



Mounting guidelines for the KTM 990 SUPER DUKE & 990R / #59-0056:

1. View all the pictures first, to get an idea of the concept of what is being described.
2. "990R" models only: have 4 different possible bar positions, verify the barclamp provided matches the bar position to be used. See your Owner's manual on how to be sure. **990R models should remove the stock steering stabilizer.**
3. Remove the 4 bolts that hold you handlebars tight and replace the upper barclamp halves with our one piece barclamp. There is a right and wrong way to install this barclamp, the part numbers on the part should read correctly as you are sitting on the bike. The Owner's Manual explains how to verify this correct position.
4. Tighten the (4) Allen bolts provided, so the gap between the upper and lower perch half is equal.
5. Remove the stock single Allen bolt in that holds the front of the tank down. Once loose, it easiest to pull the stock aluminum bushing out WITH the upper half of the rubber bushing still attached. The aluminum stock bushing is very tight in the rubber, so gently pry upward on the rubber itself, and they both come out together.
6. Install our new tank bushing through the upper rubber half with the flange side of our bushing facing upward. This flange serves as a landing for the frame bracket.
7. Install the (2) rubber bumpers into the recessed areas on the bottom of the "feet" of the frame bracket.
8. Install the Frame bracket using the 8x60 Allen bolt provided. If the bolt is tight you might have to run an 8mm tap through the hole. The feet of the bracket should make contact with the outboard frame rails. Center the bracket so it's straight before tightening, as the triple clamp at full lock is very close to the frame bracket. Tighten the 8mm Allen bolt that holds the tank on, which will preload the feet on the frame slightly, transferring some of the stabilizer loads to the feet and frame. Be sure the feet are making contact with the frame, as each bike varies slightly with where those rails are welded.
9. Turn the bars left to right to full lock and be sure the triple clamp is not hitting the frame bracket. This bike has adjustable steering stops. Most bikes have clearance but depending on where they set the stops from the factory, you may have to adjust those stops to prevent contact on the frame bracket.
10. Once the tank bolt is tight, look in under the frame where that 8x60 bolt threads into. You will see a square 8mm nut under the frame plate. Install the special washer we've provided over that square nut and up against the frame. Use a dab of grease to help keep it tight against the frame until you get the 8mm nylok nut on it. This washer should seat against the flat plate of the frame, all the way around, on the outside of the stock 8mm nut under the frame.
11. Install the 8mm Nylok nut up against the washer you just installed. You must hold the 8x60 tight with a wrench while tightening the 8mm Nylok nut or it will try to loosen the 8x60 Allen. Tighten the Nylok nut against the washer giving the plate a re-enforcement on the bottom side.
12. Grease the tower pin and drop it in the tower. Keep it greased and free to float which insures proper alignment.
13. Align the linkarm slot on the stabilizer with the flats on the tower pin and install the stabilizer to the barclamp using the (2) 6x20 Allen bolts provided. If needed adjust the tower pin height to match the picture provided.
14. Turn the bars full lock, left to right, and verify the cables are not pinched or in harms way.
15. The stabilizer has 3 fully adjustable valving systems. Start with softer settings and work up to where you like it.
16. See your owner's manual for "How to" adjust the stabilizer initial settings and how to raise or lower the tower pin.
17. If you have any questions, please feel free to call us.



Install our new tank bushing through the stock rubber



Barclamp and tank bushing installed



Install the rubber bumps onto the frame bracket feet



Be sure the bracket feet make contact with the frame



Nut located under the frame that tank bolt goes into. Our washer (at right) goes over it this nut after the bolt is tight. An additional nut is supplied for our washer.



This bushing goes over the one shown at left after you've tightened the tank bolt completely. This washer adds a larger footprint to securing the frame bracket to frame.



This is the correct tower pin height for this model

