2625 Honolulu Ave · Montrose, CA 91020 · 818 248-6747 · Fax: 818 248-4529
www.scottsonline.com · e-mail: sales@scottsonline.com

Instructions for installation of FBD-6125 only

These instructions apply to several different models. This covers both Solid and Rubber mounted SUB kits.

These instructions assume you already have your triple clamp (SUB mount) components in place. All Submount kits from Scotts/BRP are provided with the proper bolt and handlebar cone hardware to provide the necessary clearance to the frame bracket. For installations using other aftermarket mounting options clearance must be verified.

In most cases it is not necessary to remove the upper triple clamp for this install. For models equipped with OEM steering lock, triple clamp must be removed to eliminate steering lock before proceeding with installation. **Please note that if removing upper triple clamp that front wheel must be strapped or blocked.**

1) Remove number plate or headlight.

2) Remove hour meter or instrumentation from front of T/C (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.

3) Place the front half clamp piece over front of headtube. This hooks over the top lip of headtube but under the bearing seal. It should be aligned relatively straight and only really has one position that it likes to fit well.

4) While holding the front piece in position, carefully slide the rear clamp piece into position. Align the dowel pin holes so the front and rear pieces mate. The bracket should hang there at this point to allow for pinch bolt installation.

5) Install (2) 6 x 22mm pinch bolts loosely by only a couple turns (blue Loctite required on these bolts).

6) Make sure front and rear clamps are in proper position 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 down. Tighten each side evenly then double check each side again (recommended torque 80-100 in. lbs.). For final setting, we suggest tightening each side evenly by feel. Many torque wrenches are inaccurate at these lower settings, and we have seen them lead to stripped threads at the fastener torque of 80-100 in. lbs. Again, observe that the gap is relatively even on both sides.

7) Check to be sure the bracket has not lifted and to see that there is a small gap between the rubber seal and the rear clamp piece.

8) Slowly 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.

9) Install tower pin (with a small amount of grease on the portion that goes in the tower hole). It should remain greased and free to float at all times. The tower pin should sit flush or just above the top of the link arm once installed. Be sure to avoid allowing the tower pin to contact the bottom of the stabilizer.

10) Install the stabilizer using two 6 x 20 Allen bolts that have pre-Loctite patches on the threads. The tower pin should sit just above the top of the linkarm by 1-2mm (see picture).

11) Re-install instrumentation bracket that holds all wiring in place to front of T/C. Re-connect any wires that may have been unplugged. Again check for clearance.

12) 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.

13) 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).

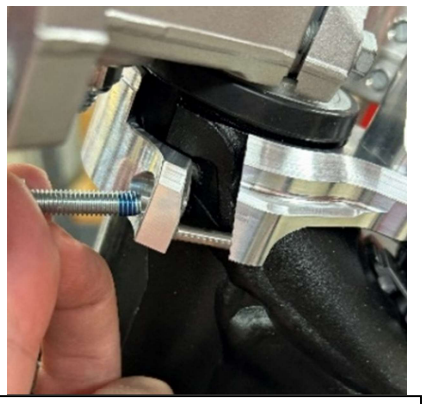
14) Throttle cables will rub the stabilizer which is not an issue with function, but if you prefer, we've shown a picture of the "Clean Speed Engineering" cable guide that is an option and can be ordered from Scotts Performance as well.

If you have any questions, please call us. We are here to help you get the installation done properly.

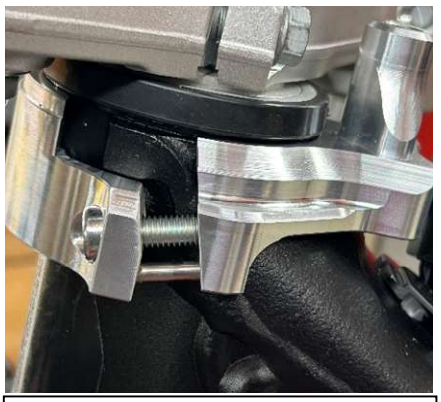
Remove number plate/headlight & hour meter or instrumentation from front of T/C. Unplug wiring only as needed to allow instrumentation to be leaned forward out of the way.

Place front clamp piece over front of frame. This must hook over top lip of headtube. It should be aligned relatively straight and only really has one position that it likes to fit well.

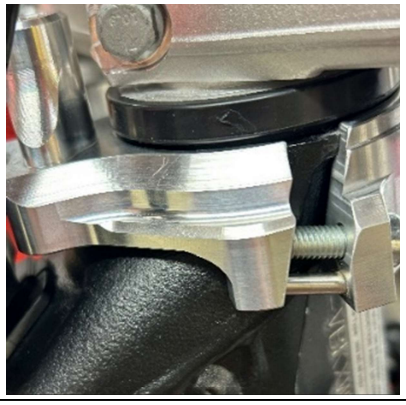
While holding front piece in position carefully slide rear clamp into position. Dowel pin holes must be properly aligned. The bracket should hang there to allow pinchbolt install.



Loosely install pinch bolts by a couple turns (blue Loctite required). While keeping parts in position slowly snug bolts by alternating sides. Gap should be even on both sides.



F/B should be aligned squarely. Small rotational adjustments can be made before bolts are fully tightened. Torque bolts evenly (80-100 in lbs) then double check each side.



Check to be sure bracket has not lifted and there is a small gap between the rubber seal and the rear clamp piece. Also note front clamp is latched over top lip of headtube.

Slowly 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.

Photo above shows correct tower pin height.

Photo showing finished kit with Rubber Submount and Clean Speed Engineering cable guide.