

## SUB Mount (Stabilizer Under Bars): FBD-5928 apps using Scotts or BRP triple clamps:

**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. Loosen the fork and main nut pinch bolts 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. All welding slag in or above and slightly below this groove must be clean of welds or slag. Any welds extending into or above this groove must be filed away, but without changing the clamping area diameter. Try not to change the diameter of the clamping area, file only on the welds if possible. Spend a little more time filing carefully and your bracket will stay tight. Any questions, give us a call.
9. Once flush, align the frame bracket so the tower is in the middle of the backbone of the frame. Using **blue** loc-tire only, **not red loc-tite**, ease the setscrews up on each side evenly, just so they touch the groove, **but not tight yet**. The set screws are located on the frame bracket to extend in to & help center the frame bracket on the head tube vertically.
10. Once you have both setscrews **barely touching the groove**, tighten the front 6mm pinch bolt to 6-8 ft. lbs. Be sure the frame bracket is still centered on the back bone and then seat the set screws. The setscrews do not hold the bracket tight, they only prevent it from wanting to work its way downward. The front pinch bolt keeps the bracket tight, so be sure you've allowed the frame bracket to clamp entirely around the circumference of the head tube.
11. Install the stock bearing seal the same way it came off. Install the new bearing shroud (tin cover), which is shorter than your stock unit 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. The SUB mount must be mounted so the (2) bolt-holes for the stabilizer are in line with the steering stem hole as per the photo provided. Solid mounted clamps must use the 12x40 bolts provided in the kit (Do not use the stock 12x35 bolts they are not long enough). Rubber mounted triple clamps will re-use the stock 12x70 bolts already in clamps.
15. Be sure the SUB mount bolts are long enough to reach through and engage the nylok portion of the nut completely.
16. The SUB mount raises the bars 25mm. Lower bend bars are available to bring the bar position almost back to stock.
17. Grease the tower pin and drop it in the tower. Keep it greased and free to float which insures proper alignment.
18. **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.
19. Adjust your steering stops so they bottom **BEFORE** the stabilizer does, or you can damage your stabilizer.
20. See your Owners Manual for "How to" adjust the stabilizer initial settings and adjusting the tower pin height.
21. If you have any questions, give us a call.



Sub mount on BRP Triple clamps



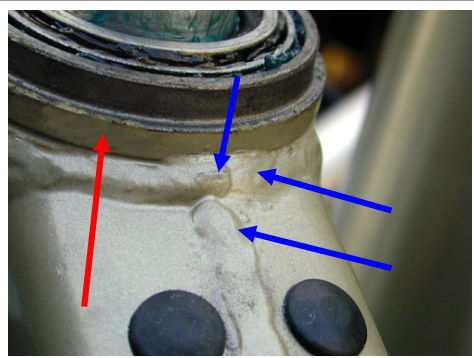
Sub mount on Scotts Triple Clamps



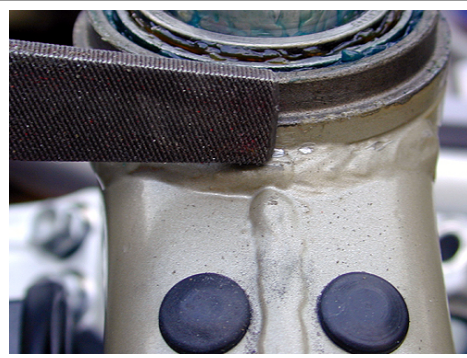
Correctly adjusted tower pin height



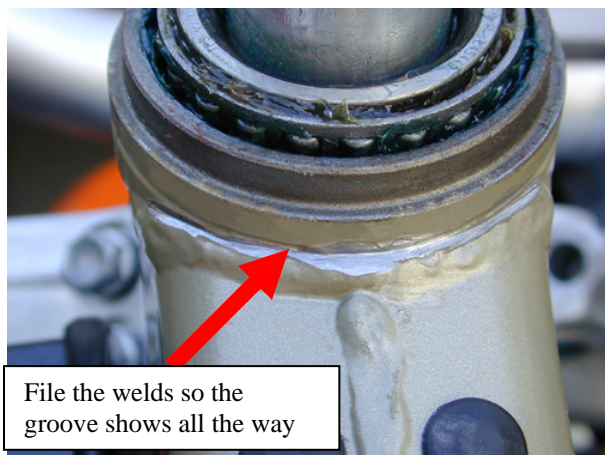
Block the front wheel & forks



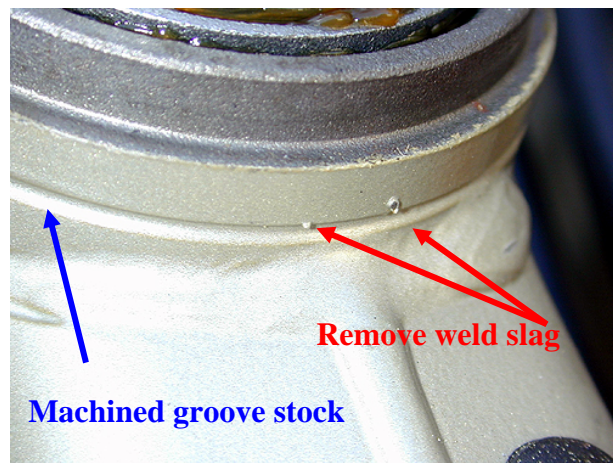
Red arrow shows clamping surface.  
Blue arrows show where to file.



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

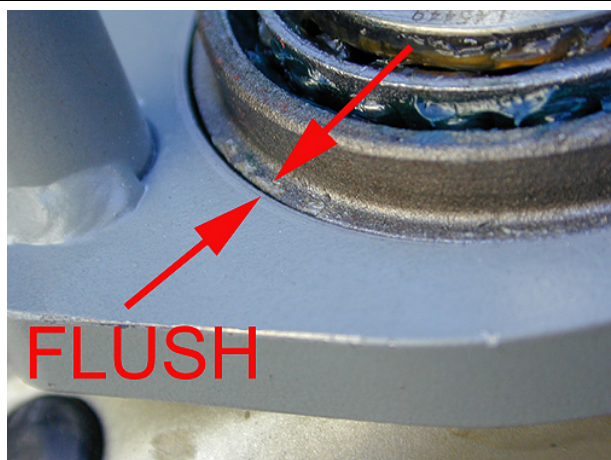


File the welds so the  
groove shows all the way

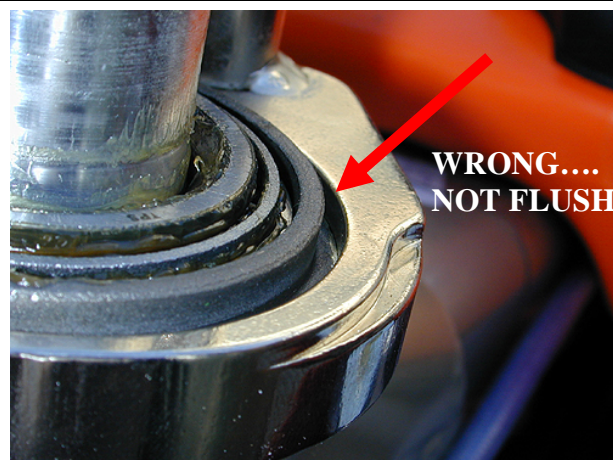


Machined groove stock

Remove weld slag



FLUSH



WRONG....  
NOT FLUSH

