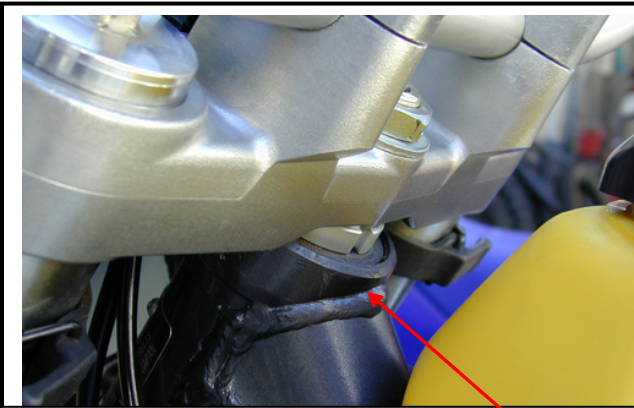




2625 Honolulu Ave · Montrose, CA 91020 · 818 248-6747 · Fax: 818 248-4529  
www.scottsonline.com · e-mail: sales@scottsonline.com

## **SUB MOUNT(Stabilizer Under Bars) for DRZ, DRZ-S, KLX400 and KLX400SR:**

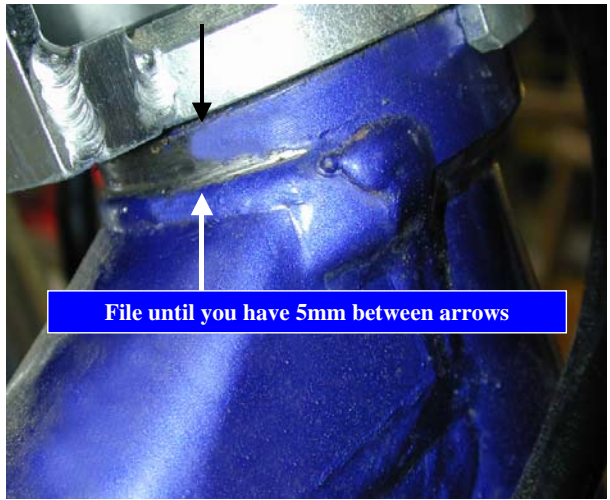
1. **Important Notes:** This kit is designed for use with Scotts or BRP Triple clamps only. Many after market triple clamps will not work in co-ordination with our frame bracket due to space limitations and lack of consideration of other triple clamp manufacturers. We've tried very hard to give as much clearance without sacrificing strength to accommodate **some** after market triple clamps. Each bike varies according to the combination of parts (triple clamps and lower perches) being used.
2. This kit is made for oversize handlebars only. Standard diameter bars can be installed if our "bar reducers" are used.
3. If you are installing a "mount kit only", now is the time to reverse the linkarm on your existing stabilizer, as SUB mounts require the linkarm to be mounted in the reversed position. Complete kits come with the stabilizer linkarm mounted correctly.
4. Review the photos before starting, so you have an idea of what is being explained.
5. If you are replacing the stock triple clamp with Scotts or BRP triple clamps, you can skip to #10.
6. If you already have a Scotts or BRP triple clamp on your bike, it is best to install the SUB MOUNT lower handlebar mounts now, before you remove the triple clamp, as it's easier to remove the bolts from the underside while the triple clamp is still on the bike.
7. Temporarily loosen but don't remove the (4) bolts that hold your handlebars tight.
8. Remove both bolts on the underside of the triple clamp holding the lower handlebar clamps tight to the triple clamp. You need the bars still in the perches in order to remove these bolts on the underside, as they will want to spin while loosening.
9. Remove the lower perches and Install the new SUB mount using the 12x35 Hex head bolts in from the bottom. **DO NOT** use the old hardware that was in your triple clamp on this SUB mount.
10. Now use the bars, temporarily in the clamps, to hold the perches straight while you tighten the bolts and lock washers on the bottom of the triple clamp. Lay the bars forward, out of your way, when done.
11. Remove the number plate and top triple clamp, making careful note of where all the cables are routed.
12. The frame bracket must be mounted squarely if you expect it to stay on. Some bikes have very sloppy welds that come up high enough on the frame to prohibit the bracket from going on all the way. You must file the weld away until the bracket can seat thoroughly and flush with the top of the head tube. Check for any obstructing welds, seal edges, etc., that would keep the frame bracket from seating properly.
13. Our frame bracket must drop down and "bite" enough of the head tube area in order to keep it from coming loose. Try not to change the outside diameter dimension of the head tube where our frame bracket will bite. Only file the weld **downward** allowing the frame bracket to seat down as far as possible, but still bite the true shape of the head tube.
14. Align the frame bracket so the post is in the middle of the frame backbone and tighten the pinch bolt.
15. Grease the floating tower pin and install into the tower, it is designed to float and should always remain greased in the hole.
16. The tower pin can be moved up or down by simply tapping on the pin to move the collar up or down. See photo height. If you have Oversize bars, you will need to move the collar down, which in turn, moves the tower pin upward to reach the slot.
17. Install the new triple clamp making sure that your cables are routed properly, as they were stock, and not in harms way.
18. Tighten the nuts on the bottom of the triple clamp to the specified tightness. Tighten the main triple clamp nut, and fork pinch bolts to the manufacturers specified torque settings.
19. Install the stabilizer using the (2) 6x20 Allen bolts while aligning the tower pin into the slot in the linkarm. It is very important that the tower pin not be touching the bottom of the damper and in fact, should be flush with the top side of the linkarm.
20. Install the bars and upper barclamps and tighten the 4 bolts evenly so the gap between the mounting perches is equal. Be sure all cables are routed properly and are not binding anywhere through the full radius of turning. **Start the bike** and turn the bars again through the full turning radius to be sure your cables do not bind or affect throttle response.
21. If you have any questions, please feel free to call us anytime, as we are here to help you.



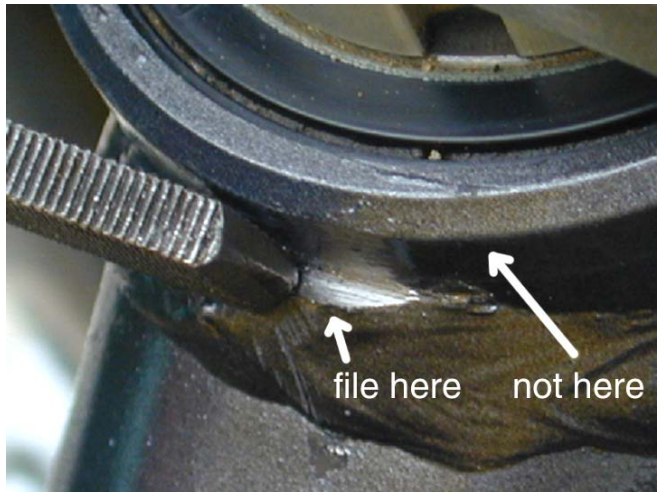
May need to file the weld in a downward way, here.



This shows the bracket flush with to top of the head tube



File until you have 5mm between arrows



file here not here

