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SUB MOUNT (Stabilizer Under Bars) Installation guidelines for KXF250/450 (6628)

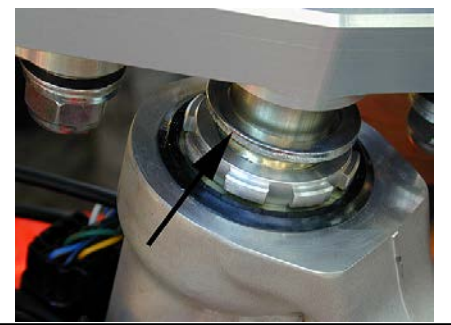
1. These instructions are for the Stock or Scotts/BRP Triple clamps only. Due to space limitations, many after market triple clamps will not work in co-ordination while using our frame bracket. We've tried very hard to give as much clearance without sacrificing strength to accommodate **some** of the after market triple clamps. Each bike varies according to the combination of parts (triple clamps and lower perches) being used, so we can only verify it will fit with stock or Scotts/BRP clamps.
2. Review the photos before starting, so you have an idea of what is being explained. (Photos may not be your exact bike).
3. Temporarily loosen, but don't remove, the (4) bolts that hold your handlebars tight. You need the bars in place for the next step.
4. Remove the 17mm nuts 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 nuts on the underside; otherwise they will want to spin while loosening.
5. Remove the entire handlebar assembly and lay forward out of your way.
6. Remove your number-plate and top triple clamp by removing the main nut and upper triple clamp pinch bolts.
7. Remove the radiator shrouds and fuel tank. (The stock 6x25 tank bolt will be replaced with the 6x30 provided).
8. The next step may require that you file off the small nub at the rear of the head tube in order for the frame bracket to fit right.
9. Some late model bikes require slight filing the casting seams on each side of the head tube before the bracket will seat flush.
10. Install the Scotts frame bracket by removing the pinch bolt and spreading the bracket **gently** with a large blade slot-head screwdriver. Slide it on and tighten the front pinch bolt only a little, tap the bracket lightly with a mallet to insure it is seating **completely** down against the top of your head tube. Tap and tighten, tap and tighten and examine that it's all the way down flush. The frame is cast aluminum and varies from bike to bike. Take your time and get the frame bracket on straight the first time.
11. Only tighten the tank bolt AFTER the frame bracket is flush and the pinch bolt on the frame bracket is tight.
12. The "TAB" on the rear of the frame bracket is made to fit **underneath** your rubber tank mount. If for some reason the tab on the back does not match the frame angle perfectly, you might need to shim it, using a washer as close to the gap as possible, or in rare cases, bend it slightly to match the frame. Try not to bend it if possible. If there is an abnormal discrepancy, re-install it again as it may not be aligned. Be sure there are no casting flaws on the head tube preventing it from seating down all the way.
13. **250 Only:** will need the 3mm washer under the tab to fill the gap between the tab and frame AND you must flip the stock rubber tank grommet over so the thin side of the rubber is on the bottom side of the tank. This allows the shroud bolts to line up. Install and tighten using the new 6x30 Allen bolt supplied. (450 does not use the 3mm spacer or bushing flipped over).
14. Now is the time to install the larger "spacer-ring" over the stem. It goes under the triple clamp and on top of the bearing jam nut, (see the photo below). This spacer keeps the lower rubber cones from hitting the frame bracket.
15. Temporarily, slide the triple clamp back on and turn it full-lock, left to right, to be sure you have the frame bracket centered on the backbone of the frame. If centered, tighten the triple clamp main nut and fork pinch bolts to factory specs, making sure you have enough thread on the main stem. If you do not have enough thread to fully engage the main nut, remove the stock washer from under the main nut so more thread is available and apply a small dab of grease between the nut and the triple clamp surface.
16. With the frame bracket aligned, torque the frame bracket pinch bolt, in front, to 96-108 inch lbs. / 8-9 ft. lbs.
17. Install the new SUB Mount to the triple clamp. On bikes with two sets of holes, use the rear set closest to the rider), using the hardware supplied for your specific application. **Be sure the lower perch bolts extend far enough through the triple clamp to engage the locking portion of the lock nuts on the bottom of triple clamp.**
18. The rubber cones supplied in the kit go in the bottom half of the rubber mounted style triple clamps. You must use the low profile cones in order for the nuts to clear the bracket. Tighten the nut directly against the aluminum portion of the new lower rubber cone **without using a washer**. Apply a small amount of grease where the nut and cone meet to ease the installation.
19. Grease the floating tower pin and install into the tower, it is designed to float and should always remain greased.
20. The tower pin can be moved up or down by simply tapping on the pin to move the collar up or down. See height in photo.
21. Install the stabilizer to the SUB Mount using the (2) 6x20 Allen bolts while aligning the tower pin into the slot in the linkarm but be sure the damper body does not make contact with the tower pin. The tower pin should be sticking through the top of the linkarm with about 2mm showing. This allows the linkarm to move up and down on the flats of the tower pin.
22. Install the bars and upper barclamp and tighten the 4 bolts evenly so the gap between the mounting perches is equal
23. Be sure all cables are routed properly and are not binding anywhere while moving the bars from full lock to lock, left to right.
24. Install the tank using the 6x30mm bolt supplied and install the radiator shrouds. In some cases the tank and shrouds might fit better if you flip the rubber grommet over in the tank mount, so the fat side of the grommet is on the top side.
25. In some cases the damper pointer may hit the bars, this is relative to the kit you are installing. Trim the pointer or remove it.
26. Refer to your Owners Manual on how to set the controls. Call us if you have any questions, we are here to help you.



250 ONLY: you must invert the stock Tank bushing so the thin side is down And install 3mm washer under tab.



Spread the frame bracket gently and slide it on in one clean motion.



Install the spacer here, below the triple clamp and on top of the bearing nut.



Tap, then tighten, tap and tighten until the bracket is down and securely flush



Be sure the frame bracket is all the way down flush with the head tube, all the way around the entire surface.



Frame bracket installed with the tower aligned straight on the backbone.



Note the correct height of the tower pin / Inset picture shows the new lower cone installed on the bottom of the triple clamp