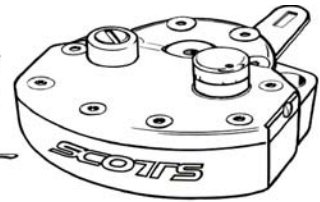


SCOTT'S
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SUB mount Installation guidelines for the Husky WR 250/300:

Notes: This kit is designed to be used only with the stock or Scotts or BRP triple clamps and with Oversized bars such as Protapers. Review the photos before starting so you have an idea of what is being explained and why. Following these instructions step by step will save you time. The SUB mount raises the relative position of the bar-to-rider height. Lower bend bars are available if needed.

1. Photos may not be your exact model but depict the same configuration for mounting purposes.
2. If you already have Scotts or BRP triple clamps, you can proceed to #7.
3. For stock triple clamps, remove both 17mm nuts on the underside of the triple clamp holding the lower handlebar clamps in place.
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 the rubber mounts, **be sure the rubbers, inner cones and outer washers stay in place.** If you lose any of those stock parts, the sub mount clearances will be affected and more than likely not fit correctly.
6. Install the new SUB mount using the stock bolts, nuts and washers (except 04-05 250's which will require 10x80 Allen bolts to replace the stock 10x65 Allen bolts). Our sub mount replaces the stock lower perches.
7. The bars must be placed in the lower perches temporarily in order to tighten the nuts on the bottom of the crown.
8. Remove your number plate and top triple clamp by removing the main nut on the triple clamp and the fork pinch bolts.
9. Install the Scotts frame bracket by removing the pinch bolt and spreading the bracket with a large blade slot-head screwdriver. This bracket is intentionally tight, so it has to be spread and aligned carefully, then it will slide down perfectly and around your head tube. It must be started straight or it will feel as though it doesn't fit. It is an exact fit, so initial alignment is critical.
10. Slide the bracket down and examine if it drops below the top surface of the head tube. Due to the clearance between the nuts on the bottom of the triple clamp and the frame bracket, it is important the frame bracket be installed as far down as possible so the nuts do not hit the frame bracket.
11. In some cases, more than not, you will have to file some of the weld at the back of the head tube to allow the frame bracket to drop down far enough for the nuts to clear. Use the picture provided as a gauge.
12. Once you feel your pretty close, slide the triple clamp back on and be sure the nuts do not hit the frame bracket through its entire turning radius, full left to right steering stop. (Some models may need steering stop mods).
13. If the damper bottoms before the steering stops make contact, you may need to drill and tap a 5mm bolt into the aluminum lug on the lower triple clamp so you extend the steering stop. The damper cannot serve as the steering stop.
14. Once you have clearance, be sure the frame bracket is straight on the backbone of the bike and tighten the pinch bolt.
15. Position the radiator hose so it is not pinched or being bound or kinked in any way. We've machined the bracket to allow for the hose to sit very close without being pinched.
16. Install the triple clamp and tighten the main nut back to original specifications. Don't forget to tighten the Fork pinch bolts too!!
17. Now is the time to transfer your throttle from the old bars to the new bars (if applicable) while you have some slack in the cables.
18. Install the new 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.
19. Grease the floating tower pin portion that will drop into the hole and install it into the tower. It is designed to float and should remain greased during use. Do not allow the tower pin to get rusty or dry, this can deter from the function of the stabilizer.
20. The tower pin can be adjusted up or down by simply tapping on the pin to move the collar up or down. See photo height. Be sure the tower pin is not hitting the bottom of the stabilizer during use.
21. Install the stabilizer to the SUB mount by first aligning the slot in the linkarm with the tower pin. **BEFORE** you tighten the bolts for the stabilizer, check the tower pin height to be sure it does not make contact with the bottom of the stabilizer body. In rare cases, the steering stem itself maybe too tall and hit the nut on the bottom of the stabilizer. In these rare cases the stem will need to be filed, which should require only a small amount. Husky stems vary in length. Double check you have all the rubber cones, spacers etc in the triple clamp, as this error can also cause the nut to hit the stem.
22. If you have any questions, please feel free to call us anytime as we are here to help you.



Shown here is some filing at the back of the head tube until the frame bracket is allowed to sit down far enough to clear nuts.



Here is the frame bracket installed, not pinching the radiator hoses and allowing the bracket to clear the nuts on triple clamp.



The Black Sub mount in this photo is only to help pronounce the part for the photo and installation ease. The actual Scotts Sub Mount is Titanium in color. Pictured is the TE sub mount.



Some models will need to have 5mm bolts installed to limit the steering stops by drilling and tapping the lower triple clamp steer stops and adjusting the bolt so the damper does not serve as the stop. The picture at left gives you the idea of how to accomplish that goal. Allen heads with jam nuts are best, but any 5mm bolt will work. Check these bolts after crashes to be sure they are not bent. If the damper becomes the steering stop then the “shear pin” on the bottom will more than likely do its job and shear off to protect the main vane in the stabilizer.