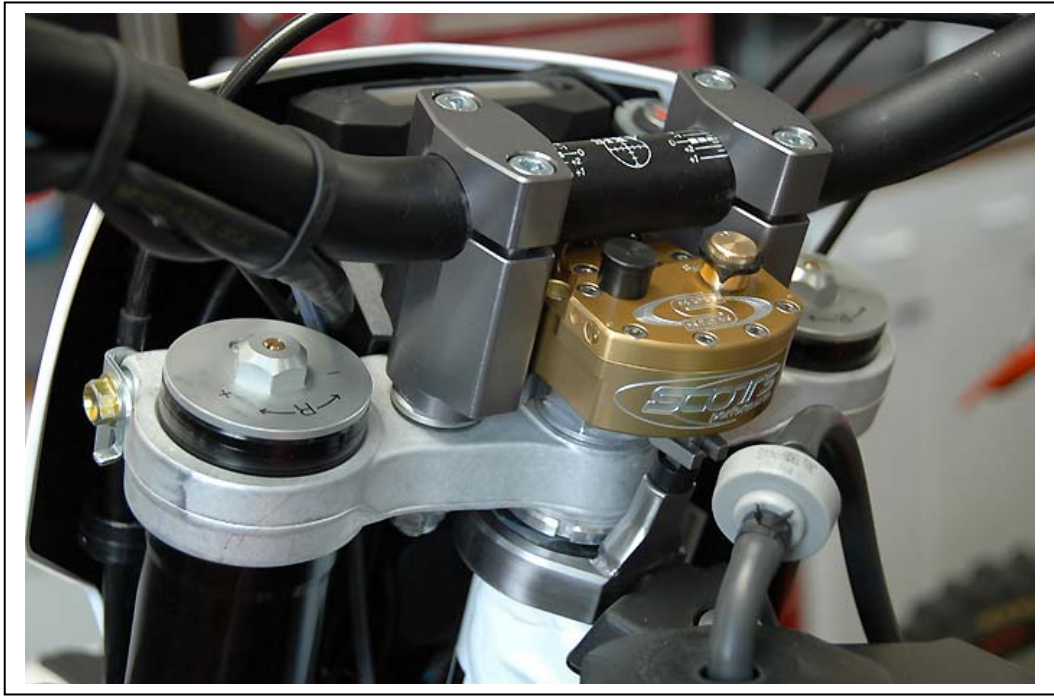


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SUB MOUNT Stabilizer mounting guidelines for Husqvarna 2008-09:

IMPORTANT: Each bike varies with regard to the welds and position of the gussets. You must be sure the frame bracket is seated squarely and down far enough to clear the bearing seal. View the photos 1st. These kits are made to fit Stock, Scotts and BRP triple clamps. We cannot insure they will fit with other after market triple clamps.

1. Photos may not be your exact model but depict the process accurately for mounting Sub mounts.
2. Remove the front number plate and loosen the upper fork pinch bolts.
3. Remove the 2 nuts on the bottom of the triple clamp that hold your handlebar perches to the triple clamp.
4. Remove the 4 bolts that hold your bars tight and lay the bars forward out of your way, making a note of how the cables are routed from the factory.
5. Remove the large nut that holds your upper triple clamp tight and remove the triple clamp.
6. Install the new frame bracket over the head tube, making sure no welds or slag prevents it from sliding down until it's flush with the head tube. There is a flange on the top of this bracket that must sit flush all the way around if you expect the bracket to stay on properly. The goal is to allow the frame bracket to clamp cleanly and squarely around the exposed areas of the head tube. File away any slag or welds that prevent this goal. Most bikes need no filing.
7. Each bike seems to have slightly different welds and gussets, evaluate yours to determine the best fit.
8. Once flush, align the bracket so the tower is in the middle of the backbone of the frame and tighten the pinch bolt.
9. Reinstall the triple clamp and tighten to factory specs, including the upper fork pinch bolts.
10. Install the SUB MOUNT (using stock bolts for the stock triple clamp) (using the special hardware kit provided if you are mounting the SUB MOUNT to a Scotts or BRP triple clamp). Be sure the Nylok portion of the nut fully engages the threads on the bolt that is extending through the triple clamp.
11. Install the bars and tighten the 4 bolts so the gap between the upper and lower perch is equal, front to back.
12. Turn the bars full lock, left to right, and verify the cables are routed as they were from the factory and are not pinched or in harms way. It's a good idea to try this again with the bike running but not in gear.
13. Grease the tower pin and drop it in the tower. Keep it greased and free to float which insures proper alignment.
14. Install the stabilizer onto the SUB MOUNT so the flats on the tower pin match the slot in the linkarm but be sure the tower pin does not make contact with the bottom of the stabilizer **before** tightening the mounting bolts.
15. Because this model has the bars rubber mounted, the stabilizer will flex up and own during use, therefore the position of the tower height is critical (see photos). The tower pin should be sticking through the linkarm slot so approximately 1-2mm of pin shows above the linkarm. Do not allow the tower pin to make contact with the bottom of the stabilizer.
16. Turn the bars slowly left to right and insure the cables and wires are free to move and no binding is felt.
17. On bikes with headlights, check the wires behind the headlight to be sure the frame bracket pinch bolt doesn't interfere with those wires. Zip-tie those wires out of the way if this is the case. Verify clearance at full lock each way.
18. The 2008 TE models use an odometer bracket that sits between the lower perch and triple clamp bushing which may require you to raise the tower pin slightly. See the photos and or you Owner's manual on how to adjust the tower pin height to achieve the correct height as per the photos.
19. See your owner's manual for "How to" adjust the stabilizer initial settings.
20. If you have any questions, please feel free to call us.



Correct tower pin height for this model

