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Installation guidelines for most 05-08 Ktm 640 Adventures:

IMPORTANT: Ktm builds these models with several options of forks and triple clamps. 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 tolerances and variations from the factory welds, the installing mechanic will have to be adaptable for each bike's variations. 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 retain the stock locking mechanism unless the locking bracket has been welded exceptionally high or is unique from the factory.

1. **Warning: Once the triple clamp is loose, the forks can roll away from the bike.**
2. 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. 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 & your installation will go much easier.
3. 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. Drilling is fairly easy, if you follow these instructions.
4. Examine all the wire and cable routing before removal and make notes of where everything goes.
5. 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).
6. Unplug the ignition key, usually located on the right side of the frame. Follow the wire until you see the plug. Lift UP on the small tab while pulling and the plug will pull apart. Cut the zip ties holding the wire to the frame rail.
7. **Be sure the front end is securely blocked or tied to something secure above the bike.** Remove the top triple clamp, taking note of how tight the 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. No need to remove the fairing as the triple clamp bolts and pinch bolt can be removed with a short socket. 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 nut is off, lift the triple clamp off **carefully**, trying not to disturb the blocked-front-wheel.
8. **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.
9. Triple clamp off, flip it over and 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 bolt with approximately a 1/4" hole (6mm). Option 2: 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, careful of the key housing though.
10. Transfer the Key switch and the cable guide from your stock triple clamp to the new Scott's Triple clamp. Use the new 8x12mm Allen bolts provided in the kit for the key switch and use the stock 6mm Allen bolts for the cable guide.
11. Remove the tin bearing shroud (cover) and rubber seal making note of how the seal goes on, (lips face downward).
12. Grease your bearings while you have them exposed. (Keep the grease off the area where our frame bracket mounts!!).
13. The goal is to allow the frame bracket to clamp cleanly and squarely around the exposed portion of the head tube.
14. Review your individual bike's welding characteristics at the head tube. 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. The bracket must clamp squarely and cleanly, yet SIT FLUSH all the way around the diameter of the head tube. Do not allow the bracket to protrude above the seal-seating surface. Use a flashlight to see up under the bracket where it's hitting if it's not flush. Occasionally, it hits on the gusset itself, which can be reshaped lightly with a hammer.
15. **Only if your model is equipped with one,** you will need to cut off the upper portion of the square steering lock receiver box (see photo). The steering lock stays functional as the lock-pin still engages the lower portion of the box. Mark and cut the top of the box off as shown. You must cut enough to allow our frame bracket to drop down far enough so the entire bracket grabs the head tube. If you don't allow the frame bracket enough clamping surface it will come loose. The upper edge of the frame bracket should be level with the step where your stock bearing seal seats.
16. Once the frame bracket is flush, align the frame bracket so the tower post is in the middle of the backbone of the frame. Tighten the pinch bolt on the frame bracket to 6-8 ft lbs. Check the flush position after tightening the pinch bolt.
17. 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. There should be no shroud contact with the frame bracket, but try to be as close as possible. If it hits, it will squeak at some point as you turn the bars.

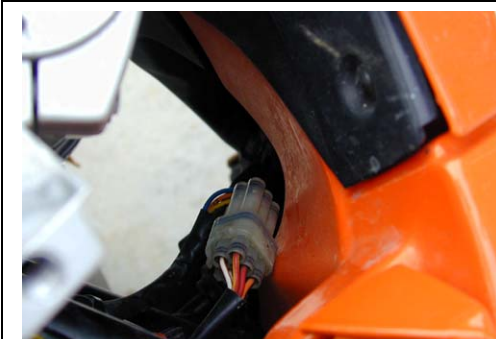
18. Pre-assemble the triple clamp, handlebar perches/sub mount, and the **8x25mm** Allen bolt in the stem-pinch-bolt-hole. Be sure the 19mm nuts on the bottom are tight, the ones that hold your handlebar mounts tight.
19. Have the stock fork pinch bolts in, as it's hard to tighten them once the triple clamp goes on the bike. Very little room.
20. TWO 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. Seat the main nut to the tension it was originally. 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. Using your **stock** triple clamp pinch bolts, 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.
21. Now examine the underside of the triple clamp and be sure the 19mm nuts that hold your perches tight are not making contact with your steering lock bracket. Occasionally the factory welds this bracket higher on some models, which means if it hits, you may have to tap the bracket slightly downward to get the 19mm nuts to clear it. The key lock has some clearance to allow for some adjustment to this steering lock bracket. This is a rare occurrence, but your options are to bend the bracket downward slightly or grind either the bracket or some of the nut until you have clearance. If you grind be sure you don't ruin the nylok portion of the nut. If you have one of these rare occurrences and you're not sure, give us a call and we'll try to help.
22. Grease the tower pin and install into the frame bracket. It should always remain greased and free to float in the tower.
23. The tower pin must be carefully positioned on this model due to the rubber mounts. Keep the top of the pin flush with the top of the linkarm and after riding the first time, be sure the tower pin is not making contact with the bottom of the stabilizer body. As the rubber mounts wear, the flexing will increase and more attention is needed to the tower height.
24. 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.
25. **BE SURE the tower pin does not make contact with the bottom of the stabilizer body, the pin can be raised or lowered. See you Owners manual on how to raise or lower the collar on your tower to prevent damage from pin to body.**
26. Because these are rubber-mounted bars, the linkarm is going to move up and down during use.... Read #17 again now.
27. Install your bars and tighten the 4 bolts evenly, so the gap is equal between upper and lower handlebar perches.
28. Slowly turn the forks from full left to right and verify the Cables do not get pinched anywhere, are routed cleanly out of harms way, and are long enough. Start the bike and do the same again to be sure nothing is binding before riding.
29. Finish installing any other items you've removed and initially check your head bearing for correct tension.
30. Refer to your Owners Manual for initial damper adjustments. Call if you have any questions, we are here to help you.
31. Send us a digital picture of your finished installation via email and we'll try to post it on our website.



Block the front wheel



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



Locate and unplug ignition switch right side





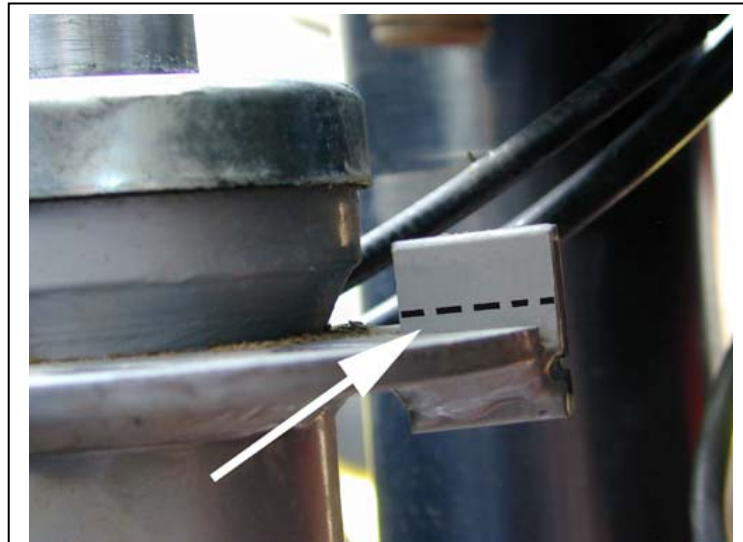
Drill a hole dead center for an easy out or..



Cut a slot in the head for a screwdriver



Hand impact driver or good slot head



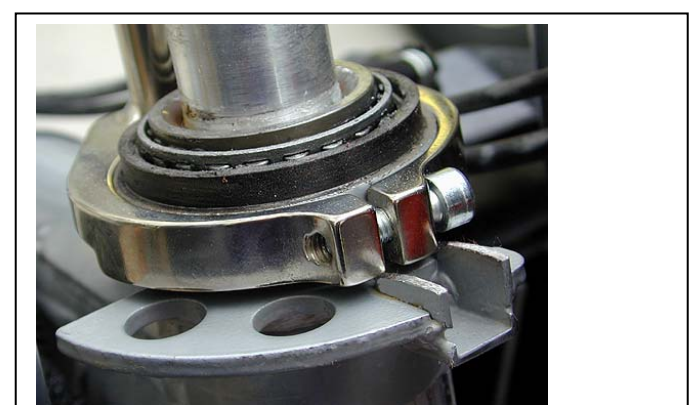
Mark the lock box where you plan to cut



Use a hack saw or Dremel to cut the upper half off.



This does not change the function of the lock box, the pin will still engage the box and keep your bike safe when locked..



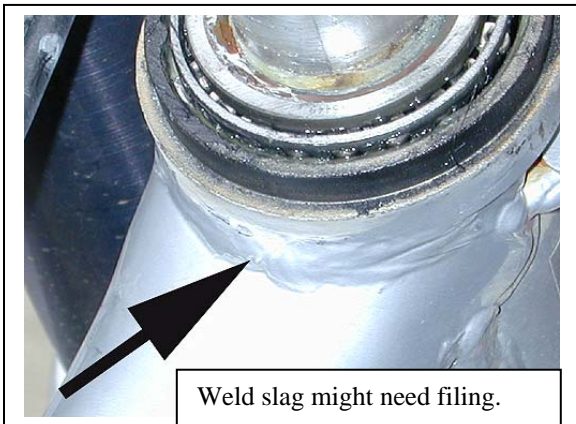
The box must be cut low enough to allow for the frame bracket to sit flush where the head tube seal seats.



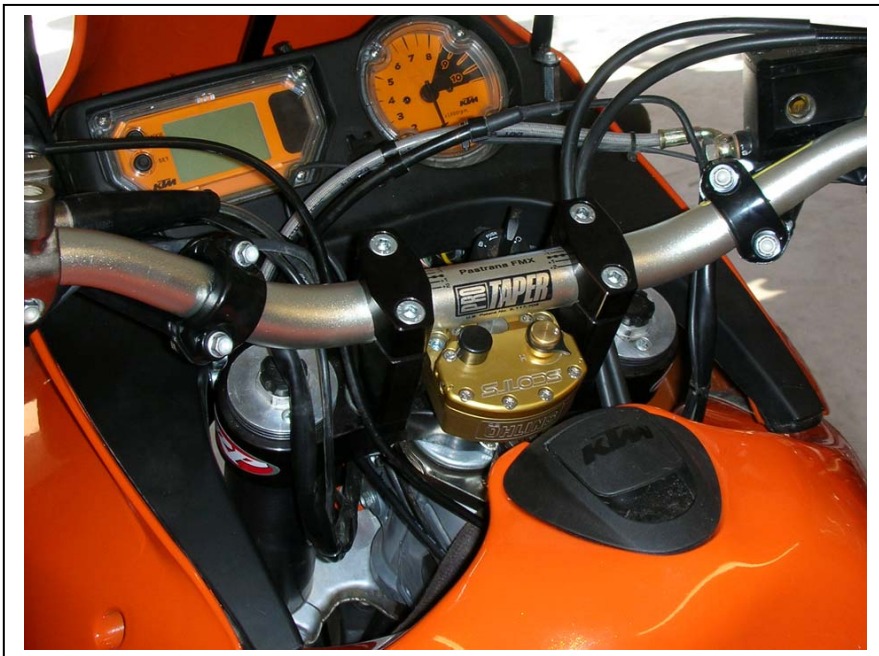
Spacer-tool to hold forks on while working with TC off.



Key and cable guide on new triple clamp



Weld slag might need filing.



Yes the factory Dakar bikes use our stabilizer