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YAMAHA TENERE 700 mounting guidelines for Kit # SUB 5649:

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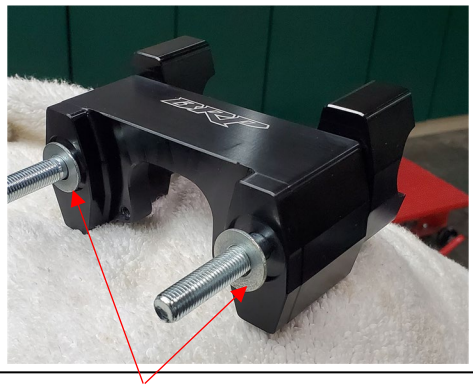
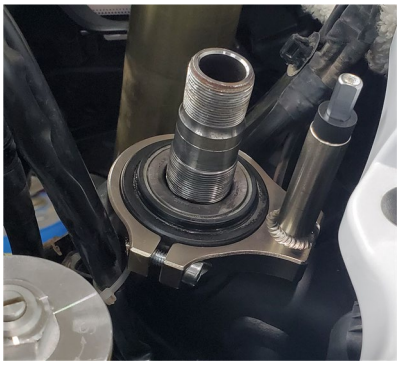
1. (This kit will not clear the Acerbis after market fuel tank without modifying the empty tank slightly with a heat gun.)
2. It is essential to use **Blue Loctite** or an equivalent thread locking agent on all the bolts in this kit.
3. View the pictures first, to get an idea of the concept of what is being described. Remove any other steering stabilizers.
4. You will be removing the top triple clamp, so it is critical to keep the lower triple clamp and forks up tight to the frame with a tie down, or it can roll away. Hook the front axles and tie to something above the bike, like rafters, or raise the rear end, forcing the front wheel onto the ground and block it, so it cannot roll. ***The forks must kept tight to frame.***
5. Remove the 4 bolts that hold your handlebars tight. Lay the bars forward out of the way. Wrapping the bars in a towel is helpful to prevent any scratching of your cosmetic parts while this installation is performed.
6. Unfasten 3 wire-harness clips under the triple clamp, near the key switch, to allow easy removal of the top triple clamp.
7. Remove the stock lower handlebar perches. There is a washer under each side of the stock lower perches that must be reinstalled between the bottom of the SUB and triple clamp. You will notice the recess they fit into on the bottom side.
8. Install BRP SUB Mount using 10mm x 100mm bolts provided. Be sure to install OEM washer between BRP SUB mount and top of triple clamp. Install flat washers and Nylock nuts to the bottom side and torque to 35 ft./lbs.
9. Loosen the upper fork pinch bolts, removing one so you remember to tighten them back up, and remove the upper triple clamp, which might require slight tapping with a rubber mallet, do not use a metal hammer. (Top nut is 27mm).
10. You will see a metal lock tab and two retaining castle nuts, note how they fit and the tension on them as you remove them. The lowest one adjusts the tension on your steering head bearings, its tension is critical, so make a note of its tension for reassembly. The second castle nut is a lock retainer for the first nut. There is a rubber washer between the two castle nuts. Note how they all fit together so you can copy that upon reassembly.
11. Remove the stock tin bearing-dust-cover which exposes the head bearing. Grease the bearing if dry, but keep the grease away from where our frame bracket is going to mount, which is around the head tube. Keep that area dry & clean.
12. Install the frame bracket. Spreading frame bracket ring slightly will allow for easier installation onto head tube.
13. The frame bracket ring will need to be a minimum of .080" below top of head tube to ensure the supplied dust cover does not rub against frame bracket. Once centered & at the desired height, torque the 6mm pinch bolt to 6-8ft lbs.
14. Install the new bearing shroud supplied and check to see that it is not touching the frame bracket ring.
15. Install the bearing-tension-preload-adjuster-castle-nut and torque to factory specs or the tension it was when removed.
16. Install rubber washer followed by the upper castle nut. Tighten until you have the slots aligned on the castle nuts.
17. Install metal lock tab clip. Be sure tabs of this clip drop down into the aligned slots of both castle nuts.
18. Reinstall the triple clamp followed by stem washer and 27mm nut. Torque stem nut & fork pinch bolts to factory specs.
19. Install the Scotts Steering Stabilizer using (2) 6x20 Allen bolts supplied, aligning the tower pin into the link-arm slot. Do not allow the tower pin to make contact with the bottom of the stabilizer. The tower pin should stick through the link arm only slightly, 1-2mm, so as the rubber sub mount flexes, the link arm is guided freely during upward and downward movement. If the tower pin makes contact with the stabilizer it can damage the stabilizer.
20. Install handlebars and tighten the top bar clamps, using the 8x35mm bolts supplied, so the gap between the perches is even, and tighten to 24-26 ft. lbs. of torque. Be sure to route the cables as they were when you removed the bars.
21. Start the bike and slowly turn the bars side to side to full lock to insure the cables are free to move and not binding.
22. The stabilizer has 3 fully adjustable valving systems. Start with *softer settings and work up to where you like it.
23. *See your owner's manual for "How to" adjust the stabilizer initial settings. If you have any questions, please Call us.

It's critical to tie the forks up to the rafters, as when the triple clamp is off, the forks can roll away from the bike.

Blocking both front and rear wheels is a good idea to prevent "roll-aways" once the triple clamp is removed

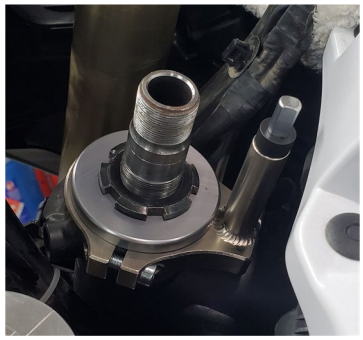


Install the stock washers from your lower perches onto the SUB mount bolts that protrude through. Note the recess.



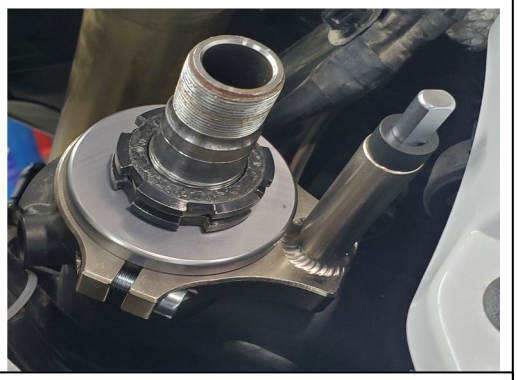
Frame bracket installed and sitting below top of head tube so shroud does not touch

Install the newly supplied bearing shroud and be sure it's not touching the frame bracket



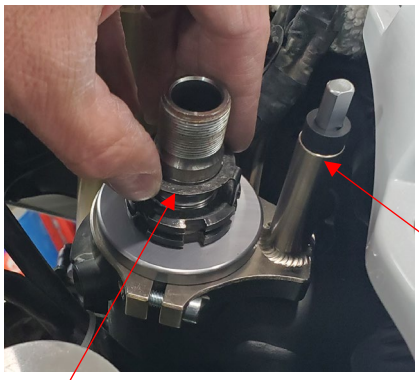
Install the first castle nut to the tension it was before coming off. This nut adjusts the tension on the head bearing. See factory specs.

Install the second castle nut and washer in between, this is the lock nut, or jam nut.



Tighten nut #2 against the first nut and align the castle nuts so the slots match allowing the tab to drop into the slots.

Install the tab so it fills both sets of slots on the castle nuts



Grease the tower pin shaft where it fits into the tower and keep it grease so it's allowed to float.

Tab being installed into aligned slots on both castle nuts.

Finished kit with linkarm and tower pin properly aligned.

Yamaha Tenere 700
SUB-5649