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Installation guidelines for Ktm 620/625/640/660 LC4's, RXC and some 99-04 640 Adventures:

IMPORTANT: Ktm builds these models with several options of forks, triple clamps and gas tanks. 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, **by reading the Manual**. If you're not sure, call us first.

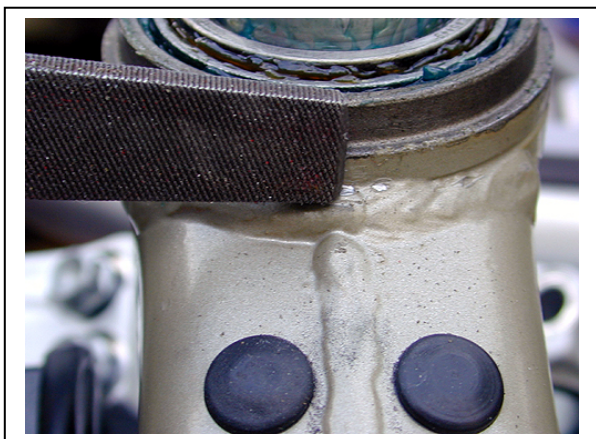
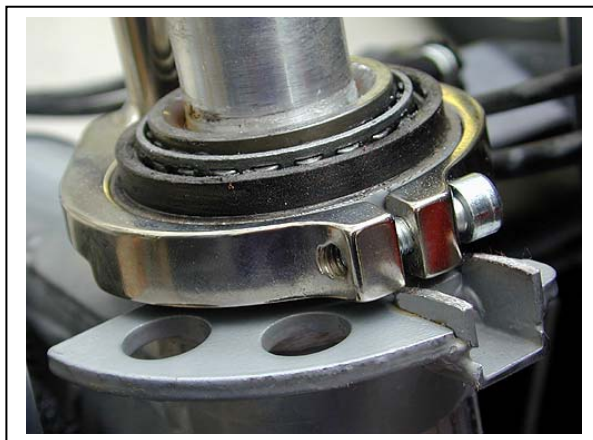
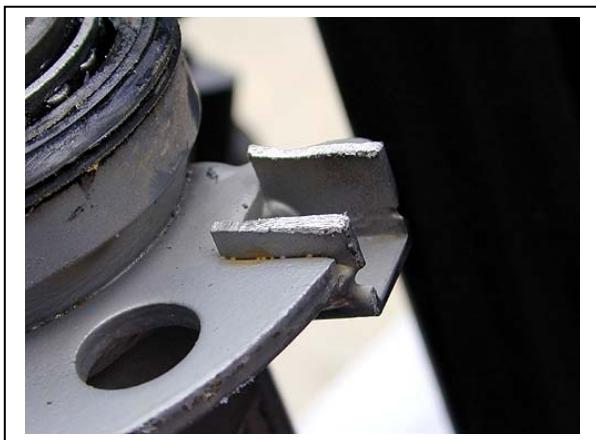
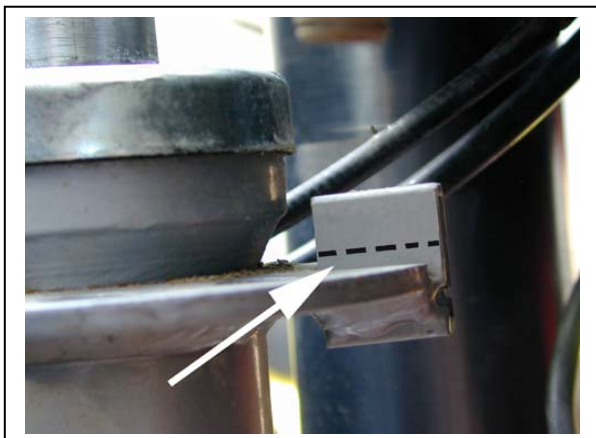
1. There are 3 pages of instructions here. **Review all 3 first!** These model bikes normally require modifications.
2. **Warning: Once the triple clamp is loose, the forks can roll away from the bike.** Follow step 3 carefully.
3. Block the front and rear tire securely before removing the top triple clamp, keeping the weight pushed on the front wheel so the front tire cannot move forward and the forks are forced upward, keeping the bearing in the head tube. It's cheap insurance to run a tie down up and over the frame, pulling up on the front axle, keeping the forks up tight.
4. Remove the 4 bolts holding your bars tight and lay the bars forward out of the way.
5. Using Loc-tite, change the lower nuts on the under side of your triple clamp that hold your bar perches. Use the "low profile" version that we have supplied in the kit. You will need access to the Allen head bolts in the lower perch halves. Without these low profile nuts the triple clamp will not be free to turn lock to lock. On rare occasions, you may have to grind on the ring portion of the frame bracket to allow a little extra clearance for the low profile nuts (see photo). Because the bars are rubber mounted, this clearance varies from bike to bike. Turn the triple clamp lock to lock and be sure you have clearance. **You must change them now, as later you won't have room to do so.**
6. Now remove the top triple clamp taking note of how tight the main nut is, so you can re-tighten to the exact amount.
7. Remove the tin bearing shroud (cover) and rubber seal. The lips of the seal face downward for correct installation.
8. The new shorter bearing shroud will replace the stock tin shroud, giving the frame bracket more room to seat.
9. Grease your bearings while you have them exposed. (**Keep the grease off the area where our frame bracket mounts**).
10. **Only if your model is equipped with one**, you will need to cut off the upper portion of the square steering lock receiver box (see photo). The steering lock stays functional as the lock-pin still engages the lower portion of the box. Mark and cut the top of the box off. You must cut enough to allow our frame bracket to drop down far enough so the entire bracket grabs the head tube. If you don't allow the frame bracket enough clamping surface it will come loose. The upper edge of the frame bracket should be level with the step where your stock bearing seal seats. (See photo).
11. Install the frame bracket so it matches the clamping area on your head tube, but do not tighten it yet. Do not remove the paint on the frame where the frame bracket fits. The paint is calculated as part of the correct dimension. On most LC4's you will need to grind the weld at the back of the head tube, so the bracket can drop all the way down flush. Each bike is a little different; some require a lot of grinding and some very little. Try to remove the weld while retaining the original diameter of the head tube where our bracket will clamp. It is essential for the frame bracket to clamp to a symmetrical, round head tube.
12. You can be sure the frame bracket is seated properly if it mates flush with the seal seating surface **all the way around**.
13. Install your stock seal the same way it came off and then install the new (bearing cover) down as far as possible. Grease the seal lip lightly. You may have to re-position the frame bracket lower to achieve proper fit.
14. Align the frame bracket with the backbone of the bike so it's straight and tighten the frame bracket **now!** You will **not** have access to the pinch bolt after you re-install the triple clamp. Tighten the frame bracket pinch bolt to 6-8 ft lbs.
15. Re-install the triple clamp, it 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. Upon tightening, be sure the bearing shroud is not making contact with the frame bracket. 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 on all the way and then backed off to a point where all the play is out of the bearing. Tighten the triple clamp and fork pinch bolts at this point.
16. In many cases, the triple clamp pinch bolt does not clear the tower, you must counter bore the pinch bolt hole deeper or use a lower profile Allen bolt or both. Some require filing/grinding of the pinch-bolt casting area on the back of the triple clamp. Do not try to cut the frame bracket relief deeper or you'll compromise its integrity. Not sure? Call us.
17. Install your bars using the upper barclamp we've provided, this barclamp matches only the handlebar position that you ordered this kit for. It's very important that you verify the barclamp position as Ktm uses different triple clamp locations on the LC4's. You may have to reverse the lower handlebar perches if your stabilizer bolt-holes are not dead center over the steering stem of the bike. **Refer to your owner's manual for details on obtaining this position.**
18. Grease the tower pin and install. It should remain greased and free to float in the tower.
19. Install the stabilizer using the (2) 6x20 Allens. If the tower pin does not line up with the linkarm read #16 again.
20. Cables must be checked that they do not get pinched during lock to lock steering. The stock routing is usually the best.
21. Refer to your Owners Manual for initial adjustments. Call if you have any questions, we are here to help you.



Hook tie down around axle up and over frame



Block front & rear wheel to keep forks up and tight

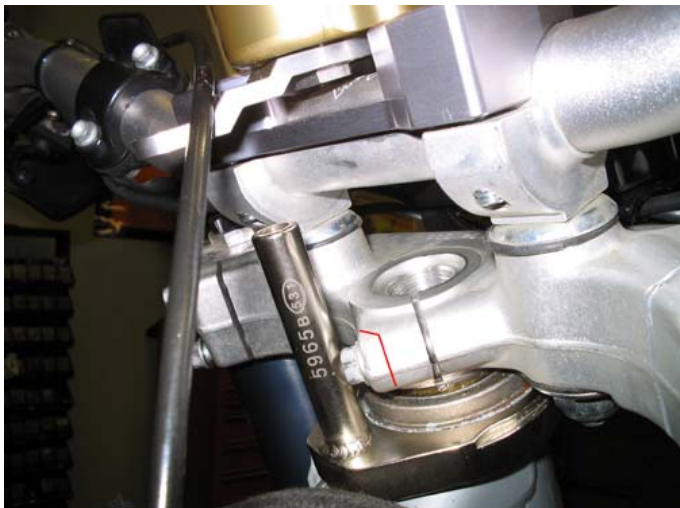




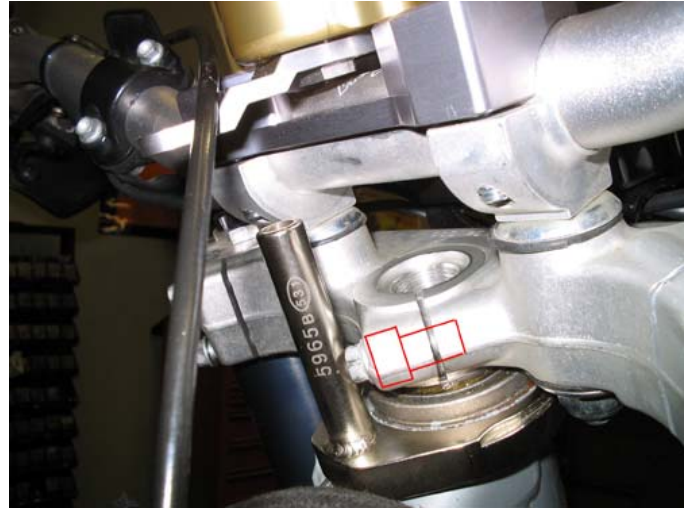
Finished kit showing standard diameter handlebars
Never remove the crossbar / photo for viewing only



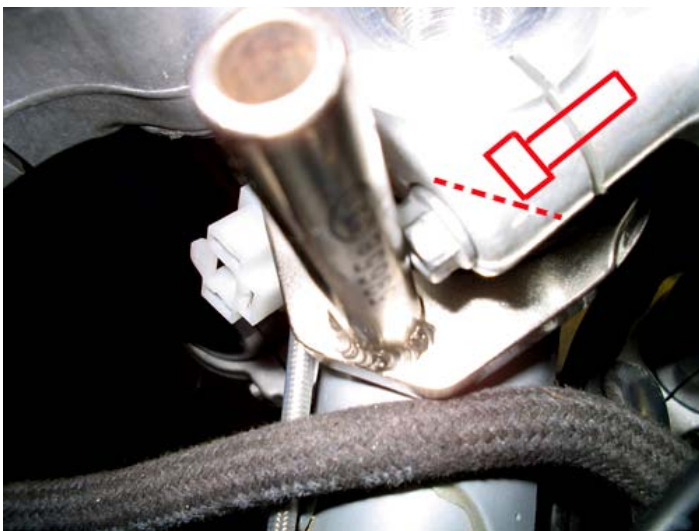
Where to file pinch the bolt area, if necessary.
And nut to frame bracket clearance when done.



The red line shows where some LC4's may require the back edge of the triple clamp to be trimmed in order to clear.



This shows where the bolt will approximately need to be after counter boring the pinch bolt hole deeper.



In many cases, mostly SMC models, the pinch bolt will hit the tower as shown above. The only cure for this is to counter bore the pinch bolt hole deeper until the head of the bolt no longer makes contact with the tower. **DO NOT GRIND ON THE FRAME BRACKET.** A 9/16" drill works for this operation, simply drill the hole a bit deeper until the head no longer hits the frame bracket. Once the bolt head is clear, you may have to cut some of the triple clamp casting off where the dotted line is shown in the picture. This does not hurt the integrity of the triple clamp, this is only a pinch bolt. Occasionally, the 8mm bolt may be too long and bottom out when finished, in which case grinding the bolt shorter or acquiring a shorter bolt may be necessary. Usually an 8x25mm Allen bolt will suffice. All the late model Ktm's come with a more compact pinch bolt area. Additional option for anyone not wanting to cut the triple clamp: You can use a weld on tower mounted farther rearward if your particular tank allows it and you'll need a longer link arm in order to reach the tower that is welded farther back. Cutting the triple clamp knob is actually fairly simple if you use a hack saw, then file it smooth and flat, and even sand it a little for a finished look like in the pictures above.