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Bracket mounting guidelines for Husabergs (5968):

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 1st.

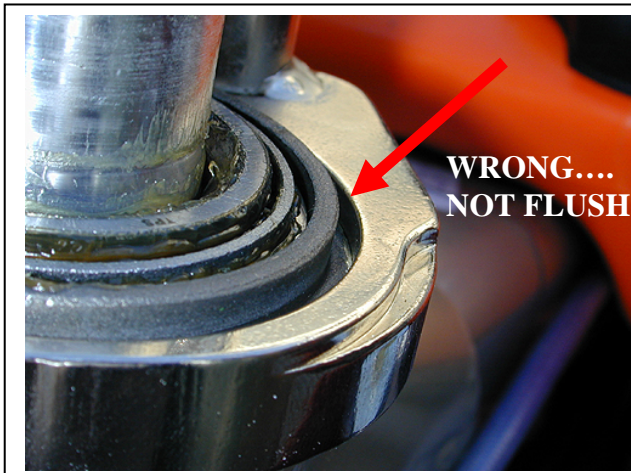
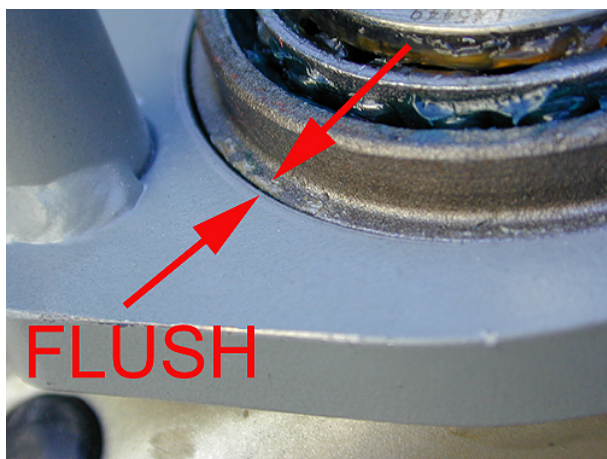
1. The photos may not be your exact bike, but depict the procedure accurately for the purposes of mounting.
2. Block the front tire securely before removing the top triple clamp so the tire cannot move at all. See photos.
3. Strap a tie down from the front wheel axle up to the frame to hold the forks on the bike.
4. **Warning:** once the triple clamp is loose, the forks can roll away from the bike AND it happens very quickly.
5. Loosen the pinch bolt under the main nut, the fork pinch bolts and then remove the top triple clamp, taking note of how tight the main nut is, so you can re-tighten it to the exact amount. Remember: **The main nut adjusts the tension on the steering head bearings**, so you'll want to tighten it back to the same tension it had. Do not over tighten this nut.
6. Remove the tin bearing shroud (cover) and rubber seal making note of how the seal goes on, (lips face downward).
7. Grease your bearings while you have them exposed. (Keep the grease off the area where our frame bracket mounts!!).
8. The goal is to allow the frame bracket to clamp cleanly and squarely around the exposed areas of the head tube.
9. The bracket is relieved to clear the frame backbone but it must drop down far enough to the upper edge of the ring portion does not stick up above the area where the head tube bearing seal rests. File any welds that prevent this goal.
10. Each bike seems to have not only different welds, but slightly different gussets, so you'll have to evaluate your individual bike to determine the best fit.
11. Once flush, align the frame bracket so the tower is in the middle of the backbone of the frame. Using **BLUE** loc-tite (not red loc-tite), ease the setscrews up on each side evenly, just so they touch the frame, but not tight yet. The set screws are located in the frame bracket to extend into and help center the frame bracket on the head tube vertically.
12. Red loc-tite will make it very hard to remove those set screws, use Blue only!
13. Once you have both setscrews barely touching the frame, tighten the front 6mm pinch bolt to 6-8 ft. lbs. Be sure the frame bracket is still centered on the back bone and seat the set screws. The setscrews do not hold the bracket tight, they only prevent it from wanting to work its way downward. The front pinch bolt keeps the bracket tight, so be sure you've allowed the frame bracket to clamp entirely around the circumference of the head tube.
14. Install your stock seal the same way it came off. Install the new shortened shroud (bearing cover), which is shorter than your stock tin shroud to allow clearance. Try to avoid having the shroud make contact with the frame bracket but be as close a possible. The shroud can be sanded a little more if you have contact.
15. Re-install the triple clamp carefully, as now is the time when the forks will want walk away from the bike.
16. Remember the main nut on your KTM 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.
17. The shroud should pivot cleanly with the forks and have little or no contact with the frame bracket during turning.
18. Tighten the remaining triple clamp bolts and be sure the cables and wires are routed as they were from the factory. Turn the bars full lock, left to right, and verify the cables are not pinched or in harms way. **Some bikes may require spacing out the instrument wiring with washers to avoid contact with the front of our frame bracket.**
19. Install the handle bar clamp so it matches the handlebar position you specified during ordering. This model has 4 handlebar positions and the handle bar clamp provided fits only the position you ordered it for. See your owner's manual if you suspect something is mis-aligned. The manual explains how to verify this correct position.
20. Grease the tower pin and drop it in the tower. Keep it greased and free to float which insures proper alignment.
21. Install the stabilizer so the flats on the tower pin match the slot in the linkarm and tighten the 2 Allens for the damper.
22. Turn the bars slowly left to right and insure the cables and wires are free to move and no binding is felt.
23. On bikes with headlights, check the wires behind the headlight to be sure the frame bracket pinch bolt doesn't interfere with those wires. Zip-tie those wires out of the way if this is the case. Verify clearance at full lock each way.
24. In some rare cases, the odometer may be too close to the barclamp, which can be spaced outward with some washers or a simple re-shaping of the odometer bracket will normally allow for more clearance.
25. See your owner's manual for "How to" adjust the stabilizer initial settings.
26. If you have any questions, please feel free to call us.



Block the front wheel & forks securely
Use a tie down from axle to frame too.



File any high spots that prevent the frame bracket from
sitting down flush



Replace the stock tin shroud with the new shroud



Use BLUE loc-tite (not red) on the set screws.

