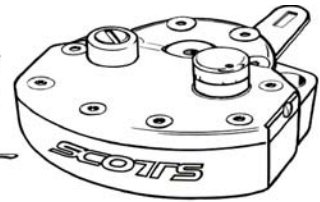


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Installation guidelines for the Husky 449/511 (6068)

1. These instructions are for the Stock, Scotts or BRP Triple clamps only. Due to space limitations, many after market triple clamps will not work in co-ordination while using our frame bracket. We've tried very hard to give as much clearance without sacrificing strength to accommodate **some** after market triple clamps. Each bike varies according to the combination of parts (triple clamps and lower perches) being used, so we can only verify it will fit with stock or Scotts or BRP clamps.
2. Review the photos before starting, so you have an idea of what is being explained.
3. Photos may **not** be your actual year/model bike but depict the same assembly configuration that you will be performing.
4. There is a specific order to assemble this kit in order to get everything on without having to re-do certain procedures.
5. TC models: Remove the number plate.
6. TE/TXC models: Remove (4) front fender bolts and the (2) single bolts that hold the instrument panel and gauges on.
7. Loosen the (4) bolts that hold your handlebars tight and lay the handlebars forward out of your way.
8. Note the cable routing so when you re-install the triple clamp you are sure everything goes back where it was.
9. Remove the top triple clamp by removing the 30mm main nut & upper triple clamp pinch bolts.
10. Installing the frame bracket around the head tube, in most cases, will require slight filing the welds on the head tube at the 5 and 7 o'clock positions in order for the frame bracket to seat all the way down flush with the top of the head tube. Try to file these straight downward, with a sharp square edge file, without actually touching the head-tube diameter itself, if possible. (see photos) The idea is to file the weld lower while keeping the head tube diameter as symmetrical as possible. The frame bracket needs as much area to clamp onto as possible and to match as much of the head tube shape as possible, if you expect it to stay on tight.
11. Install the Scotts frame bracket by removing the pinch bolt and spreading the bracket **gently** with a large blade slot-head screwdriver. This bracket is intentionally tight, align it carefully, and then it will normally slide down perfectly and around your head tube. Be sure it drops down flush, or close to it, as your final assembly height is relying on this position.
12. Align the tower so it's straight with the backbone on your bike. It should be flush with the top of the head tube.
13. After the frame bracket is aligned, torque the frame bracket pinch bolt, in front, to 96-108 inch lbs. / 8-9 ft. lbs.
14. Once the pinch bolt is tight, you can seat the two set screws in the frame bracket. Do not tighten these **BEFORE** you tighten the pinch bolt. The set screws just need to be seated, plus an 1/8 of a turn. Don't get too carried away with tightening these, as they are only insurance to help keep the bracket on. Too much tension can distort the head tube diameter.
15. Reinstall the stock triple clamp or the Scotts triple clamp and tighten the main nut first, then the fork pinch bolts to factory specs.
16. Examine the underside of the triple clamp to be sure nothing is interfering with the full turning radius from lock to lock.
17. Grease the floating tower pin and install into the tower, it is designed to float and should always remain greased in the tower.
18. Install the bars and upper barclamp and tighten the 4 bolts evenly so the gap between the mounting perches is equal.
19. Install the stabilizer onto the new upper barclamp while aligning the tower pin with the slot in the linkarm. Adjust the tower pin height so 1-2mm of the pin is sticking through the top of the linkarm. The tower pin can be moved up or down by simply tapping on the pin to move the collar up or down. See photo height.
20. Re-install your instrument panel and front fender headlight assembly in the reverse order that you removed them.
21. Turn the bars full lock, left to right, to be sure nothing is binding or pinching any cables and that the routing is correct.
22. Start the bike and turn the bars full lock to be sure the cables are not binding or pinching..
23. Occasionally the nose of the seat may interfere with the frame bracket upon installation. In these rare cases, cut the slot a little longer on the seat base (see photo) so you can slide the side back farther, drop it down past the back of the frame bracket, and latch it. It also helps if you bow it a little bit by putting your elbow in the middle of the seat.
24. Refer to your Owners Manual on how to adjust the stabilizer controls. Usually where we have it set to start with is a good starting point, which is 8 out on the base valve and normally 1.5 – 2.0 turns out on the high speed valve.
25. If you have any questions, please feel free to call us anytime, as we are here to help you.



Remove this bolt which hold the front fender and headlight on.



Remove this bolt next which holds the instruments to the triple clamp.



This shows the frame bracket NOT down flush with the head tube. File the welds until a flush mounting position is achieved.



Each bike varies according to the factory welds. If the frame bracket does not seat flush, filing here on both sides may be required.



Frame bracket and seat installed.



In rare cases, the seat base slot may need extending in order to facilitate easier seat installation to clear the frame bracket. Extend the slot where the red lines indicate.



Shown here is the 449/511 Standard mount with Scotts/BRP triple clamp assembly.