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## **SUB mount Installation guidelines for the CRF450 L / CRF450 X (6724):**

**Notes:** This kit is designed to be used only with the stock or Scotts/BRP triple clamps and with Over-sized bars such as Protapers. Standard diameter bars can be used but will require our “bar reducers” to convert the oversized mount back to standard size. 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. Review the photos first to get an idea of the entire process. (Photos may not be your exact model but depict the same process).
2. Remove both 17mm nuts on the underside of the triple clamp holding the stock lower rubber mounting cones in place.
3. SUB mounts are made for oversize bars. Standard diameter bars will require our bar mount reducers in order to fit properly.
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 and Install the new SUB mount using the supplied 12mm bolts.
6. This Sub Mount is adjustable, meaning you have a choice of where you want the bars positioned. See the additional instructions provided that show how to utilize either mounting position of this adjustable Sub Mount. *If you choose to move the bars to the forward position, this normally requires trimming to the outer rubber portion of the key, as it touches the barclamp. One side of the key is fatter than the other side, so you can file one side, or both sides, if you want the key to fit either way.*
7. Replace the stock lower rubber cones in your triple clamp and install the new Scotts cones provided in the kit. The stock rubber cones **will not** clear our frame bracket. Tighten the nuts **without using any washers!** The nuts butt directly against the aluminum portion in our rubber cone, using a little grease where the nut meets the cone is helpful. (We supply washers for models that have enough clearance to use washers).
8. Perform this operation now, as you won't be able to loosen the nuts as easily, once the triple clamp is off the bike.
9. Get all your handlebar conversions, cones and nuts mounted BEFORE removing the triple clamp. It's much easier done first.
10. Remove number plate, upper handlebar clamps and top triple clamp by removing the 32mm nut and the fork pinch bolts.
11. **L model;** remove the headlight first. Cut the cable tie to allow the wiring to come free of headlight. Sand any burrs left where the tie is cut so the wires are not subject to abrasion upon reassembly. Use the supplied cable tie when reassembling this later on. Don't try to take off all the instrumentation on the L, just lift the triple clamp off complete and either hang the entire assembly from the rafters using tie downs or have someone hold it the assembly while you install the frame bracket. Unplug the headlight plug by **pushing down on the tab**, not prying upward on it, see photo.
12. Sand or file any casting bumps or flaws around the head tube preventing it from clamping cleanly. There is usually a casting seam on the front side of the head tube that should be sanded or filed smooth, creating a circular head tube that matches our bracket.
13. 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, aligned carefully, and 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.
14. The initial installation of the frame bracket is very important in order to retain a long life of your stabilizer kit.
15. Tap the bracket with a soft mallet to insure it is seating **completely** down against your head tube. **This is very important!**
16. When it's installed properly you can see the top lip of the frame bracket touching the entire circumference of the head tube.
17. Torque the frame bracket pinch bolt to 96-108 inch lbs. / 8-9 ft. lbs. As shown in the picture.
18. Slide the triple clamp back on temporarily, and turn the bars left to right to be sure you have the frame bracket centered.
19. **Examine the nuts carefully on the bottom, as they will have to be positioned to clear the pinch bolt on the frame bracket.**
20. Now is the time to transfer your throttle from the old bars to the new bars while you have some slack in the cables.
21. 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, **out of harm's way.**
22. Grease the floating tower pin and install in the tower, it is designed to float and should remain greased in the hole during use.
23. 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.**
24. 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.
25. If you have any questions, please feel free to call us anytime as we are here to help you.



Sand the casting flaws until the frame is smooth and round to mount to.



Mount the frame bracket around the head tube and all the way flush.



Unplug the headlight by pushing "down" on the tab, not upward.



Remove bolt & spread bracket to install



Tap bracket down until securely flush



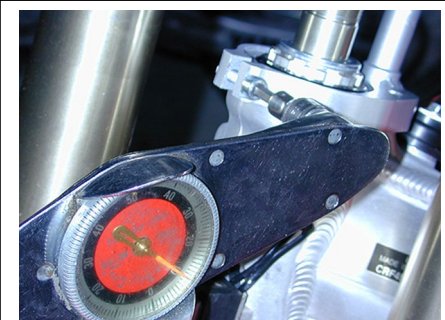
Use our replacement cone on the bottom



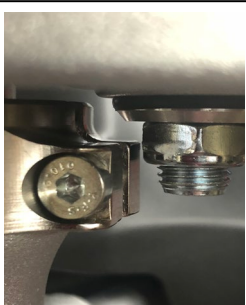
This shows the stock mounting perch assembly but with our cone at bottom.



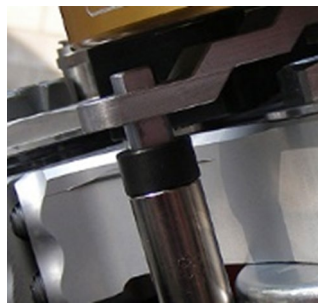
Be sure the frame bracket is all the way down flush with the head tube, all the way around the entire surface.



Torque the frame bracket pinch bolt to at least 96-108 inch lbs., or the equivalent of 8-9 foot lbs.



Position nut to clear the frame bracket pinch bolt



Shows correct tower pin height



Photo may not be your exact model but depicts the concept in general.