

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) Installation instructions for KLX- KXF 450 (6630)

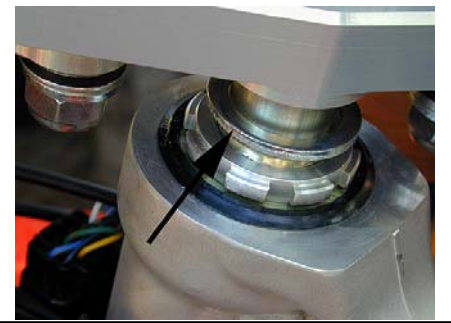
1. These instructions are for the Stock or Scotts/BRP Triple clamps only. Due to space limitations, many after market triple clamps will not work in co-ordination while using our frame bracket. We've tried very hard to give as much clearance without sacrificing strength to accommodate **some** of the 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 but depict the same configuration for installation purposes).
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 to bars still in the perches in order to remove these nuts on the underside, as they will want to spin while loosening.
5. Remove the entire handlebar assembly and lay forward out of your way.
6. Remove your numberplate and top triple clamp by removing the main nut & upper, triple clamp pinch bolts.
7. Next we are going to install the frame bracket. Normally the frame bracket can be installed without removing the fuel tank, but it's easier if you remove the tank.
8. Be sure there are no imperfections in the casting or raised areas where the frame bracket is going to seat around your head tube.
9. Install the Scotts frame bracket by removing the pinch bolt and spreading the bracket **gently** with a large blade slot-head screwdriver. This bracket is intentionally tight, align it carefully, and then it will normally slide down perfectly and around your head tube. It must be started straight or it will feel as though it doesn't fit. You might have to spread it a bit to get the initial "drop on". It is an exact fit, so initial alignment is critical. The frame is cast aluminum and varies in size from bike to bike. Take your time and get the frame bracket on straight the first time.
10. 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 downward and tighten, tap again and tighten and examine that it's all the way down flush.
11. The "TAB" on the rear of the frame bracket is made to fit **underneath** your rubber tank mount. Tighten the tank bolt.
12. If for some reason the tab on the back does not match the frame angle perfectly, you'll need to bend it slightly to match. Be sure you do not dislodge the frame bracket from being down flush while trying to bend the tab, if that's necessary.
13. Now is the time to install the "spacer-ring" between the Triple clamp and Jam nut. 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.
14. 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, making sure you have enough thread on the stem. If you do not have enough thread, remove the stock washer under the main nut so more thread is available.
15. With the frame bracket aligned, torque the frame bracket pinch bolt, in front, to 96-108 inch lbs. / 8-9 ft. lbs.
16. Install the new SUB Mount to the triple clamp using the hardware supplied for your application. Rubber mounted handlebars and solid mounted handlebars use different hardware. **It is critical that the lower perch bolts extend far enough through the triple clamp to engage the locking portion of the lock nuts on the bottom of the triple clamp.**
17. 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.
18. Grease the floating tower pin and install into the tower, it is designed to float and should always remain greased.
19. 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.
20. Install the stabilizer to the SUB Mount using the (2) 6x20 Allen bolts while aligning the tower pin into the slot in the linkarm.
21. Install the bars and upper barclamp and tighten the 4 bolts evenly so the gap between the mounting perches is equal
22. Be sure all cables are routed properly and are not binding anywhere while moving the bars from lock to lock.
23. Refer to your Owners Manual on how to set the controls.
24. If you have any questions, please feel free to call us anytime, as we are here to help you.



Start by feeding the tab under the gas tank mount or remove the tank.



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.

