

## Sub Mount guidelines for Ktm, Husky and GasGas using the SUB-6125 frame bracket:

- 1) These instructions apply to several different models; this covers both Solid and Rubber mounted SUB kits. This kit is not usable with models that have a steering lock, unless you remove the steering lock, requiring the triple clamp removal.
- 2) It is **not necessary** to remove the upper triple clamp (TC) for this installation. If removing the upper triple clamp for the steering lock, the front wheel must be blocked and strapped, as the forks can fall off the bike and it happens in a hurry..
- 3) Remove the number plate or headlight, whichever model you have.
- 4) Remove hour meter or instrumentation from front of triple clamp. (2 bolts holding plastic mount). Unplug wiring only as needed to allow instrumentation to be leaned forward out of the way. Caution instrumentation brackets are fragile.
- 5) Remove the top handlebar clamp that holds your handlebars on, it's a one-piece clamp.
- 6) Hang the bars from above or lay them forward and out of harm's way, wrapping them in a towel is usually the best way.
- 7) Remove the lower handlebar cradle (requires a T45 bit in from underneath the triple clamp, see picture.). These are very tight and have Loctite on them. Set the bar cradle and bolts with hat washers aside. These will not be used (see picture).
- 8) For bikes with stock rubber handlebar mounts, remove center sleeve bushing and rubber hardware by lubing the sleeve, and then driving the center sleeve bushing out with the appropriate matching sized socket and rubber mallet. (see picture).
- 9) Loosen pinch bolt on the back of the triple-clamp and remove center stem bolt (**noting the tension**) while removing it, as the new bolt we provide, should be set to same tension, as this is the preload on the steering head bearings. Install the new low-profile nut we've provided set at the same tension the stock nut was at upon removal. Re-tighten rear pinch bolt.
- 10) Install new flanged upper cones we provide into the locating pocket on top of triple clamp (see the picture).

### **RUBBER SUB MOUNT INSTALLION: (for Solid Sub mounts, skip to #14)**

- 11) Install the rubber base plate on the triple clamp using the 12 x 60mm hex bolts through upper cones. (see picture). Slide the silver 12mm lower cones into place, then install thin washer and Fuji nut on each side and tighten. (see picture). Tighten the nuts on both sides evenly and torque them to 35-40 ft lbs.(see picture on page 3, top row far right.)
- 12) Install the upper half of the rubber sub mount (see picture) to base plate and tighten bolts to 24-26 ft lbs. (use Loc-tite).
- 13) Install handlebars and upper bar clamp pieces and tighten so the gap between upper and lower bar-mounts is equal.

### **SOLID MOUNT SUB INSTALLION:**

- 14) Install the provided new upper cones into the triple clamp, then Install the Solid mount base plate, with bar mounts, as the 10x80mm Allen bolts pass through the bar mounts and base plate.  
Note: lower bar mounts are reversable, providing 2 different handlebar positions, be sure you have them both the same. The rearward position (handlebars closest to the rider) referred to as position #1, is equal to stock bar position. If the lower mounts are rotated 180 degrees to bar position #2, it moves the bars forward 7mm.
- 15) Install the **red** lower cones with thin 10mm washers & Fuji nuts. Torque 32-36 ft lbs (see pic pg3 middle row far right)
- 16) Install handlebars and upper bar clamp pieces and tighten the bar clamp bolts evenly so the gap is equal.

### **Installing the Frame Bracket**

- 17) Place the front half of the 2-piece frame bracket clamp, over front of head tube. This hooks over the top lip of headtube but under the bearing seal. Try to align it relatively straight before putting on the back half, although it really only has one position that it likes to fit well. It will hang there by itself until the next step.
- 18) While holding that front piece in position, carefully slide rear clamp piece into position. Align the Dowel pin holes so the front and rear bracket mate. The bracket should hang there at this point to allow for the pinch bolt installation.
- 19) Start the install of (2) **6 x 22mm** pinch bolts loosely, by only a couple turns (blue Loctite is required on these bolts).
- 20) Make sure front and rear clamps are aligned then slowly snug the pinch bolts, this should be done by alternating sides. The goal here is to try and maintain the same gap on both sides. Check to be sure frame bracket is aligned squarely. Small rotational adjustments can be made before bolts are tightened completely down. Tighten each side evenly (80-100 in. lbs.) then double check each side. Observe that the gap is relatively even on both sides to insure a properly seated frame bracket.
- 21) Check to be sure bracket has not lifted, verify that there is a small gap between the rubber seal and the rear clamp piece.
- 22) Rotate bars left to right to full lock, while looking underneath triple clamp to make sure bolt hardware clears everything while turning through entire radius.
- 23) Grease the portion of the tower pin that will go into the hole, it should remain greased and free to float at all times. Install the stabilizer using (2) 6 x 20 Allen bolts that have pre-Loctite patches on the threads. The tower pin should be flush with the top of the link arm once installed. Be sure to avoid allowing the tower pin to contact the bottom of the stabilizer.
- 24) Re-install instrumentation bracket that holds all wiring in place to front of triple clamp and check for clearance again.

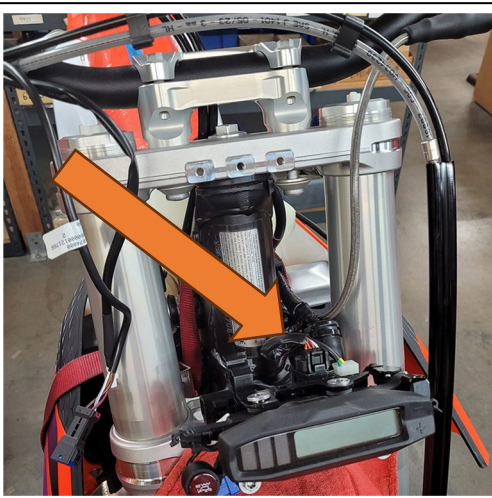
25) The motocross & XC bikes have a small hour meter that attaches to one of the holes in the front of the triple clamp that requires the “provided spacer” to be installed. Only bikes with this small hour meter need the spacer and it’s only needed with the Rubber Sub mount kits.

26) It may be necessary to re-route the clutch line. Stock it runs through a plastic guide just in front of the headlight switch. The raising of the bars with the sub mount causes the clutch line to pull slightly on the wiring that goes to the headlight switch. A simple fix is to tuck the clutch line behind the headlight switch as seen in the picture below.

27) Turn bars to full lock, left and right and verify no cables or wiring are being pinched or binding. (The steering stops are not adjustable on any bikes we’ve seen). Tie up any wires if they’ve become in harm’s way. (We have not seen any problems with wires on bikes we’ve worked on, but always good to double check).

28) Throttle cables will rub the stabilizer which is not an issue with function, but if you prefer, we’ve shown a picture of the “Clean Speed Engineering” cable guide that is an option and can be ordered from Scotts Performance as well.

If you have any questions please give us a call, as we are here to help you get the installation done properly.



Remove hour meter or instrumentation from front of triple clamp. (2 bolts holding plastic mount). Unplug wiring only as needed to allow instrumentation to be leaned forward out of the way.



Remove lower handlebar cradle (requires T45 bit in from underneath the triple clamp). Set bar cradle and bolts with hat washers aside. These will not be used.



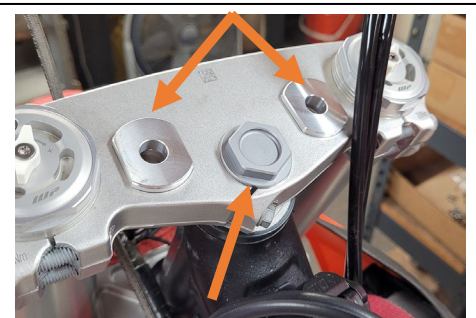
The lower handlebar cradle and bolts with hat washers will no longer be used, set aside.



For bikes with stock rubber handlebar mounts, remove center sleeve bushing and rubber hardware by lubing the sleeve and then driving center sleeve bushing out with the appropriate matching sized socket and rubber mallet.



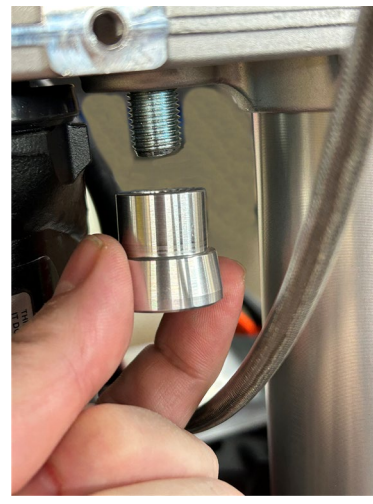
Loosen pinch bolt on the back of the triple-clamp and remove center stem bolt **noting the tension** while removing it, as the new bolt we provide should be set to same tension, as this is the preload on the steering head bearings. Install the new low-profile nut we’ve provided to the same tension the stock one was at.  
**Re-tighten rear pinch bolt.**



This shows the new “low profile” main nut we provide installed and pinch bolt tightened. This also shows the new “top flanged” aluminum bushings that replace the stock bushings and fit into the stock sockets in the triple clamp placing the stabilizer at the correct height once the kit is done.



Install the Rubber Mount base plate to the triple clamp allowing the 12x60mm HEX bolts to pass through the triple clamp.



Install the 12mm lower cones in the triple clamp over the 12x60 Hex bolt ends. Install the washer and nut and tighten the nuts.



Using the washer and nut we provide, tighten the fuji lock nut to 30-35 ft lbs. of torque.



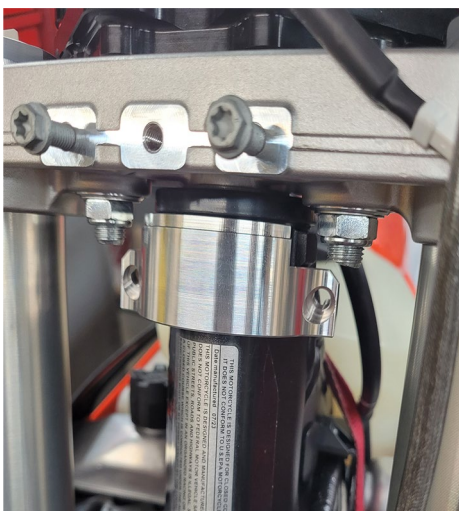
Install the upper half of the rubber sub mount to the base plate and tighten the (4) bolts holding it to the base plate to 24-26 ft lbs.



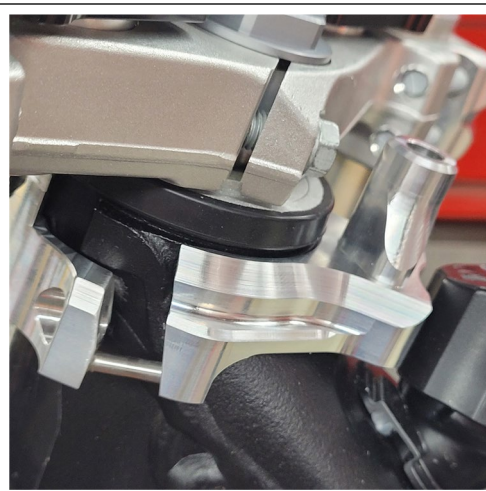
**Solid Mount only:** Install the provided upper cones into the triple clamp, then Install the base plate, with bar mount, as bolts pass through the base plate.



**Solid Mount Only:** Install the 10mm red lower cones in the triple clamp. Install the washer and nut and tighten the nuts. Torque nuts to 32-36 ft lbs.



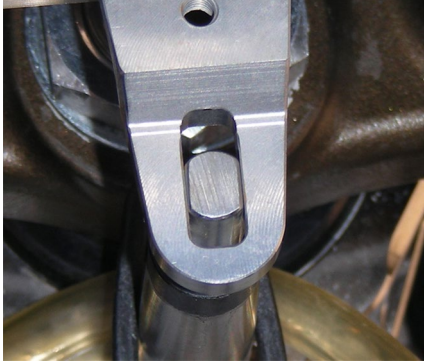
Place front half of the frame bracket clamp piece over front of head tube. This must hook over the top lip of headtube but under the seal. It should be aligned relatively straight and only really has one position that it likes to fit well. It will hang by itself until the next step.



While holding that front piece in position, carefully slide rear clamp piece into position. Align the Dowel pin holes so the front and rear bracket mate. The bracket should hang there at this point to allow for the **6x22mm** pinch bolt installation.



Install (2) 6 x 22mm pinch bolts loosely. You are going to cinch these up evenly going back and forth to each side ensuring the bracket pulls up evenly. (Blue Loctite is required on these bolts).



This shows the tower pin centered in the middle of the slot of the link arm.



**Solid mount kits** have reversible perches for multiple Bar positions. This shows the perch/bars in the rearward position, #1 or closest to the rider. Front of bike is at the left in this picture.



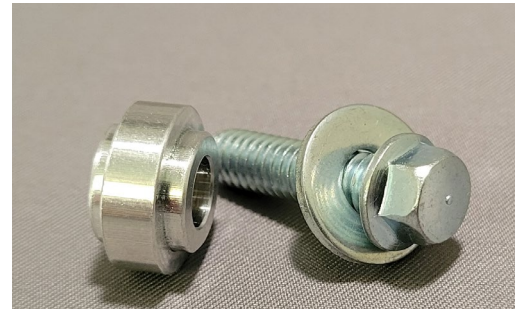
Front of bike is at the left in this picture. This shows the lower Barclamp in the Forward position, centerline of bars are in front of the centerline of bolt.



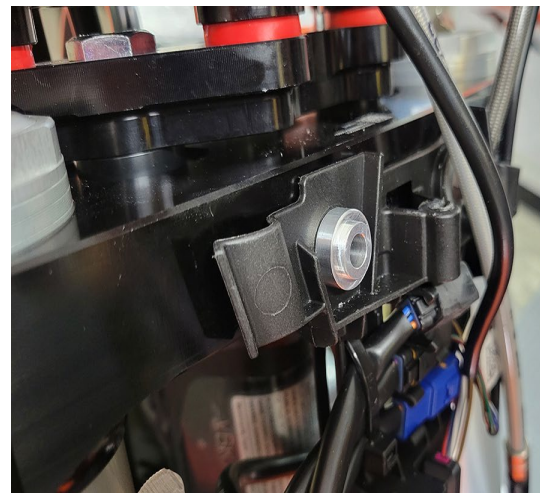
**Above is clutch line Stock.** It may be necessary to re-route the clutch line. Stock it runs through a plastic guide just in front of the headlight switch. The raising of the bars with the sub mount causes the clutch line to pull slightly on the wiring that goes to the headlight switch. A simple fix is to tuck the clutch line behind the headlight switch.



**Shown here is new routing.** It may be necessary to re-route the clutch line. Stock it runs through a plastic guide just in front of the headlight switch. The raising of the bars with the sub mount causes the clutch line to pull slightly on the wiring that goes to the headlight switch. A simple fix is to tuck the clutch line behind the headlight switch.



Hour meter spacer and bolt



Shown above is the spacer provided to locate the hour meter outward slightly. Use the longer bolt provided in the picture above this one.



Throttle cables might rub the stabilizer, which is not an issue with function, but if you prefer them not to, we've shown a picture of the Clean Speed Engineering cable guide, that is an option and can be ordered from Scotts Performance as well.



This shows the finished Rubber Sub Mount