

FULL SPEC ENDURANCE PROTECTION BARS:

KTM 1290SA R & S - 2017 Onwards (3 Part: Upper, engine cage & bash plate)

(SKU: 10-172/10-173/10-174)



The fitment sequence is as follows:

1. Upper bar.
2. Engine cage & bashplate assembly.
3. Stabilizer bar.
4. Tightening of all fasteners.

Tools required for installation: -

- Sockets: 8mm, 10mm, 13mm, 17 mm
- Allen sockets: 5, 6, 8mm
- Allen keys: 4, 5mm
- Socket Wrench
- 6-10" Extension
- Ring spanners: 10mm, 13mm, 17mm
- Torx: T-27, T-30, T40, T-45
- Special tool for the foot peg spring is supplied in the kit.
- Torque wrench
- Loctite 243 (Not supplied in the kit)

Step 1

1.1 Place the motorbike on the main stand.

1.2 Set the side stand in the extended position (open).

1.3 Remove any existing bash plates (even the OE plastic bash plate) and the KTM-OE crash bars completely, not to be used again. Remove the rubber grommets from the KTM crash bars which supports the fuel tank left and right on the crash bars. These will be used on the Rumbux upper bar.

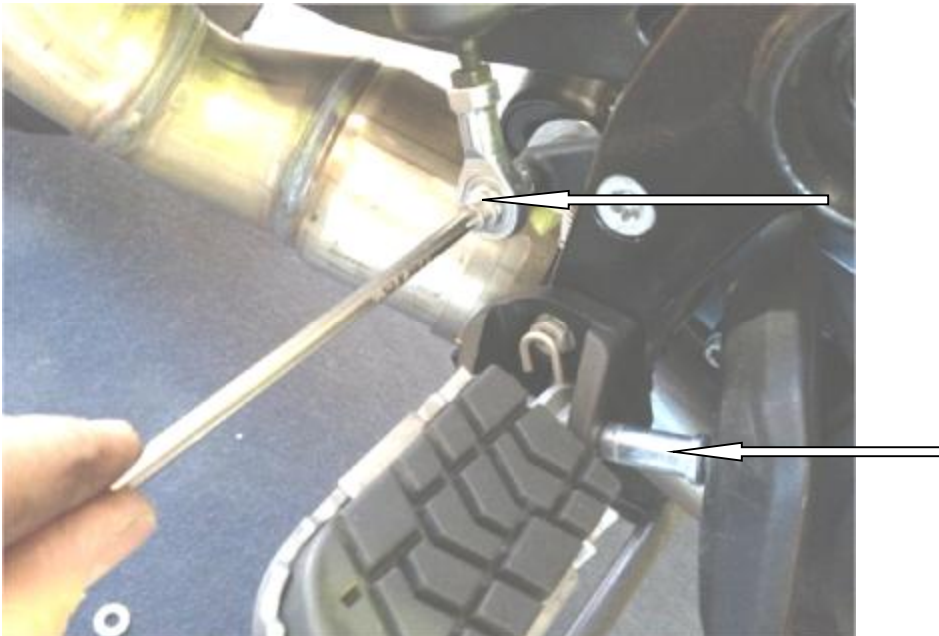
1.4 On the 1290 Super Adventure S, remove the grey plastic side panels on the left and right-hand completely with the rubber grommets, which support the fuel tanks and hold the oil filler on the left-hand side.



1.5 (Only for the 1290 S) Install the oil filler bracket supplied in the kit on the top mount where the left side plastic cover was removed. Use the Cap screw M10 x30 in the kit. On the right-hand side, install the other Cap screw M10 x30 in the same position. Install both with Loctite 243. The torque setting for these bolts is 45 Nm.



1.6 Remove the front foot pegs left and right completely. On the right-hand side, it is necessary to remove the Hex / Torx screw, which links the foot brake to the rear brake master cylinder to remove the foot peg pin. Now remove the foot peg holders as well.



Step2: Upper bar installation.

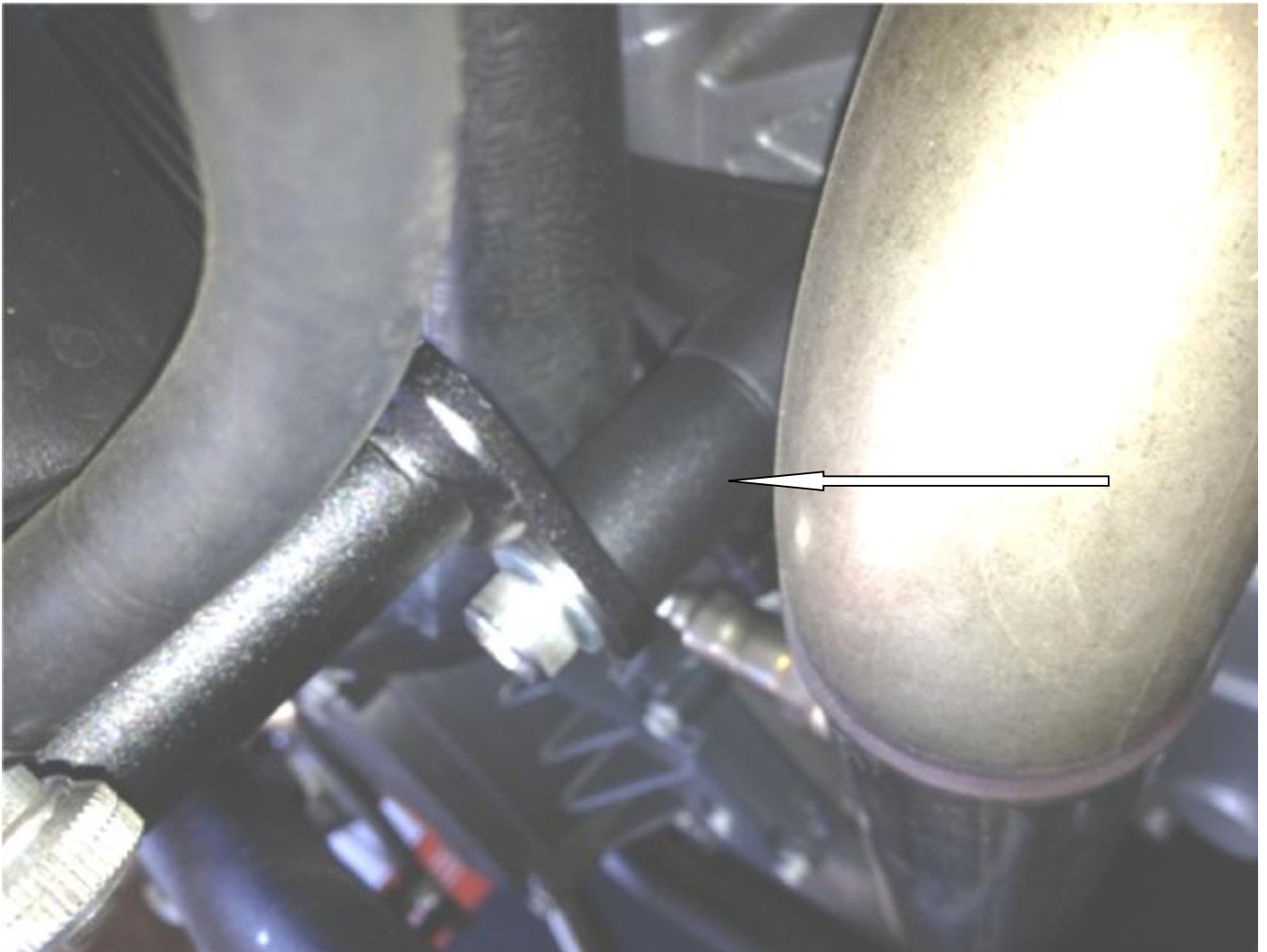
2.1 Take the x2 rubber grommets in step 1.3 or 1.4 and mount in the position shown on the upper bar. Use (x2) Cap screws M6x20 with flat washers supplied in the kit. Do not tighten yet. Take the upper bar as follows and maneuver the bars from low down on the front wheel into position.



2.2 Lift the upper bar carefully into position. The rubber grommets left and right fit into the fuel tank slots. Pull the bars upwards in this position to locate the rubber tank supports properly.



2.3 On the lower mounting brackets left and right, position the two bushes supplied in the kit between the bracket and the engine. Use the M10x65mm Allen bolts with a flat washer in these positions with Loctite 243. Make sure the bolts align properly. Turn these bolts 1-2 turns in, leaving enough clearance for the engine cage fitment onto the upper bars. You might have to lift the protection bar a bit higher in the grommet slots in the tanks. The torque setting is 45Nm at the end of the complete fitment. *NOTE: We have found some engines in the past, which these mounting points in the engine have not been tapped all the way. This will cause the bolt to bottom out before the bracket and bush assembly is tighten. This can be rectified by cutting 5-6mm off the stainless bolts supplied.*



Step 3: (Engine protection cage fitment)

3.1 Turn the handle bars full left.

3.2 On the left-hand side of the engine, remove the bolts as indicated. Don't remove the cover, just move it slightly to the rear to accommodate the plastic clamps.



3.3 The upper mounts of the engine cage should have protective tape on the inside to protect the engine from being scratched during the fitment. Do not remove yet.

3.4 You are now ready to install the engine protection cage assembly as follows:-



With the handle bars turned full left, maneuver the engine crash bar carefully underneath the engine as can be seen in the picture above.

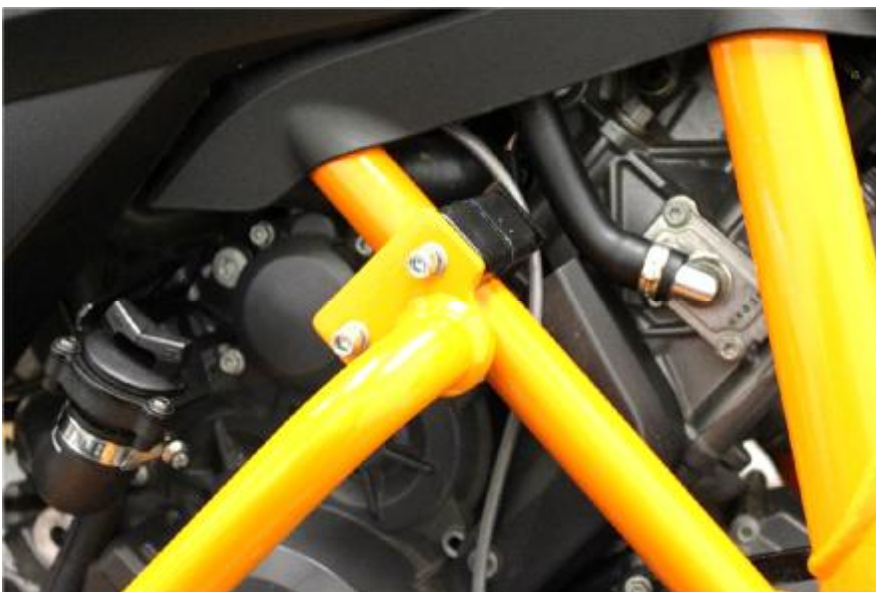
Note: Under no circumstances should this procedure be forced into position.

It works ideally with only one person on the left side of the bike. Move the left top mount carefully upwards. The bars will hang skew at this stage. Carefully maneuver into the required position past the side stand for the rear left mount. Don't be worried too much about the right-hand side. By now the right-hand side will clear into position as you can lift it into position with your foot underneath the bash plate. At this stage, a second person can hold the bash frame in position to install the new foot peg Allen screws M8x25mm with Loctite 243.

3.5 Remember to fit the foot peg holder over the engine crash bar bracket. Position the foot peg holder in the lower foot peg position. Don't tighten yet. Torque setting for later is 25 Nm.

Note: These foot peg holders should be installed in the lower position for the foot pegs to mount horizontal. On the newer models, the foot pegs don't install horizontal in the higher foot peg position.

3.6 Lift the engine protection bar slightly underneath with a small jack or with your boot. Remove the protective tape and place the plastic pipe clamps into position at the top as supplied in the kit. Don't tighten yet. In some cases, the clutch hydraulic pipe might interfere. Pull slightly downward on the pipe to give more clearance past the bracket.



3.7 Install bolts removed from plastic cover in step 3.2

Step 4:

The upper protection bar and the engine bars can now be connected with the Cap screw button M10x25mm with washers and Nyloc nut. The upper bars fits on the outside of the engine bar bracket on both sides.

**Step 5:**

Install the stabilizer bar onto the upper protection bar as can be seen below. Don't tighten yet.



Step 6:

Install the foot peg springs with special pliers supplied in the kit. Install new split pins supplied. *NOTE: The foot brake should be connected to the master cylinder, which was disconnected in step 1.6*

**Step 7:**

Align the protection bars if necessary and tighten all bolts to required torque settings. Make sure to lift the upper bars upwards with an approximate clearance of 8-10mm underneath the head light.

Important notes:

- *It is recommended to inspect the protection bars for any damage or loose bolts after any crash and during regular services. Replace damaged parts.*
- *Don't use crash bars as a fixing point when transporting a motorcycle.*
- *It is not recommended to commute with off road tyres at high speeds as this can cause excessive vibration levels. This can damage your protection bars on certain models.*

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