

## Installation guidelines for “most” Ktm 950SE (Super Enduro):

**IMPORTANT:** Provided here are **guidelines** for most of the possible variations, however, each bike varies. It's critical for the installing mechanic to verify he has the correct parts for your individual bike's options. Due to the variations from the factory welds, the installing mechanic will have to be VERY 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 the stock bike.** This kit is designed to retain the stock locking mechanism unless the locking bracket has been welded exceptionally high.

1. **Warning: Once the triple clamp is loose, the forks can roll away from the bike!!** Block it up properly to start with.
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, or a tie down from the front axle up and over the frame backbone and then underneath the lower triple clamp. 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.
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. Removal 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. Remove 2 bolts that hold the headlight shroud in place. Be careful not to lose the small bushings that fall out easily.
6. Follow the wire from the ignition switch to the wire loom in the headlight shroud and unplug it. There is no locking tab on this plug, so you can usually undo it without having to disassemble the wiring.
7. 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).
8. **Be sure the front end is securely blocked or tied to something above the bike.** Remove the top triple clamp, taking note of how tight the 27mm 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. 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 main nut is off, lift the triple clamp off **carefully**, trying not to disturb the blocked-front-wheel. A rubber mallet is helpful here.
9. **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.
10. Triple clamp off, flip it over and 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, but careful of heat on the key housing. Option 2: 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 remaining bolt portion with approximately a 1/4" hole (6mm). We like the slot idea, using a hand impact driver is the best. It works really well.
11. Transfer the Key switch from your stock triple clamp to the new Scotts Triple clamp. Use the (2) 8x12mm Allen bolts provided in the kit to mount the key switch. If security is an issue, fill the Allen head with silicone to deter removal.
12. The new triple clamp comes pre-assembled with the SUB mount installed. Tighten the 17mm bolts on the bottom. The clearance of these bolts to the steering lock rack is very close when assembled, so they must be tight.
13. (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 using a 27mm socket. 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, including the ignition switch plug and screws.
14. Occasionally you may need to file or trim the plastic on the headlight shroud slightly to allow clean cable routing.
15. Now examine the underside of the triple clamp and be sure the 17mm bolts 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 17mm bolts 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 bolt head until you have clearance. If you have one of these rare occurrences and you're not sure, give us a call and we'll try to help.

16. Find the 2 small black caps in the frame just behind the head tube. Remove them, exposing the 6mm threaded holes. Chase these threaded holes with a 6mm tap if possible, as the heavy paint can restrict a clean bolt entry. Install the frame bracket as per the photo below using the (2) 6x35 Allen bolts and loc-tite. It only fits 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. The 950 SE uses a special length tower pin. The top of the pin should be flush or just above flush with the top of the linkarm. Be sure the tower pin is greased and not making contact with the bottom of the stabilizer body after you ride the bike.
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. Because these are rubber-mounted bars, the linkarm is going to move up and down during use.
21. Install your bars and tighten the 4 bolts evenly, so the gap is equal between upper and lower handlebar perches.
22. Slowly turn the forks from full left to right and verify the Cables do not get pinched anywhere, and are routed cleanly out of harms way, & are long enough. Start the bike and do the same again to be sure nothing is binding before riding.
23. Finish installing any other items you've removed and initially check your head bearing for correct tension.
24. Refer to your Owners Manual for initial damper adjustments. Call if you have any questions, we are here to help you.



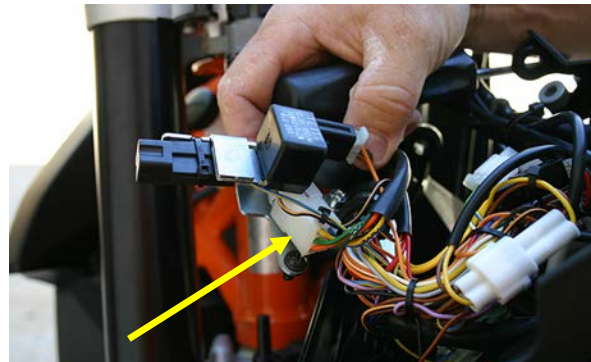
Block the front wheel securely



Block up the rear to put pressure on front



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



Locate and unplug the ignition switch.

Or, use a Tie down around the front axle, up and over the frame and back to the underside of the lower triple clamp to hold the forks on.



Tool to hold forks on while working with TC off.



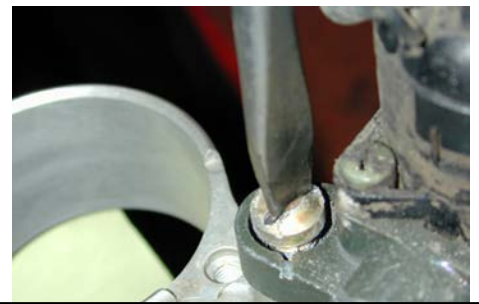
Yes the factory Ktm Dakar bikes use our stabilizer



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



Or Cut a slot in the head for screwdriver



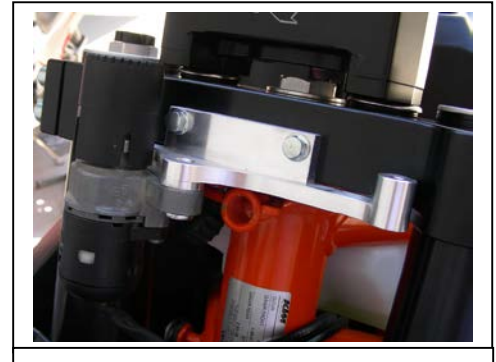
Hand impact driver or good slot head



Correct installation of Sub mount



Key switch mounted to underside



Key mount installed on new triple clamp



Frame bracket hole, remove plastic covers



Frame bracket installed-note tower pin height



Cables routed properly, no binding



This shows the newest generation RSA, rubber sub assembly to reduce vibration and fatigue even more than before. We supply an extra set of different density rubber cones to help each user customize their particular desired feel.



This shows the first generation mount which has been upgraded now to a rubber sub mount for better vibration absorption (see left photo). The large knob pictured in this photo is an optional part.