

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

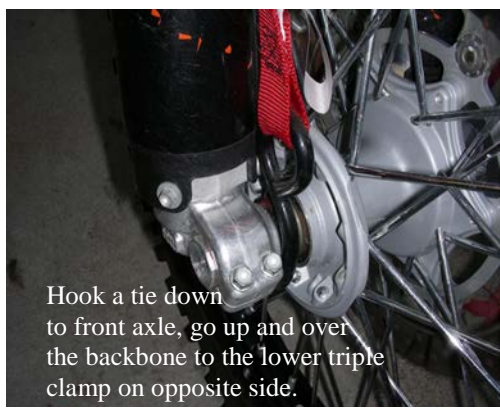
SUB Mount (Stabilizer Under Bars) Ktm models using 5928 bracket & stock triple clamps:

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. Support the rear tire also, just enough to keep tension on the front tire so the forks stay tight up in the frame.
6. Remove the bars and lower bar mount perches and keep the stock Allen bolts with these OEM perches.
7. Remove the triple clamp pinch bolt located in the rear center of the triple clamp. Some bikes will discard this bolt.
8. Remove the fork pinch bolts and main nut, taking note of how tight the main nut is, so you can re-tighten it to the exact amount. **The main nut adjusts the tension on the steering head bearings.** Now remove the top triple clamp.
9. Remove the tin bearing shroud (cover) and rubber seal making note of how the seal goes on, (lips face downward).
10. Grease your bearings while you have them exposed. (Keep the grease off the area where our frame bracket mounts!!).
11. The goal is to allow the frame bracket to clamp cleanly and squarely around the upper half of the head tube.
12. Remove any weld or slag preventing the frame bracket from fitting tightly around the full 360 degrees of the head tube.
13. We provide setscrews in the bracket for models that have a groove in the head tube. Only on those models do you **gently** seat the screws first, this is only for alignment, do NOT tighten them yet. Once centered, now you tighten the front pinch bolt so the bracket bites the entire circumference of the head tube. Now go back and tighten the setscrews. Some bikes have no groove, in which case the bracket fits tightly without the use of setscrews.
14. Once the frame bracket is flush, align the frame bracket so the tower post is in the middle of the backbone of the frame and tighten the pinch bolt on the frame bracket to 6-8 ft lbs. Double-check the flush position after tightening.
15. Install your stock seal the same way it came off. Install the new bearing shroud (bearing cover), which is shorter than your stock tin shroud to allow clearance. Avoid letting the shroud hit the frame bracket but be as close as possible.
16. Re-install the triple clamp carefully, as now is the time when the forks will want walk away from the bike.
17. Remember the main nut on your KTM adjusts the tension on your head bearing, so do not over tighten the nut. 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.
18. **2012-on (models only with Cast Triple clamps):** We have provided a low profile special bolt in the kits for models with Cast triple clamps. This bolt allows for more clearance between the tower and triple clamp pinch bolt. Replace the stock triple clamp pinch bolt with the new low profile version, failure to do so can damage the tower hindering proper tower pin installation and function. If you are not sure, give us a call.
19. Tighten the upper fork pinch bolts to Ktm's specified torque settings.
20. Using the (2) 10x35 Allens supplied, bolt the Sub mount part # 3014-103 and 3011-10 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. See photo.
21. Next, bolt your stock lower handlebar perches to the SUB mount, using the stock 10x25 Low profile Allen bolts.
22. Grease the tower pin and drop it in the tower. Keep it greased and free to float which insures proper alignment.
23. **Rubber SUB mounts only:** Assemble the rubber sub mount assembly as per the separate instructions that are included with the rubber sub mount, then proceed to the next line.
24. 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.
25. Install the stabilizer while aligning the tower pin into the slot on the damper link-arm.
26. 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.
27. Turn the bars full lock, left to right, and verify the cables are not pinched or in harm's way.
28. Adjust your steering stops so they bottom out BEFORE the stabilizer does, or you can damage the stabilizer.
29. **Examine the wiring loom in front where the frame bracket pinch bolt is. Some bikes may require extra washers to space out the wiring in front to avoid contact with the pinch bolt area of our frame bracket.**
30. See your Owner's Manual for "How to" adjust the stabilizer initial settings and tower pin height adjustment.



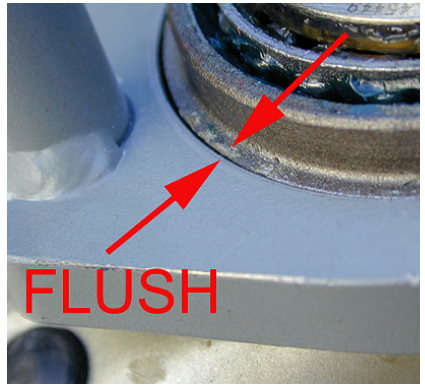
Block the front wheel and Forks



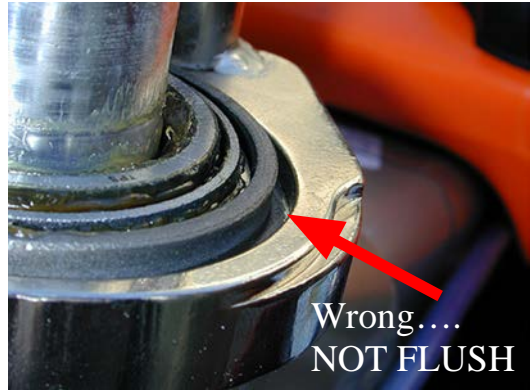
Hook a tie down to front axle, go up and over the backbone to the lower triple clamp on opposite side.



Remove any burrs or weld slag from the head tube clamping surface



FLUSH



Wrong.... NOT FLUSH



Frame bracket and new shroud



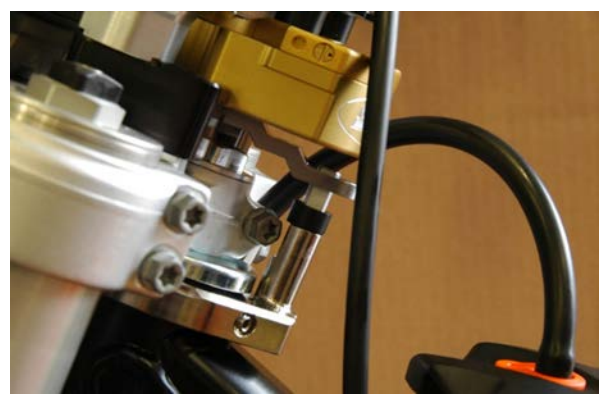
Bolt the SUB mount to the triple clamp Using the Allen Bolts provided



Bolt the stock barclamps to the SUB mount, using the Ktm Allen Bolts.



Select models may need the special low profile bolt for additional clearance.



Finished kit showing the correct tower pin height