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GAS/GAS & SHERCO RUBBER SUB MOUNT INSTALLATION GUIDELINES:

1. These models will vary slightly, Worldwide, so these are generic installation guides to help you. Since they ship different forks using different triple clamp combinations and different size fuel tanks, there is no such thing as “clearly defined standard-parts” for these model bikes.
2. View the photos first so you get an idea of how the whole kit looks and progresses during assembly.
3. Connect a tie down to the front axle, go up and over the backbone of the frame and back down to the opposite side front axle to secure the forks to the bike as once the triple clamp is loose, the forks can roll away from the bike completely, it happens fast, so tie and block the front end securely!!
4. Remove the top triple clamp by loosening the main nut and the fork pinch bolts.
5. Remove the jam nut (GasGas) that holds tension on the head bearing, paying attention to how tight it is now, so you can adjust the tension on the bearing appropriately when re-assembling.
6. There is a shim(s) on some models, under the stock bearing shroud that should be retained. This shim is what the jam nut butts against when tightening the bearing tension.
7. Remove the stock bearing shroud that covers the bearing, you be will replacing it with the one we provide, which is shorter in height to allow the frame bracket to clamp onto the head tube.
8. Grease the bearing while the cover is off. This will help protect the bearing. Keep the grease on the bearing only. **Remove any access where our bracket clamps to**, or the bracket will not stay tight.
9. Install our bolt-on frame bracket & slide it down so the clamping surface mates to your head tube (grease free). Align frame bracket so it's straight on the backbone of your frame. Do not tighten yet.
10. Many models may need the vent tube for the gas tank re-located where it's threaded into the frame. You can also zip tie it to the vertical tower on the frame bracket if yours is in the way.
11. Install the new cover we provide and be sure it seals and spins freely and does not touch the frame bracket. The bearing cover should be as close as possible to the frame bracket but not touch it.
12. Once the bearing cover is in place properly, tighten the pinch bolt on the frame bracket. 6-8 ft lbs.
13. On some models it helps if you apply a little grease to the bearing cover so it sticks to the jam nut, holding it in place, aligned, while you tighten the jam nut for the appropriate bearing tension.
14. Tighten the bearing jam nut (GasGas) to the same tension it was upon removal. Sherco is done with with top main nut. Both styles should be tight enough to take all the play out of the steering stem, but loose enough to spin freely when done.
15. See the separate instructions supplied on how to install the sub mount to the triple clamp. The sub mount goes into the rear holes on the triple clamp.
16. Re-install the triple clamp in the reverse order and upon tightening the main nut; be sure the bearing cover is still in place and not binding or rubbing the frame bracket. It should be as close as possible but not touching. Re-tighten all your triple clamp & fork pinch bolts.
17. Grease the tower pin shaft that resides in the tower, so it floats freely in the frame bracket.
18. Install the stabilizer to the SUB mount using the (2) 6x20 Allen bolts while aligning the tower pin into the linkarm slot. **Be sure the tower pin does not hit the bottom of the stabilizer body! The tower pin is adjustable. The Owner's Manual shows how to adjust the tower pin height.**
19. On some models, the tank bolt is underneath the frame bracket. These models may need a shorter tank-bolt to clear the frame bracket while removing the tank and/or very slight radius filing on the plastic tank nose. Most tanks are solid plastic up front but check yours to be sure before modifying.
20. If your gas cap vent tube interferes with our frame bracket, you will have to relocate the vent tube. Some users simply zip tie the vent tube to the frame bracket post or it can be relocated by drilling and tapping a new hole elsewhere or simply running a longer hose elsewhere.
21. On some bikes the kill switch wire becomes too short, as it was just barely long enough to start with. Just trace the wire back to a spot under the tank where you can extend its length a little by negotiating it out of the wiring sheath a bit or re-route it.
22. Refer to your Owner's Manual for initial settings, adjustments and final general mounting guidelines.
23. If you have any questions or problems, please feel free to call us. We are here to help you.

