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Mounting Guidelines for SHERCO 2025 using SUB-5331 Instructions

1. Hook a tie down under the front brake caliper or front axle, then up and over the backbone to the other fork leg and tighten the strap, in order to hold the forks up tightly in the frame.
2. Block the front tire securely before removing the top triple clamp. See photos.
3. **Warning:** Once you loosen and remove the pre-load adjuster castle nut, the forks can roll away from the bike and it happens very quickly.
4. Remove the headlight & the two 6mm bolts holding the computer/odometer onto the triple clamp.
5. Remove the upper handlebar clamp and the lower bar mounts.
6. Loosen the fork pinch bolts and remove the main stem bolt. Remove the triple clamp.
7. Remove the pre-load adjuster-castle-nut and O-ring. Note the tension on this castle nut before removing, as it adjusts the tension on your head bearings. Install to the same tension when it goes back on. **Note:** the chamfer on bottom of castle nut, this is where the O-ring resides. Be sure to install it in the same direction at time of reassembly as this helps keep your head bearings clean.
8. Remove stock bearing dust cover – This part will not be reused. We provide a new dust cover.
9. Install the newly supplied low profile dust cover, followed by pre-load adjuster castle nut. Be sure dust cover slides over the dust seal evenly so that only one lip is visible under dust cover. Tighten pre-load adjuster castle nut to the tension it was before you removed it. This is merely for the next step.
10. Using a sharp blade, cut the OEM dust seal just below 2nd lip as show in the photo. This is to allow the frame bracket to grab enough head tube to be mounted securely.
11. Once the seal is cut all the way around headtube, remove dust cover and dust seal.
12. Remove the 6mm pinch bolt from the frame bracket and install it onto headtube. Using a screwdriver gently in the slot, helps to spread frame bracket ring as shown. Slide frame bracket down as far as it will go down on headtube for now. **Do not tighten at this time.** NOTE: 450 & 500 Models have a shorter headtube which will allow minimal clearance between the frame bracket & the dust cover when finished, but in most cases the allotted clearance is sufficient. If not, some minor filing of the weld on the headtube may be necessary.
13. Install the newly modified dust seal, followed by the supplied low profile dust cover with a touch of grease on the lips of the seal. Once again, be sure dust cover slides over dust seal evenly so that dust seal is just slightly below bottom edge of dust cover. Install the O-ring followed by the pre-load adjuster castle-nut with the chamfer facing down. Tighten pre-load adjuster castle nut to factory torque specs.
14. Align the frame bracket now so the tower post is in the middle of the backbone of the frame. Slide the frame bracket upward as close to, **but not touching**, the new dust cover, and tighten the pinch bolt on the frame bracket to 6-8 ft lbs. The bracket must clamp squarely and cleanly all the way around the diameter of the head tube if you expect it stay tight.
15. Grease the tower pin shaft that goes inside the tower and drop it in the tower. Keep it greased and free to float which insures proper alignment and function.

16. Install triple clamp and newly supplied low profile main stem bolt. Use blue Loctite on the main stem bolt and torque stem bolt and fork pinch bolts to factory specs. Don't forget the fork pinch bolts.
17. Install the "SUB BASE PLATE" using the supplied 10mm bolts through the rearward holes in triple clamp w/ blue Loctite and torque to 30-32 Ft/Lbs.
18. Install the stabilizer so the flats on the tower pin match the slot in the link-arm and tighten the (2) Allen bolts holding the damper to the sub mount.
19. Install the lower bar mounts "Perch assembly" using the 8x45mm bolts and washers, using Blue loc-tite and torque to 24-26 Ft/Lbs.
20. Install the handlebars and upper bar clamps using supplied 8x30mm bolts and torque to 24-26 Ft/Lbs. Ensure the bar clamps have an even gap between the upper and lower perches.
21. Install computer/odometer using the supplied (2) 6 x 35mm bolts that go through the 12mm long spacers between bracket and front face of triple clamp. These spacers are necessary to provide adequate clearance between the wiring harness and the frame bracket. Failure to run these spacers could result in damage to the wiring harness.
22. Turn the bars full lock, left to right, and verify the cables are not pinched or in harm's way and are free to rotate through the full turning radius. Be sure the cables are not between the link-arm and triple clamp at full lock and that wires and cables are clear of any binding.
23. See your owner's manual for "How to" adjust the stabilizer initial settings and control knobs.
24. Any questions? Just give us a call, we are here to help you.



Tie the front wheel up with a tie down over the backbone of the frame, hooked to the brake caliper on one side & the front axle on the other side



Remove the top triple clamp exposing the castle nut & dust cover



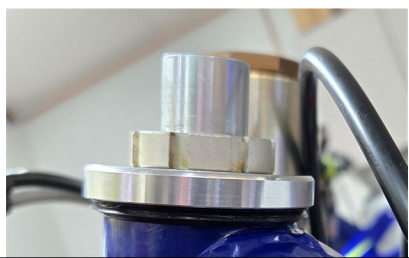
Note the chamfer faces down so the the O-ring fits inside the chamfer.



Note the o-ring on top of the stock shroud. The O-ring gets re-used.



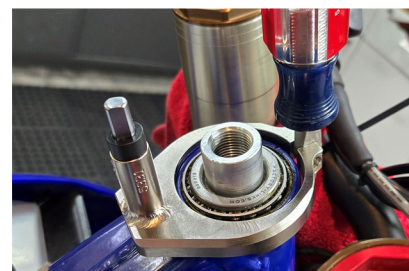
Remove the stock dust cover exposing the stock head tube seal.



Install the seal & new seal shroud on the head tube to prepare the next step



Cut the stock seal just below the 2nd lip allowing more room for the frame bracket to grasp onto the head tube.



Install frame bracket around the headtube a screwdriver helps, do not tighten yet.



Install the seal over the head tube



Install new dust cover & castle nut and tighten to factory specifications.



Reinstall the triple clamp and tighten new low-profile nut to factory specs



Install the "SUB BASE PLATE" using supplied 10mm bolts through rearward holes in triple clamp w/ blue Loctite and torque to 30-32 Ft/Lbs.



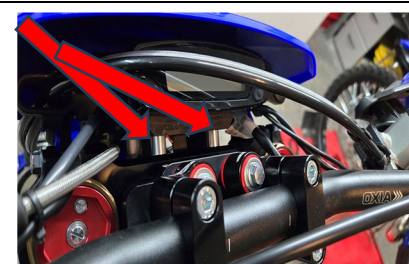
Install the stabilizer so the flats on the tower pin match the slot in the link-arm & tighten the (2) Allen bolts holding the damper to the base plate.



Install the lower bar mount Perch assembly using the (4) 8x45mm bolts and washers. Use Blue loc-tite and torque to 24-26 Ft/Lbs.



Shown here is the finished SUB Mount installed with the Clean Speed cable guide as well to help keep the throttle cable where it belongs.



Install computer/odometer using supplied 6 x 35mm bolts and using 12mm long spacers between bracket and front face of triple clamp. These are important to prevent wire pinches.