



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) for YZ, YZF, WR, WRF steel framed bikes:

1. **Important Notes:** This kit is designed for use with Scotts or BRP Triple clamps only. Many after market triple clamps will not work in co-ordination with our frame bracket due to space limitations and lack of consideration of other triple clamp manufacturers. We've tried very hard to give as much clearance without sacrificing strength to accommodate **some** after market triple clamps. Each bike varies according to the combination of parts (triple clamps and lower perches) being used.
2. This kit is made for oversize handlebars only and for **steel framed** Yamaha's only. Aluminum frames use a different kit.
3. Review the photos before starting, so you have an idea of what is being explained.
4. If you are replacing the stock triple clamp with Scotts or BRP triple clamps, you can skip to #10.
5. If you already have a Scotts or BRP triple clamp on your bike, it is best to install the SUB MOUNT lower handlebar mounts now, before you remove the triple clamp, as it's easier to remove the bolts from the underside while the triple clamp is still on the bike.
6. Temporarily loosen but don't remove the (4) bolts that hold your handlebars tight.
7. Remove both bolts 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 bolts on the underside, as they will want to spin while loosening.
8. Remove the stock lower perches and Install the new SUB mount using **only** the new supplied hardware. (Why? Rubber mounted sub mounts require studs and the solid mounted sub mounts use the 12x35 Hex head bolts, which are different than your original hardware due to the sub mount physical sizes). **DO NOT** use the old hardware that was in your triple clamp on SUB mounts.
9. Now use the bars temporarily in the clamps to hold the perches in place while you tighten the bolts or nuts on the bottom of the triple clamp. This keeps the perches straight while you tighten them. Lay the bars forward, out of your way, when done.
10. Remove the number plate and top triple clamp, making careful note of where all the cables are routed.
11. **You must cut the outer lip of the seal on top of your head tube before installing the frame bracket. (see photo).**
12. Inspect the inside of the frame bracket and locate the "step" or "lip" on the upper, inner edge. Make sure the bracket seats all the way down, **being careful that the inner "lip" on the frame bracket ring is sitting on top of your head tube, flush!** Do not force the lip over the outside of your head tube, it serves as a "stop" and the "lip" should be touching the top of the head tube all the way around. The frame bracket must be mounted squarely if you expect it to stay on. Some bikes have very sloppy welds that come up high enough to prohibit the bracket from going on all the way. You must file the weld away until the bracket can seat thoroughly. Check for any obstructing welds, seal edges, etc., that would keep the frame bracket from seating properly.
13. Our frame bracket must drop down and "bite" enough of the head tube area in order to keep it from coming loose. Try not to change the outside diameter dimension of the head tube where our frame bracket will bite. Only file the weld **downward** allowing the frame bracket to seat down as far as possible but still bite the true shape of the head tube.
14. Align the frame bracket so the post is in the middle of the frame backbone and tighten the (2) 4mm pinch bolts evenly, doing each a small amount evenly, until they are both tight to 48 in lbs (4ft. lbs.), of torque. You must tighten them evenly and a little at a time is the key to keeping the bracket tight for long life. If you tighten one completely before the other it distorts the bracket and it won't stay tight.
15. Grease the floating tower pin and install into the tower, it is designed to float and should always remain greased.
16. The tower pin can be moved up or down by simply tapping on the pin to move the collar up or down. See photo height. If you have Protaper bars, you will need to move the collar down, which in turn, moves the tower pin upward to reach the slot.
17. Install the bars and upper barclamps and tighten the 4 bolts evenly so the gap between the mounting perches is equal. Install the stabilizer using the (2) 6x20 Allen bolts while aligning the tower pin into the slot in the linkarm.
18. Install the tank and seat. Be sure all cables are routed properly and are not binding anywhere through the full radius of turning.
19. If you have any questions, please feel free to call us anytime, as we are here to help you.

