

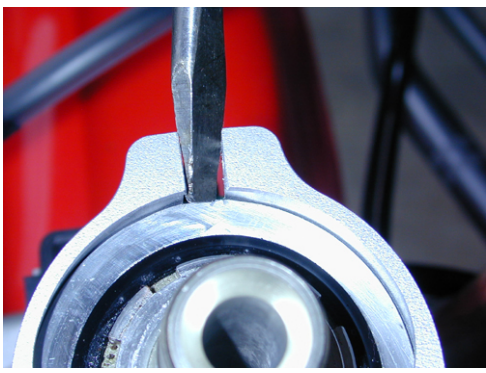


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Suzuki RMZ 250/450 / RMX 450z (6430) SUB Mount installation guidelines:

Notes: These instructions cover sub mounts for both stock and Scotts or BRP triple clamps. The SUB mount raises the relative position of the bar-to-rider height. Lower bend bars are available as an option, if needed. "SUB" mount, stands for Stabilizer Under Bars.

1. Remove the 4 bolts that hold your bars tight, and lay your bars forward out of the way. Remove the fuel tank.
2. Remove the number-plate and top triple clamp, making careful note of where all the cables are routed and keeping them out of harms way. Route them exactly as they were from the factory when re-installing the triple clamp.
3. 07 RMZ 250 models can go directly to # 6 in the instructions now.
4. 08-on models require that the head tube seal be changed. We've provided a new seal for the 08-on bikes to make them similar to the 07 design with a sealed bearing. Grease the head bearing while you are changing the seal.
5. Support the forks by tying them to the frame or blocking both wheels securely. The forks will try to fall off the bike once you remove the jam nut. Remove the jam nut and stock seal cover making note of how much tension is on the bearing tension jam nut. Install the new seal we've provided by using a little grease on the sealing surfaces. Tap the seal into place so it's square and seals on the stem and inner surface of the head tube.
6. Reinstall the jam nut with the exact amount of tension it had when you took it off. This jam nut adjusts the tension on the bearing and should only be tight enough to remove any play but allow free movement while turning the bars.
7. Install the frame bracket by removing the pinch bolt and spreading the bracket slightly, to allow it to slip over the frame head tube. It is intended to fit tightly around the head tube and sit all the way down flush. Be sure there are no obstructions that might keep it from fitting properly such as dings or flaws in the machined area on the head tube.
8. Gently tap the bracket down with a rubber mallet until it seats evenly and completely all the way around the head tube. It's best to snug the pinch bolt a little, then tap and snug, tap and snug until bracket is flush, only then should you tighten the pinch bolt to 6-8 ft-lbs..
9. **Do not bend the tab** that goes under the tank mount. We've provided spacers to fill gaps from casting imperfections.
10. Use the washers provided to space the tank tab properly. You can super glue those washers in place once you know where they fit best on your particular bike. Most bikes use one washer on each side of the frame bracket tab.
11. Install the stock or Scott's triple clamp back on the bike and tighten the main nut and fork pinch bolts to OEM specs.
12. Be sure to tighten the fork pinch bolts after the main nut is tight.
13. We've provided a stem spacer shim that goes over the stem and **under** the triple clamp (on some bikes) depending on the clearance you have between the bottom side of the triple clamp and our frame bracket. This spaces the triple clamp up only enough to allow some more clearance between the lower cones and our frame bracket.
14. If using stock triple clamps, now is the time to install the sub mount by removing the stock lower perches and replacing them with the sub mount assembly.
15. Be sure the nuts are tight that hold the lower perches onto the triple clamp. These are on the bottom of the triple clamp.
16. Grease the tower pin and insert it into the tower. It is designed to float and rotate freely. Keep it greased. It should stick through the top of the link arm with about 2mm showing above the top side of the link arm. The bars are rubber mounted, they will flex. Don't allow the tower pin to make contact with the bottom of the body during this flexing.
17. Install the stabilizer to the SUB mount by first aligning the slot in the linkarm with the tower pin but **BEFORE** you tighten the bolts, check the tower pin height to be sure it does not make contact with the bottom of the stabilizer body. The tower pin height should be adjusted as per the manual. It shows you how to easily adjust the height if needed.
18. Tighten the (2) bolts that hold the stabilizer on, once the tower pin height is correct.
19. Install the bars & tighten the 4 retaining bolts evenly, so the gap between the upper and lower perches is even spaced.
20. Turn the bars left to right, full lock, to be sure nothing on the under side is making contact with the frame bracket and that the cables are free and clear and not pinched are being pulled tight.
21. Rotate the bars slowly from left to right to each extreme and be sure the steering stops make contact and that the stabilizer has not become the steering stop or you can damage the "shear pin", a built in safety feature not found on any other stabilizer. Turning the bars left to right will also allow you to see if you've centered the frame bracket on the backbone of the bike. When the bars are straight ahead, the linkarm of the stabilizer should be centered on the frame.
22. Refer to your Owner's Manual for initial settings and how the controls operate.
23. Should you have any questions, please feel free to call us and we'll be glad to help you.



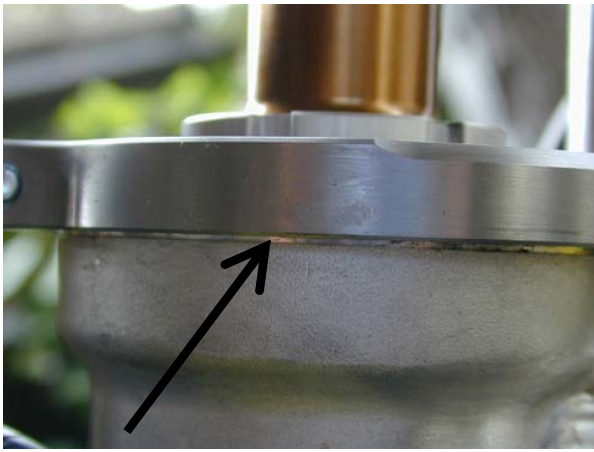
Spread the bracket gently, only enough to allow it to slide over the head tube.



07 Seal on the left.
08 seal on the right.
Must use 07 style seal with our kit to allow frame bracket to fit.



The frame bracket must down flush, all the way around on the top of the head tube.



Once the frame bracket is on, the machined area showing below the bracket, should be equally spaced.



Use the washers provided to space the tab correctly. Usually one below and one above is most common.



Finished SUB Mount shown with the Scotts Solid Mounted Triple Clamp



Some models, not all, may require this stem spacer to give more clearance between triple clamp and frame bracket.