

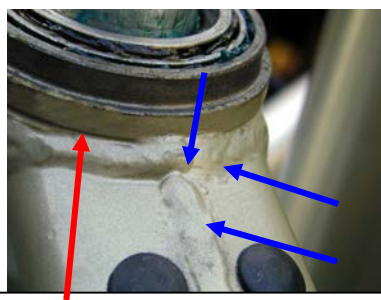
Bracket mounting guidelines for Ktm using the 5962 frame bracket:

IMPORTANT: Each Ktm varies with regard to the welds and position of the gusset. You must be sure the frame bracket is seated squarely and down far enough to clear the bearing seal. View the photos 1st.

1. The photos may not be your exact bike, but depict the procedure accurately for the purposes of mounting.
2. Block the front tire securely before removing the top triple clamp so the tire cannot move at all. See photos.
3. **Warning; once the triple clamp is loose, the forks can roll away from the bike AND it happens very quickly.**
4. Hook a tie down under the front brake caliper, then up and over the backbone and hook it under the lower triple clamp on the right side of the bike to help hold the forks up tight in the frame.
5. It's a good idea to support the rear tire also, just enough to keep tension on the front tire so the forks stay tight.
6. Remove the fork pinch bolts and main nut. Then remove the top triple clamp, taking note of how tight the main nut is, so you can re-tighten it to the exact amount. **The main nut adjusts the tension on the steering head bearings.**
7. Remove the tin bearing shroud (cover) and rubber seal making note of how the seal goes on, (lips face downward).
8. Grease your bearings while you have them exposed. (Keep the grease off the area where our frame bracket mounts!!).
9. The goal is to allow the frame bracket to clamp cleanly and squarely around the upper half of the head tube.
10. Remove any weld or slag preventing the frame bracket from fitting tightly around the full 360 degrees of the head tube. It's important that the frame bracket sits down flush with the machined seal landing on the head tube, (see photo). In some cases the welds must be filed downward enough to achieve this goal. Try not to change the diameter of the clamping area while you're filing. File only the weld so the bracket can clamp to a round head tube.
11. We provide setscrews in the bracket for models that have a groove in the head tube. Only on those models do you **gently** seat the screws first, this is only for alignment, do NOT tighten them yet. Once centered, now you tighten the front pinch bolt so the bracket bites the entire circumference of the head tube. Now go back and tighten the setscrews using Blue loc-tite. Some bikes have no groove, in which case the bracket fits tightly without the use of the setscrews.
12. Once the frame bracket is flush, align the frame bracket so the tower is in the middle of the backbone of the frame and then tighten the front 6mm pinch bolt to 6-8 ft. lbs of torque.
13. Install the stock bearing seal the same way it came off, with the lips of the seal facing down. Install the new bearing shroud (tin cover), which is shorter than your stock unit to allow clearance. Avoid letting the shroud hit the frame bracket but be as close as possible.
14. Re-install the triple clamp carefully, as now is the time when the forks will want walk away from the bike.
15. Remember the main nut on your KTM adjusts the tension on your head bearing, so do not over tighten the nut. It should be seated just enough to take the play out of the bearing and then the pinch bolt tightened to hold it in place.
16. **2012-on: (models only with Cast triple clamps):** Install the special Low Profile pinch bolt supplied to replace the stock triple clamp pinch bolt. This special bolt provides the extra clearance needed to clear the tower upright on our frame bracket. Failure to do so can damage the tower itself prohibiting correct tower pin installation. Not sure, call us.
17. Tighten the remaining triple clamp bolts and be sure the cables are routed as they were from the factory.
18. Install the handle bar clamp so it matches the handlebar position you specified during ordering. Ktm's have 4 handlebar positions and the handle bar clamp provided fits only the position you ordered it for. See your Owner's Manual if you suspect something is mis-aligned. The manual explains how to verify this correct position.
19. Grease the tower pin and drop it in the tower. Keep it greased and free to float which insures proper alignment.
20. Install the stabilizer so the flats on the tower pin match the slot in the linkarm and tighten the 2 Allens for the damper. The tower pin should be in the center or close to center of the slot on the linkarm. See your Manual if it is not.
21. The tower pin height can be adjusted to suit your particular bikes needs by tapping on the pin to lower it, or flipping it over in the hole, tap on the bottom of the pin, which will lower the collar, and in turn, raise the tower pin.
22. Turn the bars slowly left to right to full lock, and verify the cables and wires are not pinched or in harms way.
23. On bikes with headlights, check the wires behind the headlight to be sure the frame bracket pinch bolt doesn't interfere during full turning left to right. Wire-tie those wires out of the way, if this is the case, and examine again.
24. Adjust your steering stops so they bottom BEFORE the stabilizer does, or you can damage your stabilizer.
25. See your owner's manual for "How to" adjust the stabilizer initial settings and or tower pin adjustments.
26. If you have any questions, please feel free to call us.



Block the front wheel & forks



Red arrow shows clamping surface. Blue arrows show where to file welds, if necessary. Some bikes require no filing.



Using a sharp file, start at the high spots and trial fit the bracket until it fits.

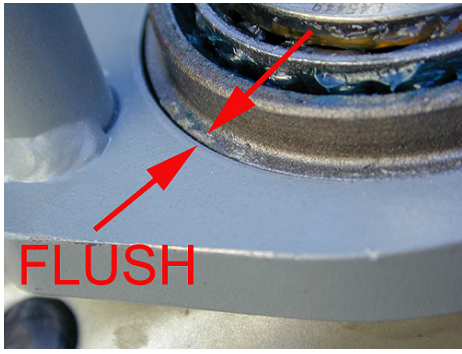


File any welds so the groove shows all the way around.

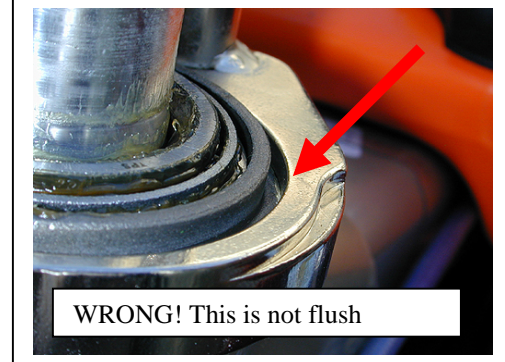


Machined groove stock

Remove weld slag



FLUSH



WRONG! This is not flush



STOCK

Low-profile

Shown here is the stock and new low profile bolt for the triple clamp pinch bolt on bikes with little or no clearance.



Install the special low profile bolt to gain more clearance as the triple clamp swings past the tower.



Use BLUE loc-tite (not red) on the set screws.

