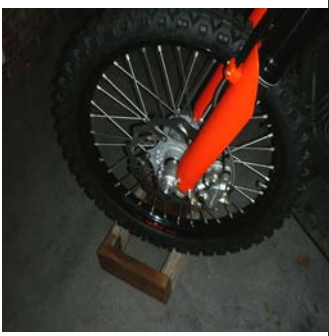


2625 Honolulu Ave · Montrose, CA 91020 · 818 248-6747 · Fax: 818 248-4529  
www.scottsonline.com · e-mail: sales@scottsonline.com

### Bracket mounting guidelines for Ktm & Husky using the 5967 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, taking note of how tight the main nut is, so you can re-tighten it to the exact amount. Remove the top triple clamp. **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. 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.
12. 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.
13. Re-install the triple clamp carefully, as now is the time when the forks will want walk away from the bike.
14. Remember the main nut on your bike 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.
15. **Spacers Provided:** we've provided spacers and bolts to space out the odometer on some models to prevent the wire loom from hitting the frame bracket pinch bolt, which can damage the wire loom. Be sure you have proper clearance.
16. Tighten the fork pinch bolts, and be sure the cables are routed as they were from the factory.
17. Install the new one piece lower handlebar cradle using the stock rubbers and bolts. Be sure you are installing this in the bar position that matches the Barclamp you ordered, see photo, as the Barclamp matches either the forward or rearward handlebar position. If the tower pin does not line up in the middle of the linkarm slot you have it wrong.
18. Install the handle bar clamp so it matches the handlebar position you specified during ordering. Your bike has 2 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. Tighten the 4 handlebar bolts evenly so the gap between upper and lower bar mounts is equal.
20. Grease the tower pin and drop it in the tower. Keep it greased and free to float which insures proper alignment.
21. 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.
22. 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.
23. Turn the bars slowly left to right to full lock, and verify the cables and wires are not pinched or in harms way.
24. 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.
25. Adjust your steering stops so they bottom BEFORE the stabilizer does, or you can damage your stabilizer.
26. See your owner's manual for "How to" adjust the stabilizer initial settings and or tower pin adjustments.
27. If you have any questions, please feel free to call us.



Block the front wheel & forks



Run a tie down from the front axle up and over the backbone to the other side axle.



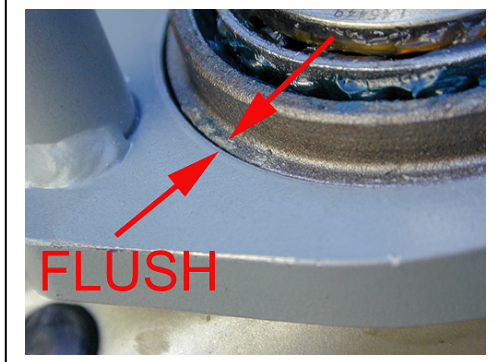
Block the rear wheel also, pushing pressure on the front end to hold the forks tightly in place.



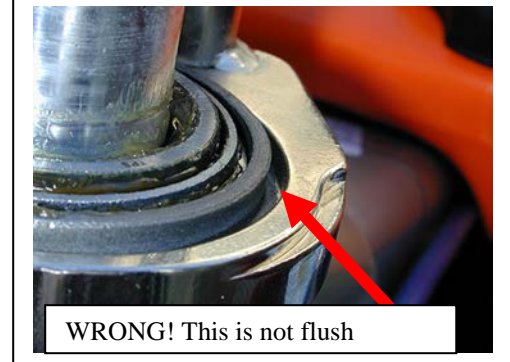
Using a sharp file, start at the high spots and trial fit the bracket until it fits.



Stock frame may need filing here



FLUSH



WRONG! This is not flush



Shown here is the lower Barclamp cradle with the bars in the **Forward** position, notice the center line of bars are forward of the center line of the bolt out the bottom.



Shown here is the lower Barclamp cradle with the bars in the **Rearward** position, notice the center line of bars are rearward of the center line of the bolt



This shows the new one piece HD Scotts lower cradle and Barclamp to replace the rather weak stock unit that bends easily with simple tip overs.

