

See attached pages for product kit, recommended tools and recommended torque specs.



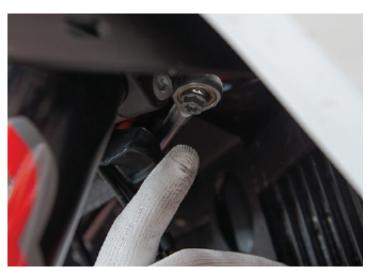
1.

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- 1. Remove the two factory Allen bolts that connect the right and left side of the lower crash bars.
- 2. Remove the factory steering dampers using either a 10mm socket or T40 torx.

Tip: begin with the bolt that secures the ball joint.





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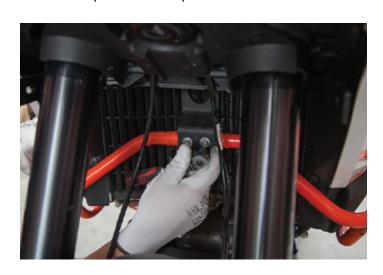
3. Remove both factory bolts that secure the steering damper onto the frame. Recommended tool: 10mm wrench

4. Mount the supplied bracket. Line up the bottom mounting holes with the factory crash bars' holes and insert the supplied M6x30mm bolts.

Tip: Use masking tape to prevent the top part of the bracket to swing around while working on securing the bottom.

*Read more tips for this step at the back of the manual.





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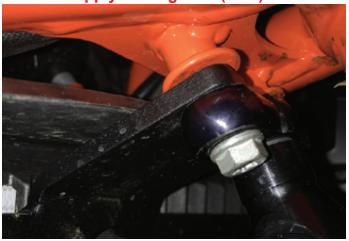
5. Re-install the factory steering damper. It's best to feed the factory bolts through the mounting holes before installing it. Hold it in place by keeping your fingers on it. **Note: apply locking fluid (blue)!**

6. Hand-thread the left side factory bolts back into the frame mounting points. Do not tighten it, yet.



7. Hand-thread the right side factory bolts back into the frame mounting points. Do not tighten it, yet. Don't forget the secure the ball joint on the far end of thesteering damper!

Note: Do apply locking fluid (blue)!



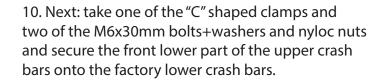
8. Mount the right side upper crash bar.



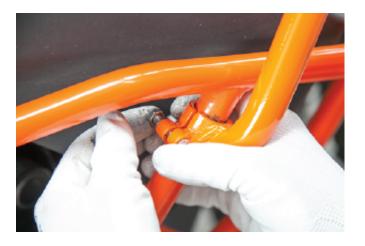
5.

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9. Feed the M8 bolt through the crash bar's midmounting tab and the bracket's mounting hole. Insert the 8mm washer and hand-thread the M8 nyloc nut on the other side. Do not tighten it, yet.







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- 11. Repeat the same for the rear part of the upper crash bars. Leave the bolts loose.
- 12. Mount the left side upper crash bar.





7.

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13. Repeat step #9 on the left side of your KTM.

14. Repeat step #10 and #11. on the left side of your KTM.





15. Now tie the right and left side crash bars by using the M6x20mm bolts, washers and nuts.



16. Finally, go ahead and tighten all the bolts and nuts to torque specs and make sure to check again after going out for a test ride.

*Step 4. additional tips: feed the M6 bolts all the way through the bottom mounting holes. Once they're through hold down one at a time and push the nut up between the back side of the crash bars and the factory plastic radiator guard. This way, it will be easier the thread the nut back on the bolt.

9.

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Congratulations! You've completed installing your Outback Motortek product.



Should you have any question regarding the installation, please contact us at info@outbackmotortek.com

or call toll free at 1 877 931 3636

Important note! Outback Motortek recommends its customer to install their products by a certified, experienced motorcycle mechanic. Outback Motortek assumes no liability for any accident, injury, death, loss, or other claim related to or resulting from the use of its products. In no event shall Outback Motortek be liable for incidental or consequential damages relating to or resulting from the use of its product or any of its parts.

10.

KTM Upper Crash Bars - Hardware List and Recommended Tools 1. Ratchet 2. 2. 4mm Allen key 3. 5mm Allen key 3. 4. 4mm Allen socket 8. 9. 5. 5mm Allen socket 6. 10mm socket 7. 13mm socket Ratchet extension Torque wrench 13mm wrench 8.10xM6x30mm Allen bolt+nyloc nuts+washers 9. 2x M6x20mm Allen bolt+ nyloc nuts+washers 10. 2x M8x20mm Allen bolts+ nyloc nuts=washers

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Table a. General bolt tightening torques in Nm (max. permissible)	ener ix. pe	al bol	It tigh sible)	ıtenin	ig torc	sənk
Bolt diameter	Bolt 267)	Class	s (acc	ordir	Bolt Class (according to DIN 267)	OIN
	5.6	5.8	6.8	8.8	10.9	12.9
M5	2.5	3.5	4.5	9	8	10 ି
M6	4.5	9	7.5 5.5#lb	10 7.4 ft lb	14 10.3 ff lb	17
M8	1	15 11.11 lb	18 13.3#lb	24 17.7# lb	34 25.1#lb	40
M10	23	30 22.1#lb	36 26.6 ft lb	47 34.6 ft lb	66 48.7 ft lb	79
M12	39	52 38.4 ft lb	62 45.7 # lb	82 60.5 ft lb	115	140
M14	62	82	86	130	180	220
M16	94	126	150	200	280	340
M18	130	130 174	210	280	390	470

11.