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Installation instructions for APRILIA TUAREG 660 (6235)

1. **Important Notes:** This kit is designed to be used with the Stock Triple clamps only.
2. Many of the operations required here are in tight quarters, so be patient. Step by step ensures quality installation.
3. Review the photos before starting, so you have an idea of what is being explained. Some of the photos may not be your exact model but depict the same operational installation.
4. **It's very important to secure the bike on its center stand while you work on it. It's heavy, do not let it tip over.**
5. Remove the top barclamp and handlebars from their mounts. Lay them forward gently, wrap with a protective towel if you like.
6. Loosen the fork pinch bolts located on the top of the triple clamp holding the forks tightly to the upper triple clamp. It's a good idea to take one all the way out and lay one on the work bench, so you remember to tighten them up later. (easy to overlook).
7. Remove the steering stem bolt using a 12mm Allen Socket to allow removal of the triple clamp.
8. Remove the upper triple clamp (Using a tie down around the front wheel and to the foot pegs, tightened appropriately, this will keep the stem centered in the stem bore of the triple clamp, which will make it easier to remove and re-install the triple clamp.
9. The next step can have 2 outcomes based on the special loc-tite they use on the bar mount studs from the factory. We'll give you both options in Step 10 and Step 11. Read them both first so you know the outcome best suited for your bike.
10. Re-install the top barclamp (4) 8mm bolts and tighten. This will prevent the perches from spinning when loosening the two nuts on the bottom, holding the bar mounts to the triple clamp. The 15mm nuts on the bottom of the triple clamp have special loc-tite and are normally not willing to come off. In this case just un-do the 15mm nuts as if they were bolt heads. The studs will turn unbolt themselves from the lower perches. This is the normal outcome, and if so, ignore step #11 and go to Step #12.
11. Option only if 15mm nuts come loose: If the 15mm nuts loosen from the studs, remove them and pull the complete perch assembly out of triple clamp, studs still in perches. The studs have to be removed in this case, because the Scotts Mounting plate that goes on next, will need to sit between the shoulder of the stud and the bottom of the handlebar perch. Once the studs are removed from the bottom of the perches, re-install them into the triple clamp and tighten the 15mm nuts **with Loc-tite**. (Your dealer should have a stud removal/installation tool if you have trouble getting the studs out of the perches.
12. Once Studs are in place in the triple clamp and secured tightly, install Scotts Mounting plate over the exposed end of stud, apply Blue Loc-Tite on threads. See the pictures to verify this step.
13. Hand tighten both lower perches onto the exposed studs and align so the upper barclamp can be installed. Tighten the upper barclamp to the lower perches which will prevent the perches from spinning while you tighten the 15mm nuts on the bottom of the triple clamp. Torque for the 15mm stud/bolt is 28-30 Ft. lbs with Loc-tite.
14. Remove the rubber dust cover on the head tube. Retain this dust cover as it goes back on after the frame bracket goes on.
15. Install the frame bracket over the head tube, align the tower and torque the 6mm Allen pinch bolt to 6-8 ft lbs.
16. Reinstall the rubber dust cover.
17. Grease the shaft of the tower pin and install it into the frame bracket tower, it should remain greased and free to float.
18. Re-install the triple clamp and torque the 12mm Allen socket nut to the factory specifications. Tighten the fork pinch bolts.

19. Align the Stabilizer carefully so the tower pin 'flats' engage the slot in the stabilizer link-arm, then gently align the two bolts that hold the stabilizer to the sub mount assembly. Some frames vary, so if you feel any binding or mis-aligning, check the frame bracket position to ensure nothing has moved. Once the stabilizer is in place you can re-install the handlebars.
20. Reinstall the handlebars and torque the upper handlebar clamp evenly so the gap between upper and lower is even.
21. Be sure all cables are routed properly and are not binding anywhere through the full turning radius, both ways, of the bike.
22. Start the bike and turn the bars full lock left and to right and be sure the cables function properly.
23. Double check that all the bolts are tight before riding the bike, remember the upper fork pinch bolts need to be tightened.
24. Check your manual for initial stabilizer settings and how to adjust for proper function. Start with softer settings.
25. If you have any questions, please feel free to call us anytime, as we are here to help you get it on correctly.



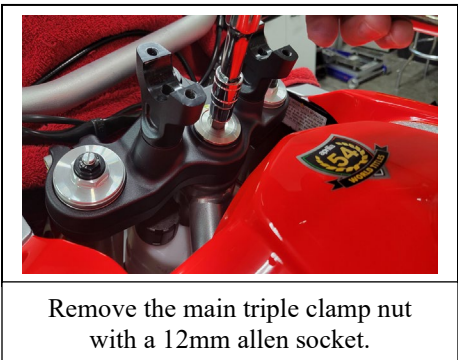
Tie the front wheel to the foot pegs using a tie down.



Remove handlebars and lay forward in a towel or protective blanket



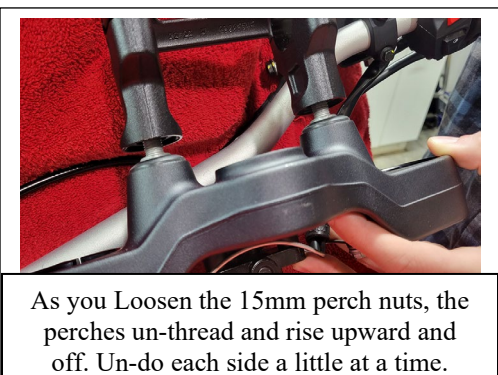
Remove upper triple clamp pinch bolts & put one aside for a reminder they're loose



Remove the main triple clamp nut with a 12mm allen socket.



Loosen the 15mm perch nuts on the bottom of the triple clamp.



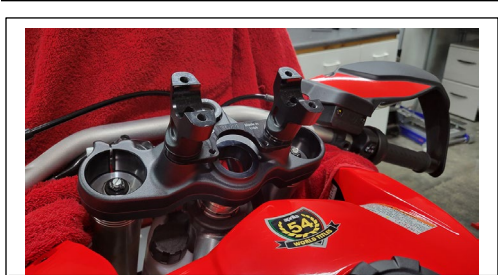
As you Loosen the 15mm perch nuts, the perches un-thread and rise upward and off. Un-do each side a little at a time.



This is how it should look after step #11 and or #12 depending on the outcome of the 15mm nuts.



Step #12 Install the Scotts base plate over the studs so the recess on the plate matches the flange on the stud.



#13) Thread the lower perches onto the studs, hand tight, roughly aligned so you proceed to the next step.



Re-install the upper barclamp so the lower perches do not spin when you tighten the bottom nuts.



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against the triple clamp.



Remove the dust cover but retain so it can go back on after you install the frame bracket in the next step.



Install the frame bracket over the headtube and the rubber seal back over the top to protect the head tube bearings.



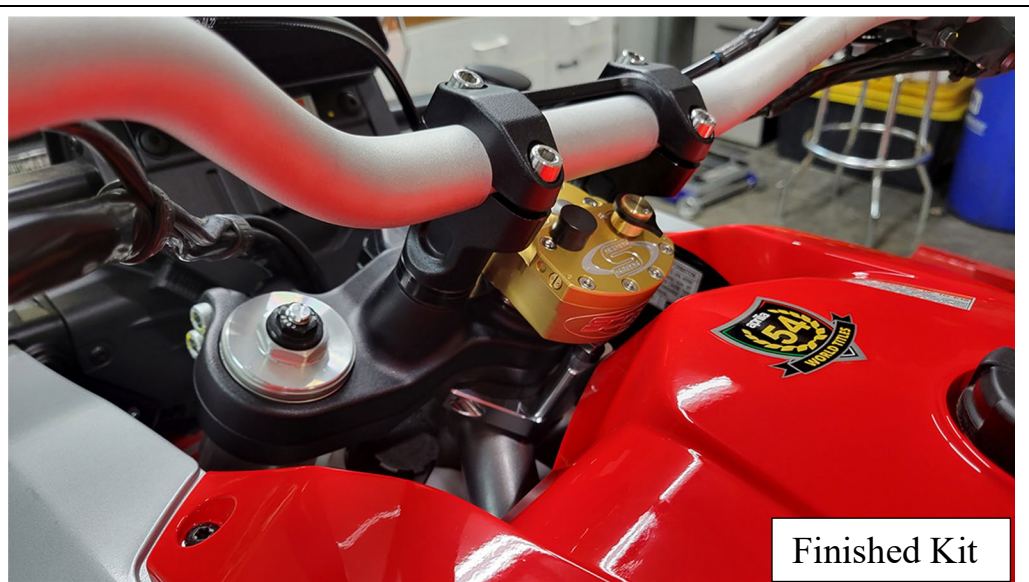
Re-install the triple clamp and torque the 12mm Allen to factory specifications.



Install the stabilizer as you align the tower pin into the link arm slot.



Re-install the handlebars and tighten the bolts evenly.



Finished Kit



At the left shows how the tower pin should be positioned in the link arm. Do not let the link arm bottom out on the black nylon spacer. Yours should look like the picture when done. You can move the tower pin up or down by tapping on it to move the spacer. Keep the tower pin greased in the hole.