

STEERING DAMPER FOR KTM / HUSQVARNA EXC / EXC-F / TE / FE 2012 - 2022

We appreciate your support and hope you enjoy your ride more than ever after this installing our products!

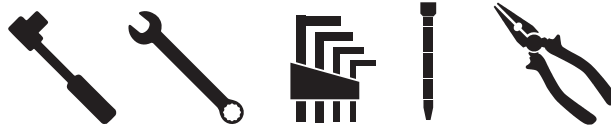
If you have any questions regarding the fitment or function of this product please call or message us 02 43741655 or info@mscmoto.com

MSC Products Australia does recommend this installation be completed by a competent mechanically minded person with the correct tools and equipment. Incorrect installation of after market parts to motorcycles can result in a product under performing, damaging the motorcycle or be harmful to the rider. Please take care when working on your motorcycle.

WHAT IS NEEDED FOR THIS INSTALLATION:

QUALITY TOOLS:

Socket Set, Ring Spanners, Allen Keys, Zip Ties, Pliers,



Tidy Work Area, Secure stand or work bench for motorcycle
Owners manual - To refer to for disassembly of OEM products

DAMPER ADJUSTMENT DETAILS

20 clicks of adjustment on main dial;

Soft - Anti-clockwise ←

Hard - Clockwise →

It may take a few rides to work out your desired dampening depending on your style or conditions you ride in. Start your first ride with dials set in the middle, if you want more or less dampening adjust the dial in the direction you need a few clicks at a time.

PLEASE NOTE:

Once dial has stopped clicking/turning, the damper has reached the end of adjustment range. Please do not attempt to turn the dial any more, doing this will damage the Damper.



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HOW TO INSTALL:

Start with putting the bike on a secure stand and getting some containers to place the small screws you need to remove.

Pro Tip: We also recommend that you also take some photos to help remember where everything goes!

1.

With the bike on the stand place something under the front wheel so it makes contact with the ground, also use a zip tie to hold the front brake lever on to lock the front wheel.

NOTE: KTM manufactured bikes do not have a 2nd tension nut on the steering stem. Once top triple clamp is removed the front wheel and suspension will fall out of the chassis.

2.

Loosen the top triple clamp pinch bolts and also the center steering stem bolt. Keep the handle bars fixed for the moment as it will help remove the top triple clamp.



3.

Carefully remove the top triple clamp and rest down in front of the front forks to give access to the crown of the frame.

4.

Lift off the dust cover and the seals from the top of the frame. This is a good time to also check your bearing condition.

5.

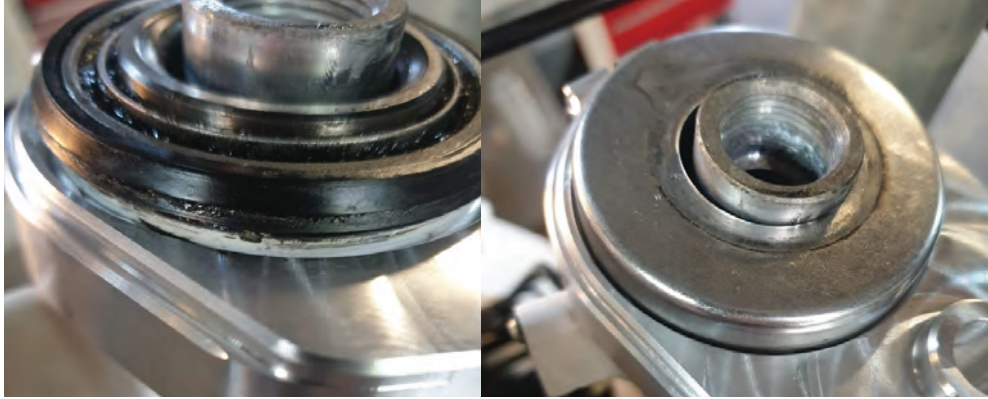
Install the post collar onto the frame. KTM bikes have a welded frame and in some cases the welds can be slightly different to the bikes we developed the kit on. This is not common or a big problem, simply use a dremel or a small file to clean the weld to fit. The collar needs to push down so the dust cover can sit back on top of the bearing but not contact the post collar.

See image following page.

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HOW TO INSTALL:

5.



6.

Tighten the pinch screw in the front of the post collar. Reinstall the seals and dust cover.

7.

Reinstall the top triple clamp. Check owners manual for setting steering head bearing tension and installation of triple clamp.

8.

Fit new spacers into plastic speedo mount plate and then refit speedo to the front of the top triple clamp using the supplied screws and washers. - Check cable and wire routing that everything is clear and not going to be damaged.

9.

Now remove handlebars from top triple clamp.

10 (A).

Place spring and post pin into the post collar stem. Refer to instructions below for your Specific Damper.

TOP MOUNT KITS:

You only need to replace the top bar clamp caps with the new damper mount. The top bar mount is reversible and original bar clamps are reversible also. - Sit steering damper on top of mount bracket and line up holes and link arm with pin hole in the post collar stem. Top mount kits also have a specific moulded bar pad available.

DOWN UNDER MOUNT KITS:

Remove the lower bar clamps and bolts. Install new bar riser/ damper mount with new bar clamps onto the triple clamps. Fix using supplied M10 x 60mm bolts. Now install the steering damper unit to the mount bracket. Now reinstall the handlebars and use OEM top bar caps.

VECTOR MX KITS:

Remove the lower bar clamps and bolts. Install new damper mount with new bar clamps onto the triple clamps. Bolt down the lower bar mounts to triple clamp. Now install the steering damper unit to the mount bracket. Now reinstall the handlebars and use the new 1 piece top bar clamp.

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HOW TO INSTALL:

10 (B).



11.

Reinstall the headlight, set the handle bar position and double check anything you have loosen during the installation has been retightened again.

12.

Reinstall the headlight, set the handle bar position and double check anything you have loosen during the installation has been retightened again.

13.

Check the handle bars are free to move slowly left to right just to make sure everything is moving correctly and there is no interference or problems with installation.

(MORE) IMPORTANT INFO:

When you reassemble the bike be sure to take time putting the triple clamp back on the bike as it can be tricky to get the bearing to sit correctly.

As mentioned in step five, the frames can have some small differences on the welds. We have tested clamp on many bikes but it is possible there could still be a bike out there that the weld is slightly larger and may need some attention.

Once the kit is installed DO NOT test the limits of the Damper in your garage. Smashing the handle bars around with the damper on the hardest setting is not replicating anything. A steering Damper is designed to run on a hard setting at high speeds upwards of 100km/h. There is no situation where you steer the bike as hard as you can around to the stops and then back again 3 or 5 times at 100km/h so trying to replicate this in your garage won't test anything.

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WHAT YOUR STEERING DAMPER KIT CONTAINS



AXIS DOWNUNDER STEERING DAMPER KIT



AXIS TOP MOUNT STEERING DAMPER KIT



VECTOR STEERING DAMPER KIT