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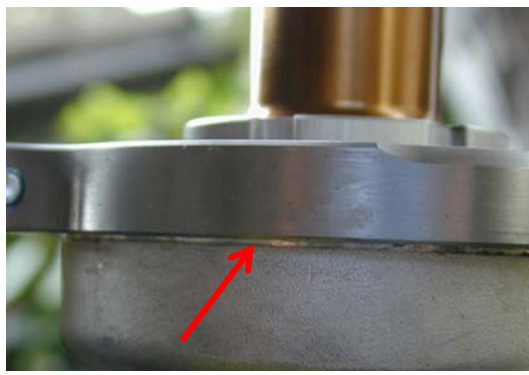
Suzuki RMZ 250 (6431-02) SUB Mount installation guidelines:

Notes: These instructions cover sub mounts for both stock and Scotts or BRP triple clamps. The SUB mount raises the relative position of the bar-to-rider height. Lower bend bars are available as an option, if needed.

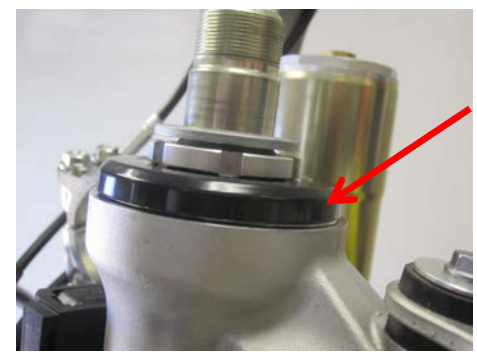
1. Remove the 4 bolts that hold your bars tight, and lay your bars forward out of the way.
2. Remove the number-plate and top triple clamp, making careful note of where all the cables are routed and keeping them out of harms way. Route them exactly as they were from the factory when re-installing the triple clamp.
3. Support the forks by tying them to the frame or blocking both wheels securely. The forks will try to fall off the bike once you remove the jam nut. Best method for this is to run a tie down from one side of your front axle, over the area where your tank mounts and back down to the other side of the front axle. Make it tight so the forks cannot fall off.
4. Remove the jam nut making note of how much tension is on the jam nut. Remove the black dust cover from the jam nut, it will NOT be used. The head tube bearing is a sealed bearing and the dust cover is not mandatory.
5. Reinstall the jam nut with the exact amount of tension it had when you took it off. This jam nut adjusts the tension on the bearing and should only be tight enough to remove any play but allow free movement while turning the bars.
6. Install the frame bracket by removing the pinch bolt and spreading the bracket slightly, to allow it to slip over the frame head tube. It is intended to fit tightly around the head tube and sit all the way down flush. Be sure there are no obstructions that might keep it from fitting properly such as dings or flaws in the machined area on the head tube.
7. Gently tap the bracket down with a rubber mallet until it seats evenly and completely all the way around the head tube. Be sure the tower is aligned straight with the back bone of the bike. Snug the pinch bolt a little, then tap and snug, until the bracket is flush, only then, tighten the pinch bolt to 6-8 ft-lbs. This is very important if you expect the bracket to stay on during heavy use.
8. The 450's have some clearance issues so follow this step precisely: Put the provided stem spacer over the steering stem so it will be below the triple clamp and consequently raise the triple clamp up the thickness of that spacer. The main nut will be installed with no washer, only grease on the side the nut makes contact to the triple clamp.
9. Some 250's may require step 8, if the cones on the bottom of the triple clamp hit the frame bracket.
10. Install the stock or Scott's triple clamp back on the bike & tighten the main nut to the OEM specifications (no washer).
11. Be sure to tighten the fork pinch bolts after the main nut is tight.
12. If using stock triple clamps, now is the time to install the sub mount by removing the stock lower perches and replacing them with the sub mount assembly.
13. 450's only: must use (1) 10x20 washer provided under each side of the SUB mount that sits between the bottom of the sub mount and the top of the rubber cone in the triple clamp. This is mandatory for clearance of the stabilizer to the top of the stem and linkarm clearance to the main nut.
14. Be sure the nuts are tight that hold the lower perches onto the triple clamp. These are on the bottom of the triple clamp.
15. Grease the tower pin and insert it into the tower. The tower pin is designed to float and rotate freely. Keep it greased. It should stick through the top of the link arm with about 2mm showing above the top side of the link arm. Because the bars are rubber mounted, they are going to flex. Don't allow the tower pin to make contact with the bottom of the body during this flexing.
16. Install the stabilizer to the SUB mount by first aligning the slot in the linkarm with the tower pin but BEFORE you tighten the bolts, check the tower pin height to be sure it does not make contact with the bottom of the stabilizer body.
17. Once the tower pin height is correct, only then, tighten the (2) bolts that hold the stabilizer on.
18. Install the bars and tighten the 4 retaining bolts evenly, so the gap between the upper & lower perches is evenly spaced.
19. Turn the bars left to right, full lock, and be sure nothing on the under side is making contact with the frame bracket and that the cables are free and clear and not pinched are being pulled tight.
20. Rotate the bars slowly from left to right to each extreme and be sure the steering stops make contact and that the stabilizer has not become the steering stop or you can damage the "shear pin", a built in safety feature not found on any other stabilizer. Turning the bars left to right will also allow you to see if you've centered the frame bracket on the backbone of the bike. When the bars are straight ahead, the linkarm of the stabilizer should be centered on the frame.
21. Refer to your Owner's Manual for initial settings and how the controls operate.
22. Should you have any questions, please feel free to call us and we'll be glad to help you.



Spread the bracket gently, only enough to allow it to slide over the head tube.



The machined area showing below the bracket should be equally spaced to be sure it's flush.



Remove the black dust cover shown here. The stock head bearing is a sealed bearing does not require this additional dust cover.



This shows the dust cover removed.



Install the provided stem washer on top of the jam nut, and under the triple clamp



450: install the 2mm washers between the cone and bottom of the sub mount



450's: install the washer detail as show above to obtain the correct spacing for linkarm to tower height.