WOODCRAFT
Technologies, Inc.

IN12-1790 KTM 790 Clipon Adapter Plate Installation Instructions rev 0725

WARNING Installation and use of some Woodcraft Technologies, Inc. products will change the response of the motorcycle to rider control inputs. Failure of the rider to adapt to these changes may cause loss of control, and serious injury or death. Improper installation, and/or failure to comply with all warnings and instructions may cause loss of control and serious injury or death. **DO NOT INSTALL OR USE ANY WOODCRAFT TECHNOLOGIES, INC. PRODUCTS IF YOU ARE UNABLE TO DO SO IN COMPLIANCE WITH ALL INSTRUCTIONS AND WARNINGS. SEEK THE ASSISTANCE OF AN EXPERIENCED TECHNICIAN.**

1. Completely remove your stock grips, controls and handlebar assembly. This kit replaces both the stock handlebar and the top clamp of the OEM assembly.

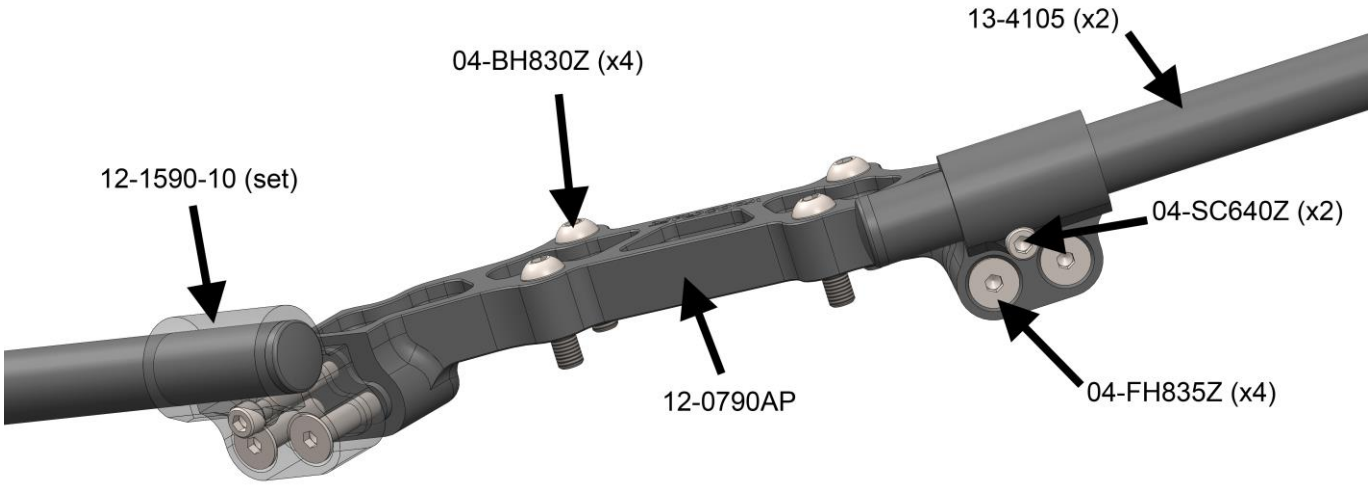
2. This clamp is designed so that the riser portion of the clamps can be used in either the UP or DOWN position.

3. Move the OEM handlebar bar mounts to the forward position as seen at the right.

4. Bolt the riser clamps and spacers to the adapter plate using the 04-FH835Z hardware.



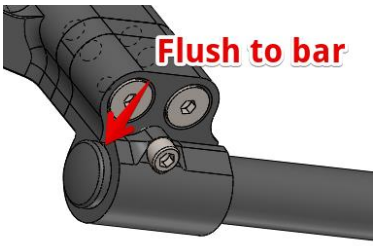
IMPORTANT: All of the 8mm bolts (04-BH830Z & 04-FH835Z) in this assembly must have the threads completely coated with Blue Threadlocking Compound before installation.

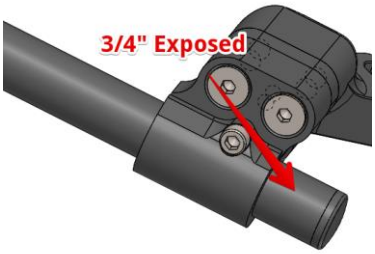


5. Use the four 04-BH830Z mounting bolts to secure the Woodcraft adapter plate to the OEM handlebar uprights as shown above.

6. Secure the bars into the riser clamps and follow the procedures below to locate the controls.

<u>If using Woodcraft Hand Guards (Racing):</u> The inner end of the handlebar will be flush to the inner portion of the riser, only leaving the plastic end cap exposed. You should have ¾" of bar sticking past the ends of the grips, and this will be used as a mounting surface for the hand guards.





<u>Without Woodcraft Hand Guards:</u> On the inner end of the handlebar you will leave about 3/4" exposed to the inner portion of the riser.

7. Test the controls to be sure that they are able to be securely tightened and that everything moves freely throughout the entire range of motion of the handlebars. Secure cables and hoses as necessary to ensure the controls operate completely unencumbered from lock to lock.

8. Front Brake Line – In order to relieve pressure on the brake line, slightly crack the banjo bolt and allow the line to settle. **IMPORTANT: Completely bleed the brakes to eliminate all air in the brake line before riding the motorcycle**

9. When you attach the master cylinder to the bar, the master cylinder should have a gap of 1 7/16 inches between the clamp and the riser as shown.



10. When you attach Clutch lever to the bar, the clutch perch should have a gap of about 1 9/16 inches between the clamp and the riser as shown below.



11. With all assembly components in place, ensure that you have a full range of steering motion without having any components make contact with other parts of the motorcycle. Ensure that you have full ability to manipulate the controls. Make sure that the throttle cables are not encumbered through the entire range of motion and make sure that your throttle closes properly throughout the ENTIRE range of motion before attempting to ride the motorcycle.

<u>WARNING - VERY IMPORTANT</u> : Ensure that the cables, hoses and all control parts do not contact any part of the motorcycle and that you have full ability to manipulate the controls throughout the entire range of steering. Also, be sure that the throttle returns freely after being fully opened throughout the entire range of steering. **FAILURE TO HEED THESE WARNINGS MAY CAUSE LOSS OF CONTROL OF MOTORCYCLE AND SERIOUS INJURY OR DEATH. DO NOT OPERATE THE MOTORCYCLE IF THERE ARE ANY INTERFERENCE ISSUES WITH EITHER THE MOTORCYCLE PARTS OR YOUR BODY, OR WITH A THROTTLE THAT DOES NOT RETURN FREELY**