forks are turned! Be sure you have proper clearance through the entire turning radius. Some bikes may require extra washers as this spacing distance varies from bike to bike.
19. Tighten the upper fork pinch bolts to your bike's manufacturers specified torque settings.
20. There are 4 different types of SUB mounts; you are receiving this general instruction sheet and then a separate sheet that, in addition to this sheet, applies to your specific kit ordered. Please call if you have any questions at all.
21. **Solid SUB mount to stock "solid" mounted triple clamp:** 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. Now bolt your stock lower handlebar perches to the SUB mount, using the stock 10x25 Low profile Allen bolts. Now Proceed to #25 if you had a solid sub mount, mounted to a solid style stock triple clamp.
22. **Solid SUB to stock "rubber" mounted triple clamp:** see separate instructions included, then proceed to line #25.
23. **Rubber SUB to stock Solid triple clamp:** see separate instructions included, then proceed to line #25.
24. **Rubber SUB to stock Rubber mounted triple clamp:** see separate instructions included, then proceed to line #25.
25. 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.
26. Grease the tower pin and drop it in the tower. Keep it greased and free to float which insures proper alignment.
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.



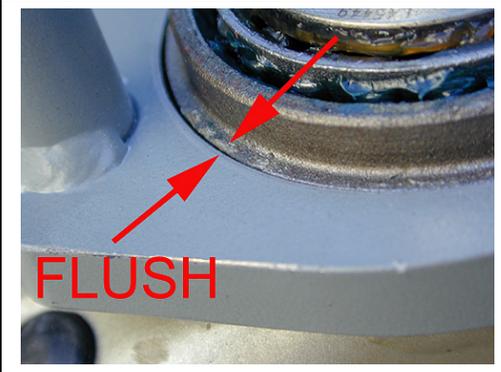
Block the front wheel & forks



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



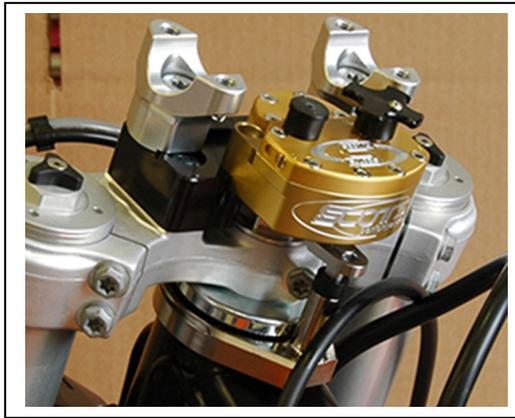
FLUSH



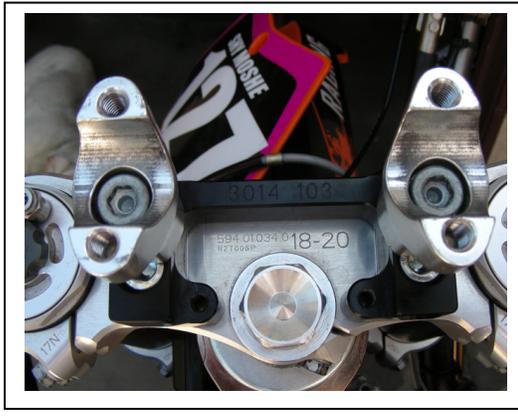
WRONG.... NOT FLUSH



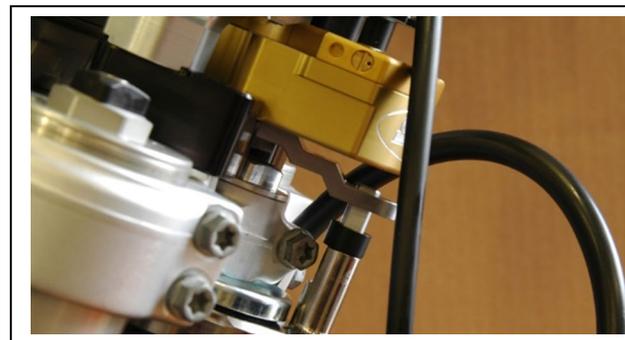
Bolt the SUB mount to the triple clamp, Using the Allen bolts provided.



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



Note how the damper mounting holes are over the center line of the steering stem.



Finished kit showing the correct tower pin height



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



Ktm/Husky Sub Mount / SUB-5925-STK

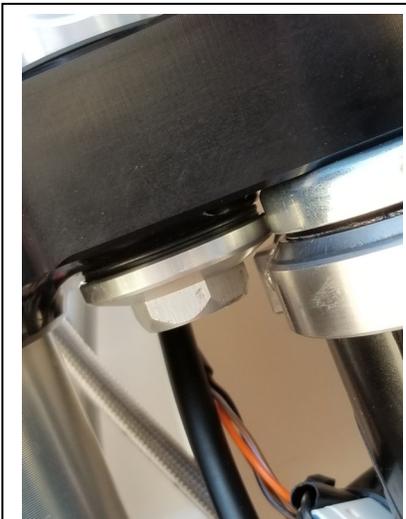
KTM models: SX SXF XC XCF // Husky models: FC FX TC TX instructions:

NOTE: These models may not have adjustable steering stops, if the stabilizer bottoms out at full lock before the steering stops make contact, which is rare, this can cause damage to the stabilizer and you will need to call us for a possible fix.

1. Review the photos before starting so you have an idea of the hurdles to watch out for.
2. The bolts that hold the lower perches tight to your triple clamp, on the underside of the triple clamp, have very close tolerance to the frame bracket we provide.
3. Examine that bolt carefully before using your motorcycle.
4. Be sure the stock shouldered bolt that goes in from the bottom clears all the angles and protrusions on our Barclamp.
5. The clearance of the head of this bolt to the frame bracket can vary from bike to bike.
6. You can position the points on the head of this shouldered bolt they do not interfere with the pinch bolt or pinch bolt portion of the frame bracket.
7. By turning the bolt head so the flats are aligned with the corresponding clearance necessary areas you can have a complete turn to turn free of interference.
8. Be sure to turn your bars lock to lock and double check that nothing is interfering with your turning freedom.
9. If you have any questions please call us for assistance. 818 248-6747.



This picture shows the point of the hex on the lower bolt at its closest point. Rotate it so the flat of the bolt head gives more clearance.



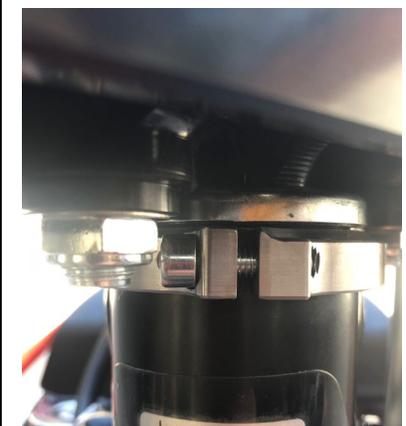
This picture shows the bolt rotated so the flat of the bolt head gives more clearance to the frame bracket.



This picture shows the bolt rotated so the flat of the bolt head gives more clearance to the frame bracket pinch bolt area.



This picture shows the bolt at its closest point to the pinch bolt head, it should be positioned for maximum clearance.



This shows the pinch bolt area with proper clearance to the bolt head at full lock.