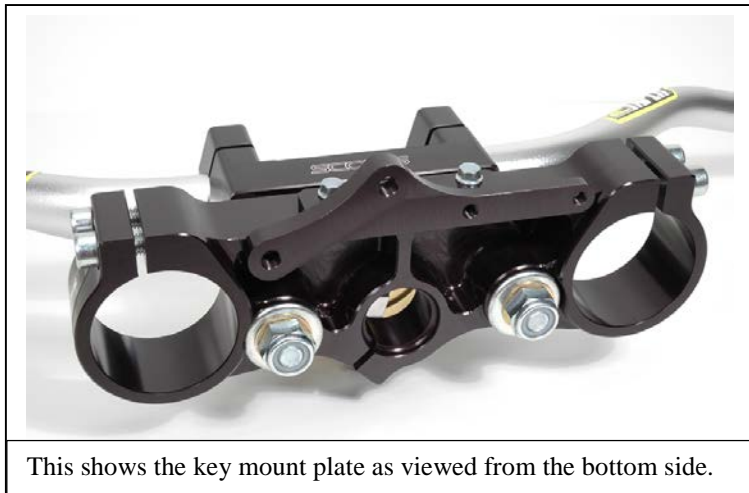


Installation guidelines for “most” Ktm 950/990 Adventures:

IMPORTANT: Provided here are **guidelines** for most of the possible variations, however, each bike varies. Due to the close tolerances and variations from the factory welds, the installing mechanic will have to be adaptable for each bike's variations. If you're not sure, call us first. **This kit requires drilling out the “headless” security bolts that hold the key switch on.** This kit is designed to retain the stock locking mechanism, unless of course the locking bracket has been welded exceptionally high.

1. **Warning: Once the triple clamp is loose, the forks can roll away from the bike!!** We recommend removing the front wheel and the forks to gain access all the wiring and key switch, but it's not mandatory. EFI models have a security wire that care must be taken not to break. It can be unplugged if you trace the wire back to where the plug is.
2. Block the front tire securely before removing the top triple clamp, so the tire cannot move forward. It's best to tie the forks up to something above you, like the rafters, using tie downs. Once the forks start to come off while working, it's extremely difficult to get them back together without help. Block the back wheel up also, so it puts pressure on the front end, forcing it to stay in position. Spend the time setting this up correctly and your installation will go easier. Another option is to hook a tie down under the lower triple clamp on the left side, wrap it up and through the frame, avoiding wires and down to the ride side front axle. Pull the tie down up slightly and it holds the forks in place.
3. This kit requires removal of the headless “Security” bolts that hold the key switch in place. These bolts will need to be drilled out in order to remove them, pictures below. Drilling is fairly easy, if you follow these instructions.
4. Examine all the wire and cable routing before removal and make notes of where everything goes.
5. It's easiest to remove the windshield (6 bolts), so it's out of the way while working, but it's not mandatory. Some folks like to remove the side cover shrouds or anything else in harms way, to avoid scratching something by accident.
6. Remove the 4 bolts that hold your bars tight and lay the bars forward out of the way (Bungie or tie to the front of bike).
7. Unplug the ignition key plug located on the right side of the frame. Follow the wire until you see the plug. Lift UP on the small tab while pulling and the plug will pull apart. Cut the zip ties holding the wire to the frame rail.
8. Remove the cable guide from the triple clamp or detach the cables from the guide.
9. **Be sure the front end is securely blocked or tied to something secure above the bike.** Remove the top triple clamp, taking note of how tight the main nut is, so you can re-tighten to the exact tension for the bearing. The main nut merely provides the correct tension on the head tube bearing, so the tension is critical. The nut will not be tight coming off. No need to remove the fairing as the triple clamp bolts and pinch bolt can be removed with a short socket. Once the fork and triple clamp pinch bolts are loose, the main nut can be removed. It's difficult to get a wrench on the main nut. We were able to sneak the stock KTM axle wrench in there, otherwise, you may have to loosen the lower bar perches using an 8mm Allen wrench and a 17mm socket for the underside nuts. Once the nut is off, lift the triple clamp off **carefully**, trying not to disturb the blocked-front-wheel.
10. **We've provided a spacer to slide over the stem to keep the forks tight while you work on the key switch.** Use the stock nut to hold the spacer against the tin shroud to keep the bearing and forks happy and tight while you work on the key.
11. Triple clamp off, flip it over and center punch, dead center, the (2) 8mm bolts holding the key switch tight. Drill a small hole down the center, increasing the size until the head of the bolt falls off. If you have a screw extractor you can remove the bolt with approximately a ¼” hole (6mm). Option 2: use a Dremel tool or hack saw to cut a slot in the head of the bolt, large enough for a large slot head screwdriver, preferably using a hand impact driver to get the bolt removal started, as they use a lot of loc-tite on the stock bolts. Heat on the loc-tite works too, careful of the key housing though.
12. Transfer the Key switch and the cable guide from your stock triple clamp to the new Scotts Triple clamp. **Be careful not to damage the “security” wire found on late model bikes**, as it's crowded in where all this stuff mounts. Use the new 8x12mm Allen bolts provided in the kit for the key switch and use the stock 6mm Allen bolts for the cable guide. Once tight, a dab of silicone to fill the heads of these Allens will help prevent a would-be theft from undoing them.
13. The new Triple clamp is pre-assembled, be sure to double check the tension of the 17mm nuts on the bottom.
14. (2) People best perform next step. Installing the new upper triple clamp will be a little harder going on as the forks mis-align slightly when the top clamp is off. **Do not pound on the upper triple clamp**, or the forks will try to come off the bike. If you gently push the front wheel backward just slightly, the triple clamp will slide right on. Align both fork holes and the stem hole and it will go right on. Seat the main nut to the tension it was originally. Remember the main nut on your KTM adjusts the tension on your head bearing. Do not over tighten the nut. It should be seated just enough to be sure the triple clamp is all the way on and then backed off to a point where all the play is out of the bearing. Tighten the provided fork pinch bolts, **do not use your stock bolts**., Tighten the 8x25mm main stem Allen pinch bolt, only after the tension on the main nut is correct. Route all the cables and wires as they were before.

15. Now examine the underside of the triple clamp and be sure the nuts that hold your perches tight are not making contact with your steering lock bracket. Occasionally the factory welds this bracket higher on some models, which means if it hits, you may have to tap the bracket slightly downward to get the nuts on the bottom to clear it. The key lock has some clearance to allow for some adjustment to this steering lock bracket. This is a rare occurrence, but your options are to bend the bracket downward slightly or grind either the bracket or some of the nut until you have clearance. If you grind be sure you don't ruin the locking portion of the nut. If you have one of these rare occurrences and you're not sure, give us a call and we'll try to help. A small tap here or a little filing there usually cures the problem.
16. Find the 2 small black pop rivets in the frame just behind the head tube. Using a pen or small drift, push the center of the pop rivet through the other side and remove the rivet from the frame, exposing the 6mm threaded holes. It's a good idea to run a 6mm x 1.00 tap through the hole first to remove the paint. Install the frame bracket as per the photo below using the (2) 6x20 Allen bolts and loc-tite. It only fits properly one way.
17. Grease the tower pin and install into the frame bracket. It should always remain greased and free to float in the tower.
18. The tower pin must be carefully positioned on this model due to the rubber mounts, as the stabilizer will flex up and down with your bars. Keep the top of the pin flush with the top of the linkarm on the stabilizer body. (see photo).
19. Install your stabilizer now to the matching bolt holes in the lower perches, we refer to this type mount as a "SUB MOUNT" where the stabilizer is under the handlebars. The tower pin should match the slot in the linkarm.
20. **BE SURE the tower pin does not make contact with the bottom of the stabilizer body, the pin can be raised or lowered. See you Owners manual on how to raise or lower the collar on your tower to prevent damage from pin to body.**
21. Because these are rubber-mounted bars, the linkarm is going to move up and down during use.... Read #17 again now.
22. Install your bars and tighten the 4 bolts evenly, so the gap is equal between upper and lower handlebar perches.
23. Slowly turn the forks from full left to right and verify the Cables do not get pinched anywhere, are routed cleanly out of harms way, and are long enough. Start the bike and do the same again to be sure nothing is binding before riding.
24. Finish installing any other items you've removed and initially check your head bearing for correct tension.
25. Refer to your Owners Manual for initial damper adjustments. Call if you have any questions, we are here to help you.





Block the front wheel securely!!



Roll the bars up out of the way and tie up.



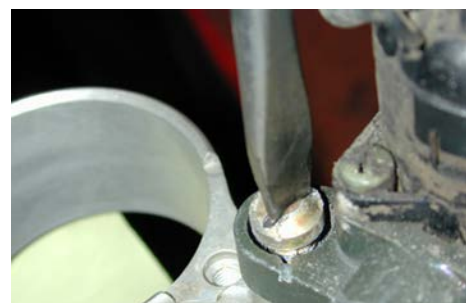
Locate and unplug ignition switch right side



Drill a hole dead center for an easy out or..



Cut a slot in the head for a screwdriver



Hand impact driver or good slot head



Frame bracket holes- plastic rivet covers



Frame bracket installed-note tower pin height



Key and cable guide on new triple clamp



Tool to hold forks on while working with TC off.



Yes the factory Dakar bikes use our stabilizer



Pictured is the prototype solid mounted race version on the Dakar bike. Your kit will be the newest Generation rubber sub assembly.