Bracket mounting guidelines for Ktm/Husky/GasGas using the 5062 frame bracket:

IMPORTANT: Each Ktm 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. **Warning; once the triple clamp is loose, the forks can roll away from the bike AND it happens very quickly**.
4. It's a good idea to support the rear tire also, just enough to keep tension on the front tire so the forks stay tight.
5. Remove the number plate, fork pinch bolts and main nut. Remove the top triple clamp, taking note of how tight the main nut is. You must re-tighten it to the exact amount. The main nut adjusts the tension on the steering head bearings.
6. Remove the tin bearing shroud (cover) and rubber seal that is underneath it. It should have a little lubrication on it.
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 upper portion of the head tube.
9. 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 to a round head tube.
10. Install the "reducer ring" first over the head tube. The slot in the reducer ring goes to the front of the bike. It should sit down flush with the lowest area where head tube seal rests on. (See photo) The counter sunk recess in the reducer ring aims up, to allow the stock tin shroud to drop down inside.
11. The setscrews are provided to help secure the frame bracket to the reducer ring. Align the set screws so they mate with the reducer ring and once both top edges are flush tighten the set screws using blue Loctite. Do not use red Loctite.
12. Once the frame bracket is 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 and the tin shroud, which will drop down inside the reducer ring.
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 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.
16. Tighten the remaining triple clamp bolts and be sure the cables are routed as they were from the factory.
17. Ktm's have 4 handlebar positions. Position 2 is stock. This kit fits only position 2 and 3.
18. Remove your stock upper bar clamps. Install the new one piece handle bar clamp so it matches the handlebar position you prefer. For position 2, which is stock, install the bar-clamp so the part # 75 35 35 reads correctly from the rider's position. For position 3 you will need to remove your stock lower perches and rotate them 180 degrees and at the same time move them to the forward set of holes in your triple clamp. This combination fits position 3. You then would mount the bar-clamp so the # 75 35 44 reads correctly from the rider's position. You'll know if you have something mounted incorrectly, as the damper link-arm will not line up with the tower pin. If you suspect that is the case, read #18 again and or see your Owner's Manual regarding misalignment. The manual explains how to correct this.
19. Tighten the 4 Allen bolts for the new bar-clamp evenly so the gap between upper and lower perches is equal.
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. 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 the manual if it is not.
22. We have provided a cable guide to help keep the cable out of harm's way. Mount the cable guide to the set of holes shown in the photo. Route the cable so your particular bike has the cable free to move from lock to lock without interference. Start the bike and **before riding it, and** test the cable again to be sure it's not in harm's way.
23. Install the spacer between the number plate bracket and the triple clamp. Use the longer bolt we've provided to pass through the spacer and bracket to mount the number plate. This provides the needed clearance between the number plate bracket and our frame bracket pinch bolt so the triple clamp turns freely from left to right.
24. Adjust your handle bar pad to suit your own needs. Larger foam can be cut should you prefer more pad covering.
25. See your Owner's manual for "How to" adjust the stabilizer initial settings. It is best to start on softer settings until you've experimented with your desired settings, similar to setting up suspension.
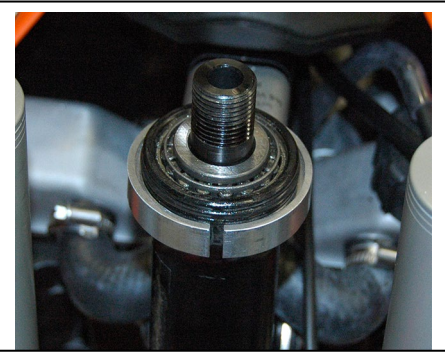26. If you have any questions, please feel free to call us. We are here to help your experience be positive.
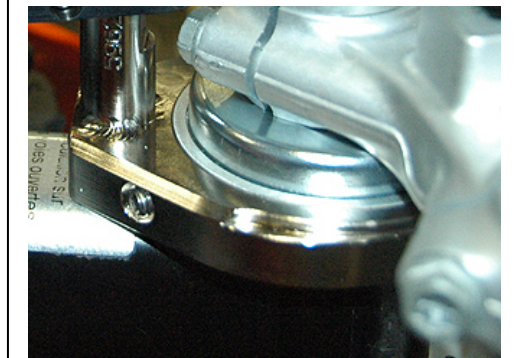
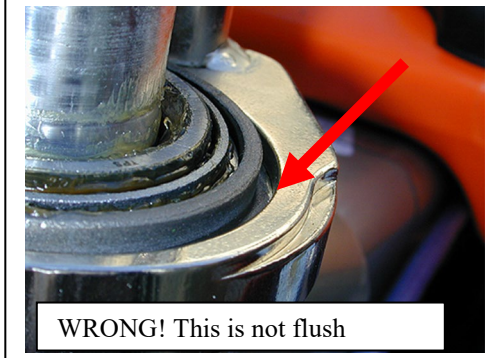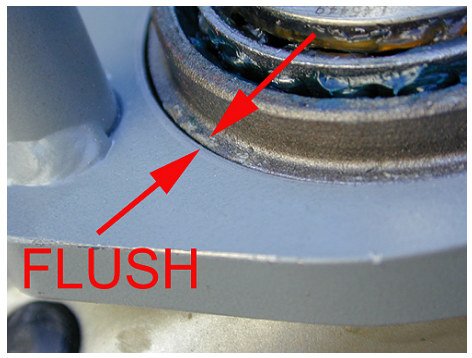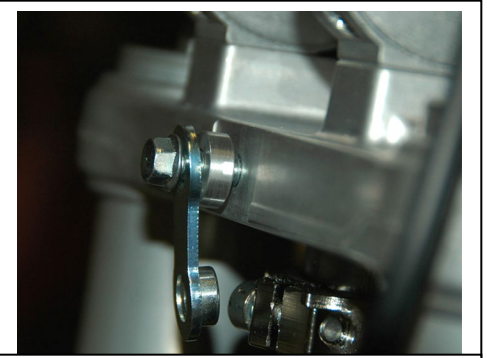Block the front wheel & forks

Arrows show where to file if necessary.

File the high spots and trial fit the bracket until it fits flush.

Install the reducer ring, slot to front, and recess facing upward. Flush.

FLUSH

WRONG! This is not flush

Use BLUE loc-tite (not red)

Spacer behind #plate tab with 6x16 bolt

Ktm/Husky/GasGas mounting guidelines.doc **5062**