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KTM/Husky/Gas-Gas Topmount FBD-6169 Installation.

These instructions apply to several different models including solid mounted, rubber mounted and converting from rubber to solid mounting.

In most cases it is not necessary to remove the upper triple clamp for this install. For models equipped with OEM steering lock, triple clamp must be removed to eliminate steering lock before proceeding with installation. **Please note that if removing upper triple clamp that front wheel must be strapped or blocked.**

- 1) Remove number plate or headlight.
- 2) Remove hour meter or instrumentation from front of T/C (2 bolts holding plastic mount). Unplug wiring only as needed to allow instrumentation to be leaned forward out of the way. Caution instrumentation brackets are fragile.
- 3) Remove top handlebar bar clamp.
- 4) Hang bars from above or fold them forward and out of the way and pad them with a towel.

**This section applies to bikes with billet triple clamps and rubber handlebar mounting only (black or orange in color)
Cast-Forged triple clamp bikes (silver in color) skip these steps and go straight to frame bracket install (#10)**

- 5) Lower bar mount bushings should be replaced with provided blue bushings before installing the frame bracket. If frame bracket is installed first, then the upper T/C will need to be removed to install the new blue bushings.
- 6) Remove lower handlebar cradle (requires T45 bit from underneath triple clamp, see picture). These are tight and have Loctite on them. Set the bar cradle with bolts aside.
- 7) For bikes with rubber handlebar mounting remove center sleeve bushing and rubber hardware. This can be done by lubing and then driving center sleeve bushing out with appropriately sized socket and rubber mallet (see picture).
- 8) Install new lower bar mount bushings (blue anodized) in thru the stock rubber bushings. A small amount of lube will help with this install. These blue pieces must be installed on the correct sides. Each part has an arrow and a chamfer (marked L&R). The arrow faces the front of the motorcycle, and the chamfer faces inward toward the headtube. These blue parts also have 2 small alignment notches on the outside of the head that should be used for alignment. Rotate cones so that the alignment marks face straight front to back.
- 9) Re install stock bar cradle using the stock bolts and torque to factory specs. Double check the alignment of the blue bushings to make sure they have not rotated.

Installing the Frame Bracket

- 10) Place the front half clamp piece over front of headtube. This hooks over the top lip of headtube but under the bearing seal. It should be aligned relatively straight and only really has one position that it likes to fit well.
- 11) While holding the front piece in position, carefully slide the rear clamp piece into position. Align the dowel pin holes so the front and rear pieces mate. The bracket should hang there at this point to allow for pinch bolt installation.

- 12) Install (2) 6 x 22mm pinch bolts loosely by only a couple turns (blue Loctite required on these bolts).
- 13) Make sure front and rear clamps are in proper position then slowly snug the pinch bolts. This should be done by alternating sides. The goal here is to try and maintain the same gap on both sides. Check to be sure frame bracket is aligned squarely. Small rotational adjustments can be made before bolts are tightened down. Tighten each side evenly (80-100 in. lbs.) then double check each side. **For final setting, we suggest tightening each side evenly by feel. Many torque wrenches are inaccurate at these lower settings, and we have seen them lead to stripped threads at the fastener torque of 80-100 in. lbs.** Again, observe that the gap is relatively even on both sides.
- 14) Check to be sure bracket has not lifted and to see that there is a small gap between the rubber seal and the rear clamp piece.
- 15) Slowly rotate bars left to right to full lock while looking underneath triple clamp to make sure bolt hardware (and blue bushings on rubber mounted bikes) clears the frame bracket while turning through entire radius. Small rotational adjustments can be made to the blue bushings to help aid in clearance.
- 16) If clearance is an issue the supplied stem washer must be installed under the triple clamp to raise it slightly. This is usually not necessary but is provided due to know variations in frames. **Please note that if removing the upper triple clamp the front wheel must be strapped or blocked to prevent the forks from falling off.**
- 17) Install handlebars using correct bar clamp. Note the stock lower bar cradle is taller on one side and the bolts must be snugged on the tall side first (see picture).
- 18) Install tower pin(with a small amount of grease on the portion that goes in the tower hole). It should remain greased and free to float at all times.
- 19) Install the stabilizer using two 6 x 20 Allen bolts that have pre-Loctite patches on the threads. The tower pin should sit just above the top of the linkarm by 1-2mm (see picture).
- 20) Re-install instrumentation bracket that holds all wiring in place to front of T/C. Re-connect any wires that may have been unplugged.
- 21) Turn bars to full lock, left and right and verify no cables or wiring are being pinched or binding. (The steering stops are not adjustable). Tie up any wires if needed (we didn't see any problem with the bikes we've worked on).
- 22) Throttle cables may rub the stabilizer, which is not an issue with function. A good solution is the Clean Speed Engineering cable guide available from Scotts Performance as well. We didn't really see a good way of tidying them up with zip ties.
- 23) Due to variations in frames and the fact that this is a two-piece frame bracket the tower pin may be slightly off center in the linkarm slot but should never be bottomed in either side of the slot.

If you have any questions, please call us. We are here to help you get the installation done properly.



Remove number plate/headlight & hour meter or instrumentation from front of T/C. Unplug wiring only as needed to allow instrumentation to be leaned forward out of the way.



Cast T/C bikes (shown) remove top handlebar clamp piece & fold bars out of the way.



Billet T/C bikes will also need to remove lower cradle from T/C (requires T-45 bit). Shown with T/C removed but can easily be done with T/C on bike.



Billet T/C bikes w/rubber handlebar mounting the lower bushings must be removed. This can be done by lubing and driving center sleeve bushing out w/rubber mallet.



Bushings shown raw for clarity. These have two small alignment notches. Rotate bushings so the marks face straight front to back.



Photo with T/C removed shows orientation of blue bushings. Parts have an arrow & chamfer. The arrows face the front of the motorcycle and chamfers face inward towards headtube.



Place front clamp piece over front of frame. This must hook over top lip of headtube. It should be aligned relatively straight and only really has one position that it likes to fit well.



While holding front piece in position carefully slide rear clamp into position. Dowel pin holes must be properly aligned. The bracket should hang there to allow pinchbolt install.



Loosely install pinch bolts by a couple turns (blue Loctite required). While keeping parts in position slowly snug bolts by alternating sides. Gap should be even on both sides.



F/B should be aligned squarely. Small rotational adjustments can be made before bolts are fully tightened. Torque bolts evenly (80-100 in lbs) then double check each side.



Check to be sure bracket has not lifted and there is a small gap between the rubber seal and the rear clamp piece. Also note front clamp is latched over top lip of headtube.



Slowly rotate bars while looking underneath. Bolts (& blue bushings) must clear the F/B while turning through entire radius. Rotational adjustments can be made to the blue bushings to help aid in clearance.



Parts shown in silver to show contrast. This photo shows clearance thru entire turning radius.



If clearance is an issue the supplied stem washer must be installed under the T/C. While not usually necessary it is provided due to know variations in frames.



Please note that if removing the upper T/C the front wheel must be strapped or blocked. Wrap strap over backbone of frame and thru front wheel.



Re-install handlebars using correct bar clamp. Note the stock lower bar cradle is taller on one side and the bolts must be snugged on the tall side first. Also install tower pin with a light coating of grease.



Photo above shows that the right side of the bar cradle is taller. Bolts on the tall side must be snugged first (to a zero gap) or binding will occur along with pre-mature wear to damper internals.



Photo above shows correct tower pin height. Note that tower pin may not be centered in slot due to variation in frames.



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