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Installation guidelines for Ktm 950 SM (not SMR):

IMPORTANT: Provided here are **guidelines** for most of the possible variations, however, each bike varies. It's critical for the installing mechanic to verify he has the correct parts for your individual bike's options. Due to the close tolerance fit of this kit and the variations from bike to bike, the installing mechanic needs to be adaptable. If you're not sure, call us first. **This kit requires drilling out the "headless" security bolts that hold the key switch on the stock bike.** This kit is designed to try and retain the stock locking mechanism. Photos may not be your exact model.

1. Be sure the triple clamp in your kit has a part # 3012R-**28**-6-0208 on the bottom side. This is very important.
2. **Warning: Once the triple clamp is loose, the forks can roll away from the bike**. Block it up properly to start with.
3. Block the front tire securely before removing the top triple clamp, so the tire cannot move forward. It's best to tie the forks up to something above you, like the rafters, using tie downs, or a tie down from the front axle up and over the frame backbone and then underneath the lower triple clamp. Once the forks start to come off while working, it's extremely difficult to get them back together without help. Block the back wheel up also, so it puts pressure on the front end, forcing it to stay in position. Spend the time setting this up correctly and your installation will go easier.
4. This kit requires removal of the headless "Security" bolts that hold the key switch in place. These bolts will need to be drilled out in order to remove them, pictures below. Removal is fairly easy, if you follow these instructions.
5. Examine all the wire and cable routing before removal and make notes of where everything goes.
6. Remove 2 bolts that hold the headlight shroud in place. Be careful not to lose the small bushings that fall out easily.
7. Follow the wire from the ignition switch to the wire loom in the headlight shroud and unplug it. There is no locking tab on this plug so you can usually undo it without having to disassemble the wiring.
8. Remove the 4 bolts that hold your bars tight and lay the bars forward out of the way (Bungie or tie to the front of bike).
9. Be sure the front end is securely blocked or tied to something above the bike. Remove the top triple clamp, taking note of how tight the 27mm main nut is, so you can re-tighten to the exact tension for the bearing. The main nut merely provides the correct tension on the head tube bearing, so the tension is critical. The nut will NOT be tight coming off. Once the fork and triple clamp pinch bolts are loose, the main nut can be removed. It's difficult to get a wrench on the main nut. We were able to sneak the stock KTM axle wrench in there, otherwise, you may have to loosen the lower bar perches using an 8mm Allen wrench and a 17mm socket for the underside nuts. Once the main nut is off, lift the triple clamp off **carefully**, trying not to disturb the blocked-front-wheel. A rubber mallot is helpful here.
10. We've provided a spacer to slide over the stem to keep the forks tight while you work on the key switch. Use the stock nut to hold the spacer against the tin shroud to keep the bearing and forks happy and tight while you work on the key.
11. Triple clamp off, flip it over and use a Dremel tool or hack saw to cut a slot in the head of the bolt, large enough for a large slot head screwdriver. Preferably, using a hand impact driver to get the bolt removal started, as they use a lot of loc-tite on the stock bolts. Heat on the loc-tite works too, but careful of heat on the key housing. Option 2: Center punch, dead center, the (2) 8mm bolts holding the key switch tight. Drill a small hole down the center, increasing the size until the head of the bolt falls off. If you have a screw extractor you can remove the remaining bolt portion with approximately a ¼" hole (6mm). We like the slot idea, using a hand impact driver is the best. It works really well.
12. Transfer the Key switch from your stock triple clamp to the new Scotts Triple clamp. Use the (2) 8x12mm Allen bolts provided in the kit to mount the key switch. If security is an issue, fill the Allen head with silicone to deter removal.
13. Assemble the new triple clamp handlebar perches/sub mount and tighten the 17mm bolts on the bottom. The clearance of these bolts to the steering lock rack is very close when assembled, so they must be tight.
14. (2) People best perform next step. Installing the new upper triple clamp will be a little harder going on as the forks mis-align slightly when the top clamp is off. **Do not pound on the upper triple clamp,** or the forks will try to come off the bike. If you gently push the front wheel backward just slightly, the triple clamp will slide right on. Align both fork holes and the stem hole and it will go right on. If it doesn't you may have the wrong parts, see line 1 again. Seat the main nut to the tension it was originally using a 27mm socket. Remember the main nut on your KTM adjusts the tension on your head bearing. Do not over tighten the nut. It should be seated just enough to be sure the triple clamp is all the way on and then backed off to a point where all the play is out of the bearing. Tighten the fork pinch bolts, and the 8x25mm main stem Allen pinch bolt, only after the tension on the main nut is correct. Route all the cables and wires as they were before, including the ignition switch plug and screws.
15. Occasionally you may need to file or trim the plastic on the headlight shroud slightly to allow clean cable routing.
16. Now examine the underside of the triple clamp and be sure the 17mm bolts that hold your perches tight, are not making contact with your steering lock bracket. This bracket is higher on some models, which means, you may have to tap the bracket slightly downward to get the 17mm nuts on the bottom to clear it. The key lock has some clearance to allow for some adjustment to this steering lock bracket. It shouldn't require much if any at all.

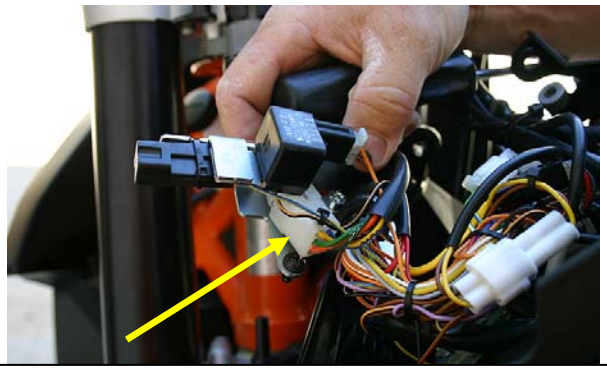
17. Find the 2 small black caps in the frame just behind the head tube. Remove them, exposing the 6mm threaded holes. Chase these threaded holes with a 6mm tap as the heavy paint can restrict a clean bolt entry. Install the frame bracket using the (2) 6mm Allen bolts and loc-tite. This bracket sits very close to the tank and may fit better turned one way than the other. Find the position that best suits your tank and triple clamp position. In some cases the tank can be loosened and re-positioned rearward slightly, for more clearance. Pictures below show both options.
18. On Rare occasions the linkarm is very close to the tank and may need very slight filing to clear the tank.
19. Grease the tower pin and install into the frame bracket. It should always remain greased and free to float in the tower.
20. The tower pin must be carefully positioned on this model due to the handlebar rubber mounts. The top of the pin should be flush or just above flush (2mm) with the top of the linkarm.
21. Install your stabilizer now to the matching bolt holes in the lower perches, we refer to this type mount as a "SUB MOUNT" where the stabilizer is under the handlebars. The tower pin should match the slot in the linkarm.
22. Because these are rubber-mounted bars, the linkarm is going to move up and down during use.
23. Install your bars and tighten the 4 bolts evenly, so the gap is equal between upper and lower handlebar perches.
24. Slowly turn the forks from full left to right and verify the Cables do not get pinched anywhere, and are routed cleanly out of harms way, & are long enough. Start the bike and do the same again to be sure nothing is binding before riding.
25. Finish installing any other items you've removed and check your head bearings for correct tension.
26. Refer to your Owners Manual for initial damper adjustments. Call if you have any questions, we are here to help you.

Block the front wheel securely

Block up the rear to put pressure on front

Or, use a Tie down around the front axle, up and over the frame and back to the underside of the lower triple clamp to hold the forks on.

Roll the bars up out of the way and tie up.



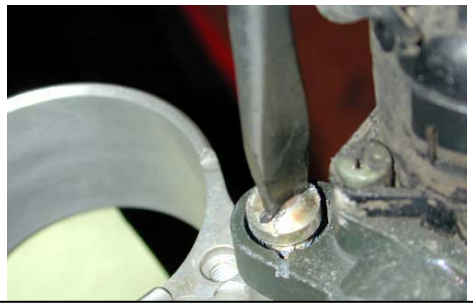
Locate and unplug the ignition switch.

Tool to hold forks on while working with TC off.

Yes the factory Ktm Paris-Dakar bikes use our stabilizer

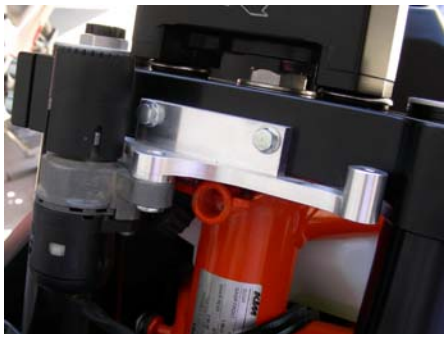
Drill a hole dead center for an easy out or..

Or Cut a slot in the head for screwdriver



Hand impact driver or good slot head

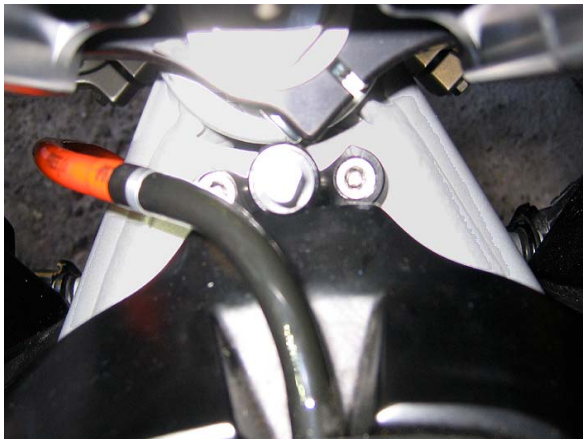
Key switch mounted to underside



Key mount installed on new triple clamp

Remove plastic covers to expose bkt holes

Fit the Frame bracket both ways to see which fits your bike best / they vary.



Finished bracket with radius toward the front of bike

This depicts the finished kit but may not be your exact model.

The large knob pictured in this photo is an optional part.