

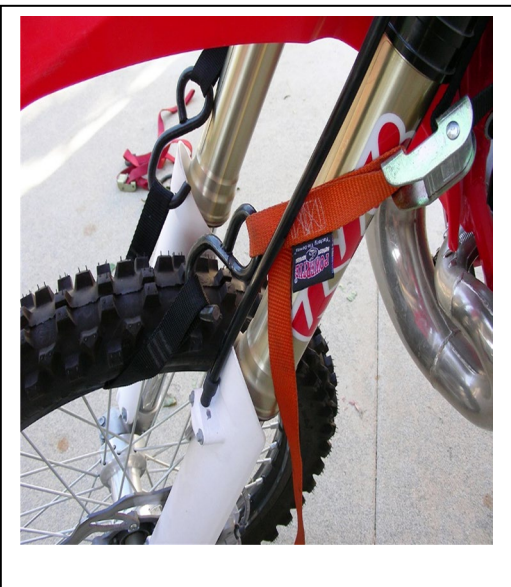
2625 Honolulu Ave · Montrose, CA 91020 · 818 248-6747 · Fax: 818 248-4529
www.scottsonline.com · e-mail: sales@scottsonline.com

Bracket mounting guidelines for Ktm & Husky using the 5971 frame bracket:

IMPORTANT: Each bike 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 First.

1. These instructions apply to several different models, but with only slight differences. Please read the instructions before starting so you know which special parts of these instructions apply to your model. Your invoice reflects the model number of the kit you ordered. Review the pictures front and back of pages to get an idea of what's to be.
2. Steps 1-15 apply to all models. After #15, we interject special steps for variations in the assembly procedure.
3. For those models using the stock lower handlebar cradle (which can bend very easily), we offer a replacement HD lower cradle for those wanting to avoid bending their stock components during simple tip overs. We call that "WC".
4. The photos may not be your exact bike, but depict the procedure accurately for the purposes of mounting.
5. **Warning; once the triple clamp is loose, the forks can roll away from the bike AND it happens very quickly.**
6. Run a tie down through the front wheel, then up and over the backbone and hook it under the lower triple clamp on the opposite of the bike or back onto itself, to hold the forks up tight in the frame. Read the warning above.
7. Remove the top fork pinch bolts, steering stem pinch bolt, and stem main bolt, the main bolt adjusts the tension on the steering head bearings, take note of how tight this bolt is, so you can re-tighten or torque it to the exact amount. Now remove the top triple clamp slowly to be sure your forks are secured with the tie downs.
8. Remove the tin bearing shroud (cover) and rubber seal making note of how the seal goes on, (lips face downward). Some models have an oring on top of the tin shroud, it should go back on as it came off.
9. Grease your bearings while you have them exposed. (Keep the grease off the area where our frame bracket mounts!!).
10. The goal is to allow the frame bracket to clamp cleanly and squarely around the upper half of the head tube.
11. 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 tightly to a true "round" head tube.
12. Once the frame bracket is down & 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. If it touches the frame bracket, you might hear a squeaking sound while turning. Install the oring now if your model came with one.
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 stem bolt 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. Once tightened correctly be sure to re-tighten the stem pinch bolt and then the upper fork pinch bolts. Be sure the cables are routed as they were from the factory and out of harm's way. See # 18 for handlebar clamp installation.
16. **Spacers Provided:** we've provided spacers and bolts to space out the odometer or any other instrumentation that is on some models. This is to prevent the wire loom or other components from hitting the frame bracket pinch bolt, which can damage wires as the forks are turned. Be sure you have proper clearance through the entire turning radius.
17. **5971-WC** If you ordered the HD lower cradle kit (**WC=With Cradle**) now is the time to install the new one piece lower cradle using the stock rubbers and bolts to hold the new cradle to the triple clamp.
18. Install the handlebar clamp so it matches the handlebar position you specified during ordering. Your bike has either 2 or 4 handlebar positions, depending on the model, and the handlebar clamp provided fits **only** the position you ordered it for. If the tower pin does not line up in the middle of the linkarm slot, you have it wrong. See your Owner's Manual if you suspect something is mis-aligned. The manual explains how to verify this correct position. If the tower pin is not in the middle of the slot on the linkarm, you may have your lower bar cradle in the wrong position and or on 4 position style triple clamps, you may have your lower perches in the wrong hole or in the reversed position. This can be confusing so call us, or go to www.scottsonline.com and look at <https://www.scottsonline.com/BarPosition.php>
19. **Handle barclamp tightening procedures see lines 20-23 below:**
20. **WC kit only:** Tighten the 4 handlebar bolts evenly so the gap between the upper & lower bar mounts is equal.
21. **OEM solid mounted 4 position TripleClamp with individual bar mounts, (not rubber mounts):** same as #20.

22. **OEM Rubber mounted barclamp** require a specific **tightening procedure**: See the photos marked “A” read 24.
23. **Important**: Tighten the Barclamp bolts to the higher side of the lower bar mounts first, so it butts tightly, see photo A, then tighten the lower side bolt, which means the higher side is butted completely tight first, and then the other side has a gap as per the picture shown below. The picture shows the lower cradle in the forward position, if you reverse the lower cradle the high side would be toward the rear of the bike. Ktm designed the Barclamp to be tightened in this order and it’s important to do so.
24. Grease the tower pin and drop it in the tower. Keep it greased and free to float which insures proper alignment. A rusty or poorly maintained tower pin will disallow proper function of the stabilizer.
25. 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 you’re Manual if it is not.
26. 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.
27. Turn the bars slowly left to right to full lock, and verify the cables and wires are not pinched or in harm’s way.
28. 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.
29. **Adjust your steering stops so they engage BEFORE the stabilizer does**, or you can damage your stabilizer. Some models now have none adjustable steering stops, mostly SX’s, call us if you have an issue with this, as its very rare.
30. See your owner’s manual for “How to” adjust the stabilizer initial settings and or tower pin adjustments.
31. If you have any questions, please feel free to call us.
32. **2020-2023 KTM Exc models (with integral handguard barclamps only)**: for these models the kit is supplied with an ignition switch relocation bracket as the key will not clear the handguard Barclamp. Installation instructions are included with the relocation bracket.



Run a tie down through the front wheel, up and over the back bone to secure the forks in place. This is very important as the forks can roll away from the bike once the triple clamp is off.



OR: Hook a tie down on the front axle, then up and over the back bone and back down to the other side axle or to the opposite side lower triple clamp to secure the forks in place. This is very important as the forks can roll away from the bike once the triple clamp is off.



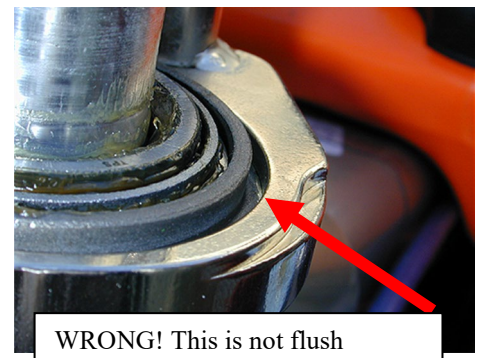
At left shows the new one-piece-Heavy-Duty Scotts lower cradle & Barclamp to replace the rather weak stock unit that bends easily on simple tip overs. Ours is a far superior part.



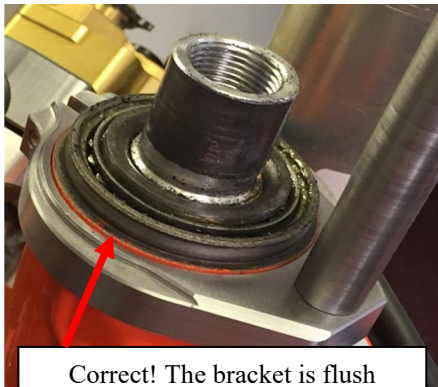
Stock frame welds may need some filing



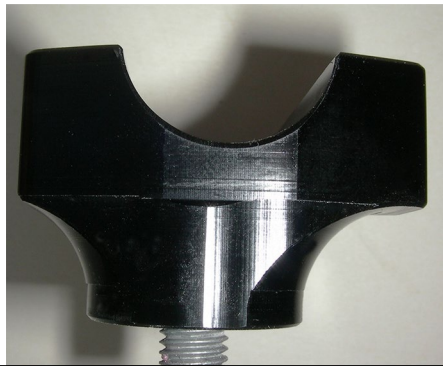
Using a sharp file, start at the high spots and trial fit the bracket until it fits properly.



WRONG! This is not flush



Correct! The bracket is flush



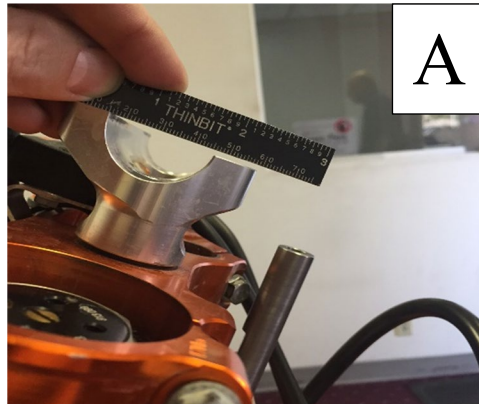
Front of bike is at the left in this picture. This shows the lower Barclamp in the rearward position, centerline of bars are behind the centerline of bolt.



Front of bike is at the left in this picture. This shows the lower Barclamp in the Forward position, centerline of bars are in front of the centerline of bolt.



Shown here is the lower Barclamp cradle with the bars in the **Forward** position. You must tighten the front bolts first, so the Barclamp butts down tightly.



Be sure when using the stock lower cradle that you tighten the high side bolts first. In the reversed position the high side would be toward the rear of the bike as shown.



This shows the tower pin centered in the middle of the slot of the link arm. If yours is not centered you may have the lower perches reversed and need to correct the problem or you could damage your stabilizer internally.



KTM models: SX SXF XC XCF // Husky models: FC FX TC TX instructions

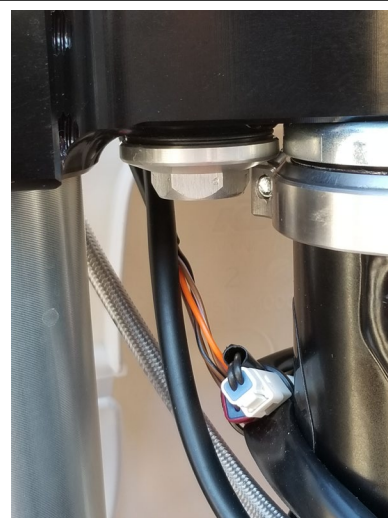
1. Review the photos before starting so you have an idea of the hurdles to watch out for.
2. The bolts that hold the lower perches tight to your triple clamp, on the underside of the triple clamp, have very close tolerance to the frame bracket we provide.
3. Examine that bolt carefully before using your motorcycle.
4. Be sure the stock shouldered bolt that goes in from the bottom clears all the angles and protrusions on our Barclamp.
5. The clearance of the head of this bolt to the frame bracket can vary from bike to bike.
6. You can position the points on the head of this shouldered bolt they do not interfere with the pinch bolt or pinch bolt portion of the frame bracket.
7. By turning the bolt head so the flats are aligned with the corresponding clearance necessary areas you can have a complete turn to turn free of interference.
8. Be sure to turn your bars lock to lock and double check that nothing is interfering with your turning freedom.
9. If you have any questions please call us for assistance. 818 248-6747.



This picture shows the point of the hex on the lower bolt at its closest point. Rotate it so the flat of the bolt head gives more clearance.



This picture shows the bolt rotated so the flat of the bolt head gives more clearance to the frame bracket.



This picture shows the bolt rotated so the flat of the bolt head gives more clearance to the frame bracket pinch bolt area.



This picture shows the bolt at its closest point to the pinch bolt head, it should be positioned for maximum clearance.



This shows the pinch bolt area with proper clearance to the bolt head at full lock.

SPECIAL DETAIL INSTRUCTION FOR 5971/5930 kits

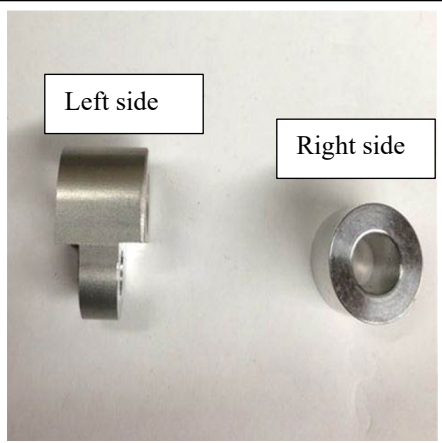
Note: 2020 Ktm & Husky's need to have special attention paid to the instrument location and clutch cable routing. **Bikes with instruments** need the spacers we provide installed between the triple clamp and instrument bracket, this spaces the instruments out to avoid damage to the plugs and wiring.

The "special" spacer pictured goes on the left side of the triple clamp, to space out the instruments as well as providing a zip tie locator hole to hold the clutch cable out of harms way. (see photos).

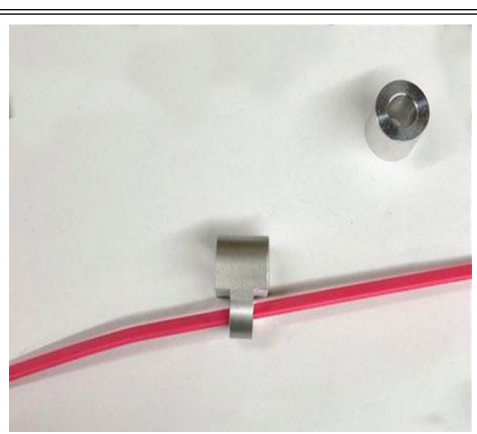
Remove the stock clutch cable from its guide and follow the procedure below to prevent damage to plugs and wiring.



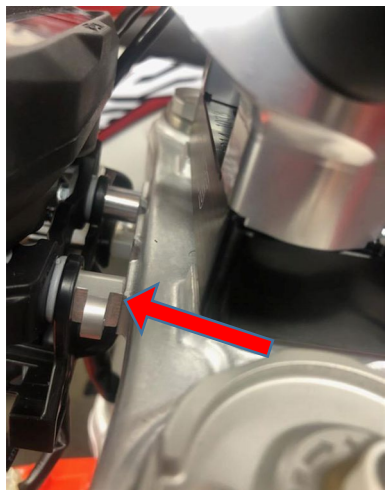
Shown here is the instrument spacer on the right and instrument spacer/clutch cable tie wrap mount on the left.



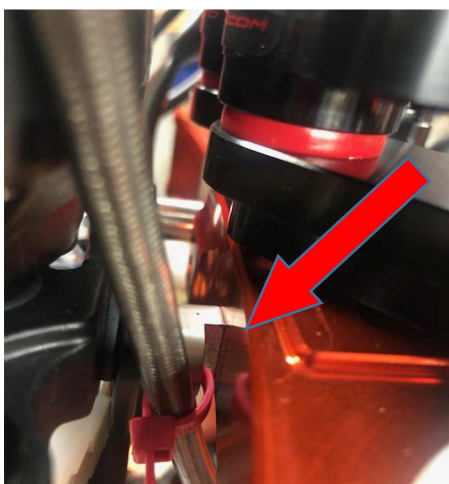
Run the cable tie through the spacer before mounting it to the triple clamp. We used pink zip ties so you can see them.



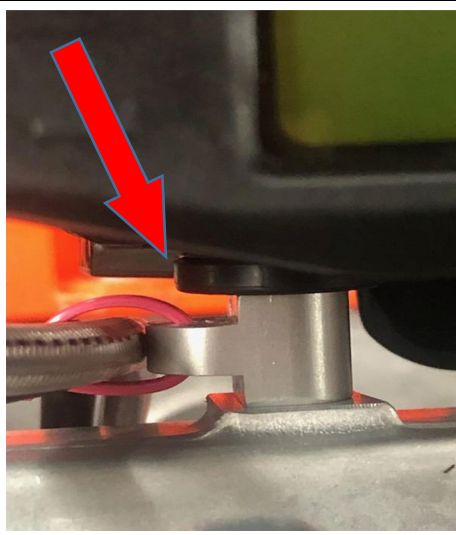
Run the cable tie through the spacer before mounting it to the triple clamp, makes it easier to install.



This shows the clutch cable zip tied to its spacer mount which also spaces out the gauges.



Shown from overhead, the spacer/clutch cable tie, mounted correctly



Good idea to tie wrap the clutch cable and wire together to prevent chaffing or damage from flexing during turning. Turn the bars to review what the cable does so you have it secured properly.

