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SUB MOUNT Stabilizer mounting guidelines for Husky TE610/630 2006-on:

IMPORTANT: Each bike varies with regard to the welds and position of the gussets. View the photos first to get the idea of what the goal is for mounting this kit. These kits are made to fit Stock, Scotts and BRP triple clamps only. We cannot insure they will fit with other after market triple clamps.

1. This kit is made to work with the stock fuel tank only. We are working on options for large fuel tanks. Call.
2. Photos may not be your exact model but depict the process accurately for mounting Sub mounts.
3. Loosen 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. Cable routing is very important on this model as they don't have much slack.
5. Remove the lower handlebar mounting perches, making note of the cupped washers and Odometer bracket position. Some models may not use an odometer or the bracket, in those cases ignore the reference to the odometer.
6. This kit is designed to use both stock cupped washers, one on each side of the rubber handlebar mounts, and the ODO bracket in order for the tower pin height to end up in the correct position. You may need to adjust tower pin otherwise.
7. Remove the large 30mm nut that holds your upper triple clamp tight, fork pinch bolts, and remove the triple clamp.
8. With the Triple clamp off, now is the easiest time to install the SUB Mount itself to the triple clamp or at least get the get bolts started as the Allen bolts go in from the bottom, to allow clearance and are difficult to start if you do it later.
9. Install the SUB MOUNT using the **10x70mm Allen bolts and Allen wrench** provided that will go in from the bottom. The 17mm Nylok nuts drop down inside the SUB mount. Be sure the Nylok portion of the nut fully engages the threads on the bolt that is extending up through the triple clamp. Use the stock cone cups and don't forget the ODO bracket before tightening.
10. Install the assembled frame bracket over the head tube, making sure no welds or slag prevent it from sliding down until it's flush with the head tube. 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. Align the bracket straight on the back bone so the fuel tank bolt matches the hole in the frame bracket.
11. The frame bracket has very little adjustment but in rare cases if the holes do not line up well, it is possible to loosen the two bolts holding the upper and lower half of the frame bracket together to allow for better alignment. Normally this is not needed and due to the variations in the bike welds can become more of burden than help. It's just an alternative.
12. Torque all (4) 6mm bolts in this kit to 6-8 ft lbs. Check the bolts after each ride.
13. Install the stem spacer over the main steering stem, this raises the triple clamp to allow clearance on the bottom side between the handlebar bolts and the frame bracket. See the photo of this installation.
14. Reinstall the triple clamp and tighten the main nut to factory specs, including the upper fork pinch bolts.
15. Grease the tower pin and drop it in the tower. Keep it greased and free to float which insures proper alignment.
16. 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.
17. Because this model has the bars rubber mounted, the stabilizer will flex up and own during use, therefore the position of the tower pin 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. The clearances are very tight on this model so each step and spacing is critical for proper installation.
18. On rare occasions, some bikes may require slight filing on the triple clamp if it hits the frame bracket before the steering stops engage. The steering stops must be functional or damage to the stabilizer/ frame bracket will occur.
19. The cable routing is critical. The clutch cable must go over the top of the bars as shown. We offer an **optional** cable guide, should you prefer, part # 1012-0001 which is pictured here. 08-09 Models have a starter cable that must be re-routed to allow full movement from left to right steering movement. We found routing it on the rider side of the radiator crossover hose and up the left outside of the sub mount seemed to be best. Find the best route on your bike accommodating the accessories you might have.
20. Install the bars and tighten the 4 bolts so the gap between the upper and lower perch is equal, front to back.
21. Turn the bars full lock, left to right, and verify the cables are routed properly 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 yet.**
22. See your owner's manual for "How to" adjust the stabilizer initial settings.
23. If you have any questions, please feel free to call us.



Completed kit with optional cable guide shown



Completed kit without optional cable guide shown



Some may need filing at the welds



Some may need filing where black line is



Clutch cable routing is shown here be sure it does not bind at full steering lock.



08-09 starter cable routing on outside of sub mount and on rider side of crossover hose.



Installing the stem spacer BEFORE the triple clamp is re-installed. This raises the triple clamp allowing clearance between the frame bracket and handlebar bolts.



Correct tower pin height for this