

## SUB Mount (Stabilizer Under Bars) for all Ktm 2000-2007 using stock triple clamps (not 07 SX):

**IMPORTANT: Each Ktm varies with regard to the welds and position of the gusset. You must be sure the frame bracket is seated squarely and down far enough to clear the bearing seal. View the photos 1st.**

1. Block the front tire securely before removing the top triple clamp so the tire cannot move at all. See photos.
2. Support the rear tire also, just enough to keep tension on the front tire so the forks stay tight up in the frame.
3. **Warning: Once the triple clamp is loose, the forks can roll away from the bike and it happens very quickly.**
4. Remove the pinch bolt under the main nut and then remove the top triple clamp, 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.**
5. Remove the tin bearing shroud (cover) and rubber seal making note of how the seal goes on, (lips face downward).
6. Grease your bearings while you have them exposed. (Keep the grease off the area where our frame bracket mounts!!).
7. The goal is to allow the frame bracket to clamp cleanly and squarely around the upper half of the head tube.
8. Review your individual bike's welding characteristics at the head tube. You'll notice on the head tube there is a "groove" machined 360 degrees around the head tube. Everything in or above this groove must be clean of welds or slag. If this groove is visible all the way around and no welding slag has extended upward into or past this groove, then you're installation should be easy. Any welds extending into or above this groove must be filed away, but without changing the clamping area diameter. DO NOT file away the paint on the clamping area if possible. Spend a little more time filing carefully and your bracket will stay tight. If you have any questions, give us a call.
9. Each bike seems to have not only different welds, but slightly different gussets, so you'll have to evaluate your individual bike to determine the best fit. The bracket must clamp squarely and cleanly to the area just above that groove and yet SIT FLUSH all the way around the diameter of the head tube. Do not allow the bracket to protrude above the seal-seating surface. If it's not flush, use a flashlight to see up under the bracket where it's hitting. Occasionally, the bracket will hit the gusset itself, which can be cured by tapping on the gusset lightly with a hammer.
10. Once it's 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 the pinch bolt.
11. 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.
12. Re-install the triple clamp carefully, as now is the time when the forks will want walk away from the bike.
13. 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.
14. 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 (Scotts 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. Next, bolt your stock lower handlebar perch to the SUB mount, using the stock 10x25 Low profile Allen bolts. Re-install 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.
15. Grease the tower pin and drop it in the tower. Keep it greased and free to float which insures proper alignment.
16. BE SURE the tower pin height is adjusted BEFORE installing the stabilizer bolts. The tower pin should NOT touch the damper body. Install the stabilizer while aligning the tower pin into the slot on the damper linkarm. Turn the bars full lock, left to right, and verify the cables are not pinched or in harms way. If you have any questions, give us a call.
17. Adjust your steering stops so they bottom out BEFORE the stabilizer does, or you can damage the stabilizer.
18. See your Owners Manual for "How to" adjust the stabilizer initial settings.



Note how the stabilizer bolt-holes are aligned over the steer tube center



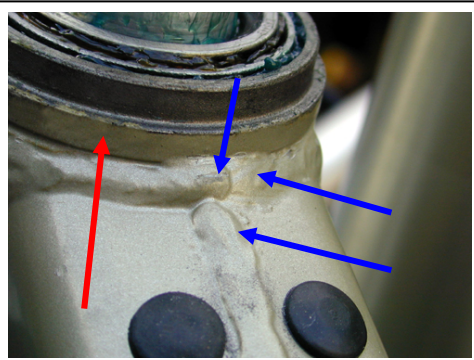
Bolt the stock barclamp to the Sub mount, using the stock Allen bolts.



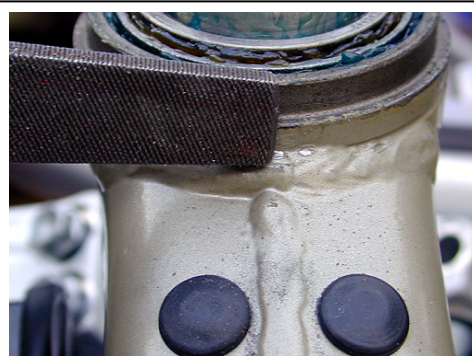
Correctly adjusted tower pin height



Block the front wheel & forks



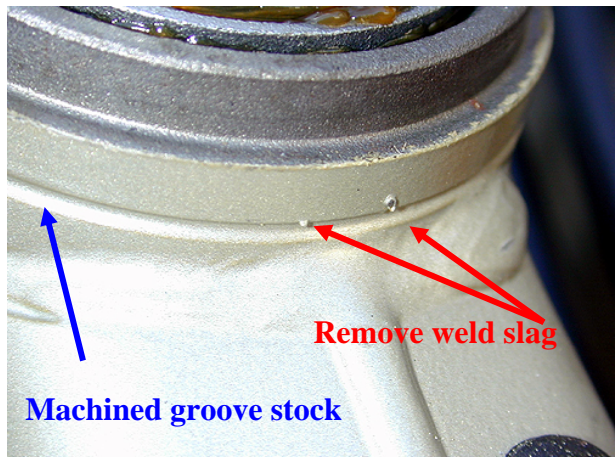
Red arrow shows clamping surface.  
Blue arrows show where to file.



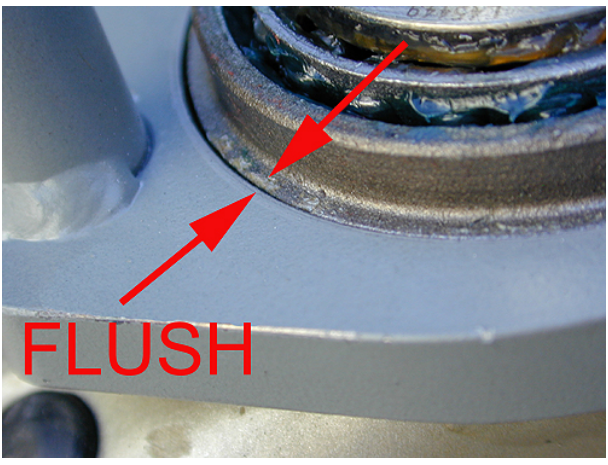
Using a sharp file, start at the high spots and trial fit the bracket until it fits.



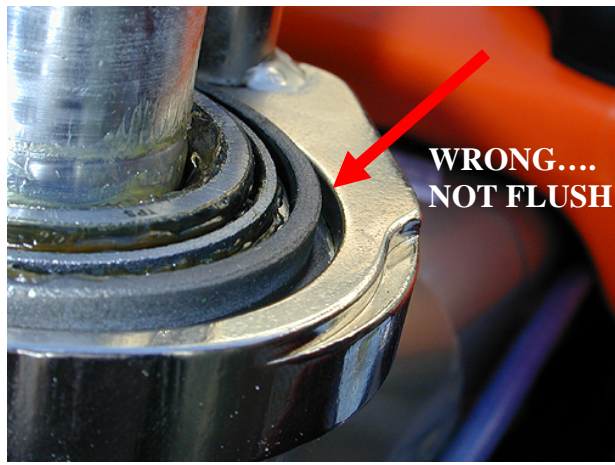
File the welds so the groove shows all the way



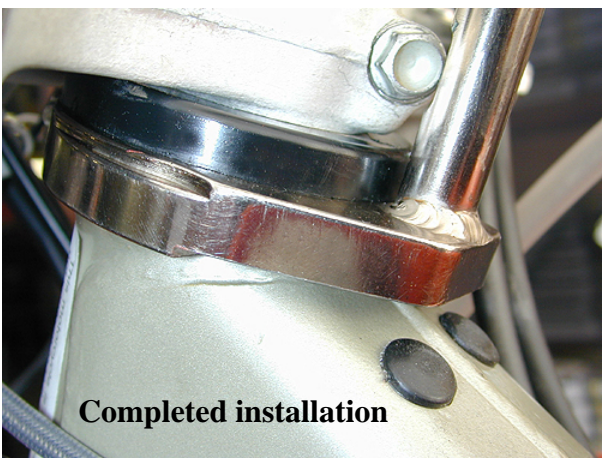
Remove weld slag  
Machined groove stock



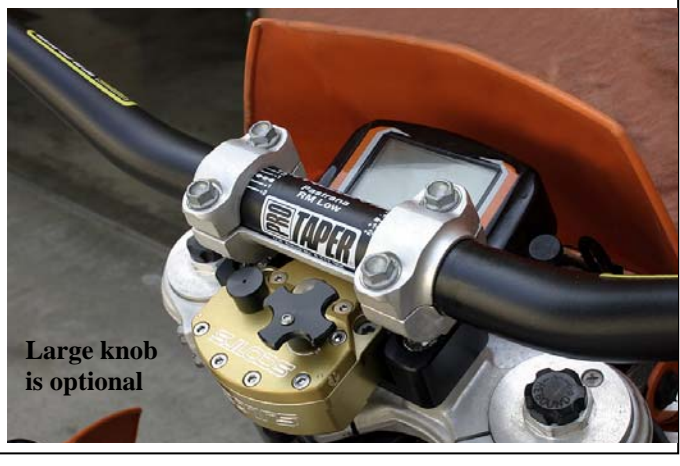
FLUSH



WRONG....  
NOT FLUSH



Completed installation



Large knob is optional