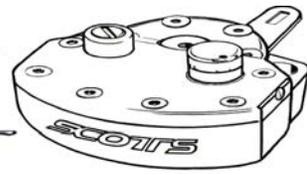


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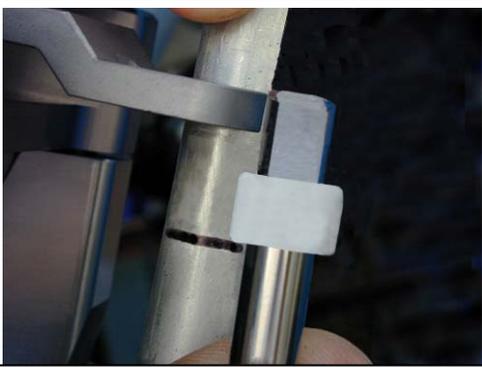


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## ***MOUNTING GUIDELINES FOR UNIVERSAL WELD-ON SUB MOUNT KITS:***

**Notes:** This kit is designed to be used only with stock or Scotts / BRP triple clamps and with Over-sized bars. Standard diameter bars will require our "bar reducers". This kit is for Steel Frames only. Review the photos first to get the idea. The SUB mount raises the relative position of the bar-to-rider height. Lower bend bars are available as an option, if needed.

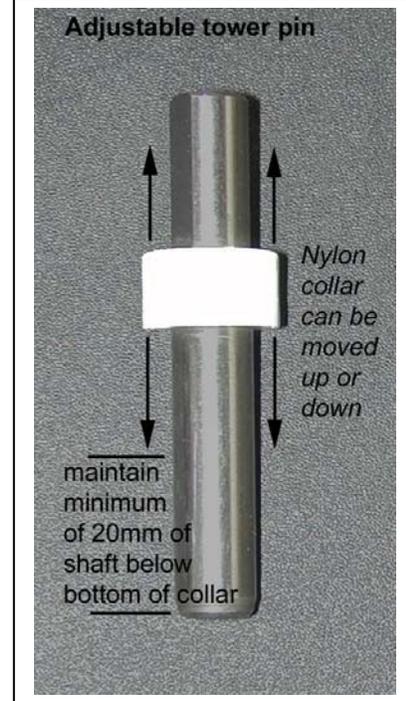
1. Do not attempt any welding operations unless you are fully qualified to do so. Complete new triple clamp kits can go to #7.
2. These instructions cover several styles of mounting. Some points may not apply to your individual mounting procedure.
3. Loosen but don't remove both nuts on the underside of the triple clamp holding the stock lower handlebar perches tight.
4. Remove the (4) bolts that hold your handlebars tight and lay the bars forward out of the way.
5. Remove the stock lower perches from their mounts and Install the new SUB mount using the supplied bolts.
6. Be sure the bolts that hold the lower perches tight to the triple clamp extend far enough through the triple clamp so that the Nylok portion of the nuts, engage the threads on those extended bolts.
7. If installing a complete new triple clamp, take careful note of how the cables are routed and install the triple clamp now. Remember some models such as Ktm, require the front wheel to be securely blocked when changing triple clamps or the forks may try to actually fall away from the bike. The main nut on Ktm models adjusts the bearing tension. It's important that you make a note of how much tension is on that main nut so you reinstall it with the same tension. Make note of it. Refer to your individual models manual for removing and replacing triple clamps. The nuts on the bottom of the perches should be tightened securely, 35-40 ft lbs for rubber mounts and 24-28 ft lbs for solid mounted bars.
8. Rotate the triple clamp left to right, lock to lock, to be sure you have no interference and that the cables are out of harms way.
9. Temporarily install the stabilizer to the sub mount using the (2) 6x20 Allen bolts, so you can verify the weld on tower height.
10. Hold the weld-on tower temporarily in place and make a line where you need to cut it, if necessary, so it fits perfectly up under the link-arm. This should be done **without** the "tower pin" installed. You'll need to mark your line low enough to account for the tower pin **and** collar to fit into the weld-on bracket, so the final position of the linkarm is flush with the top of the tower pin.
11. The weld-on tower can be cut at either end for the proper fit. Grinding at the base to match the contour of your frame is beneficial. When making any cuts to the weld on tower for a SUB mount, you must consider the tube portion is very shallow where the tower pin fits. Don't cut too much off that tower so that the tower pin won't fit. You have limited space to cut, which means, you might need to cut more off the bottom. This is a universal tower and each model application varies in height.
12. **Do not allow the linkarm to bottom out on the tower pin. Keep the pin flush with the top of the linkarm.** (See the photos).
13. After cutting the tower to size, de-burr the hole, remove any chips and install the tower pin applying some grease to the shaft and the hole. The tower pin must be free to float and able to freely move up, down and rotate. Keep it lightly greased so it floats.
14. Try to position the weld-on tower as close to 90° to the link arm as possible. It's ok to be off a little and in some cases you have no choice but to weld it at an angle. The closer to 90° you can get, the better.
15. If you've done a good job of cutting and fitting, the weld-on tower should fit tight enough between the link-arm and frame to allow welding without additional holding devices. If you need some help holding it in place use a little scotch tape until you can tack weld one side. Try to keep the tower pin located in the center of the slot on the link arm when you start to weld. You can use a small piece of welding rod on each side of the tower pin to keep the tower pin centered in the slot during tack welding.
16. The weld-on towers are steel and can be welded with standard welding rod. Be sure your head tube bearings and seals are protected from excess welding heat before starting. We recommend "TIG welding" to minimize heat but any standard welding option is sufficient. Do not attempt to weld unless you are experienced and qualified.
17. **Remove all gasoline far away from the any area that is going to have welding done. This would include your fuel tank!!**
18. Align everything and then **tack-weld only** the tower to the frame on each side. All paint, chrome and debris must be removed before a good weld can be expected. You want to tack weld so you can check for alignment before final welding.
19. Now adjust the base valve knob to full soft and turn the bars *slowly* from full lock to full lock, and be sure it all lines up and that nothing interferes with proper function of the damper or other components on your motorcycle **before making your final welds.**  
**Remove the tower pin before making your final welds so you don't melt the adjustable Nylon collar.**
20. Install the bars into the SUB mount and tighten the (4) upper perch bolts evenly so the gaps are equal in the perch tops. Transfer the rest of your controls and cables, being sure that everything is routed just as it was stock, out of harms way.
21. Grease the floating tower pin and install in the tower, it is designed to float and should remain greased in the hole during use.
22. The tower pin can be adjusted up or down by simply tapping on the pin to move the collar up or down. Be sure the tower pin is not hitting the bottom of the stabilizer during use. The top of the pin should be flush or only 2mm or so sticking through the top of the linkarm on Subs Mounts.
23. Install the tank and seat and double check all cables are routed and functioning properly before riding the bike.
24. If you have any questions, please feel free to call us anytime as we are here to help you.



Marking where to cut the tower



Cutting the tower evenly



Grinding the base to match frame shape



Sub mount weld-on in place



Tower Pin flush as shown, or above top of linkarm by 2mm with rubber mounts.



Try to center the pin in the linkarm slot, use welding rod on each side to hold in place.



Weld on tower in place after welding



Weld on instructions 12/13/11 WO-8