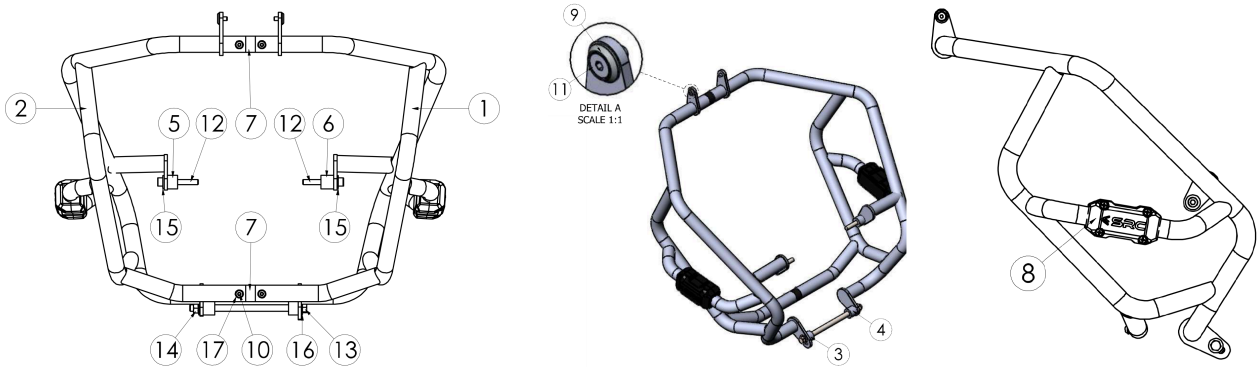
CRASH BAR SET

KTM 390 ADVENTURE · 2020–2024

Thanks for choosing SRC. These 1-inch steel crash bars (1.8 mm wall) protect the engine, bodywork and frame. They join with two pin pipes and bolt to the factory mounts: no drilling or cutting. Numbers in the drawings match the parts list.

IN THE KIT



1	Crash bar, left (LH)	**× 1**	**2**	Crash bar, right (RH)	**× 1**
3	Bush 21 × 12 × 15 mm (left lower)	**× 1**	**4**	Bush 21 × 12 × 18 mm (right lower)	**× 1**
5	Bush 21 × 10 × 16 mm (right upper)	**× 1**	**6**	Bush 21 × 10 × 20 mm (left upper)	**× 1**
7	Pin pipe	**× 2**	**8**	Slider guard	**× 2**
9	M6 taper ring	**× 2**	**10**	M6 × 15 button head socket screw	**× 4**
11	M6 × 15 countersunk socket screw	**× 2**	**12**	M8 × 55 socket head cap screw	**× 2**
13	M10 × 175 hex bolt	**× 1**	**14**	M10 hex flange nut	**× 1**
15	M8 washer	**× 2**	**16**	M10 washer	**× 1**
17	M6 washer	**× 4**			

Bushes: outside diameter × inside diameter × length. Slider guard screws come in a small bag with the slider guards. Detail A: top front mount.

BEFORE YOU START

- Bike upright and stable on level ground, engine cold. A helper makes it easier.
- **Liquid thread locker** on screws 10, 11, 12 and the M10 bolt (13) and nut (14).
- Fit everything finger-tight; tighten only in the last step. Keep every stock part you remove.
- **Tools:** Metric hex keys and sockets for the M6, M8 and M10 hardware and the stock screws, torque wrench.
- **Time:** About 60 minutes.

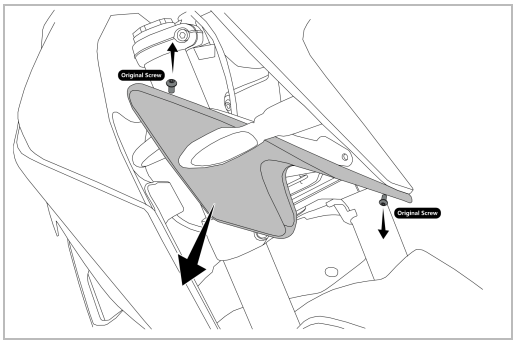
SCAN TO WATCH

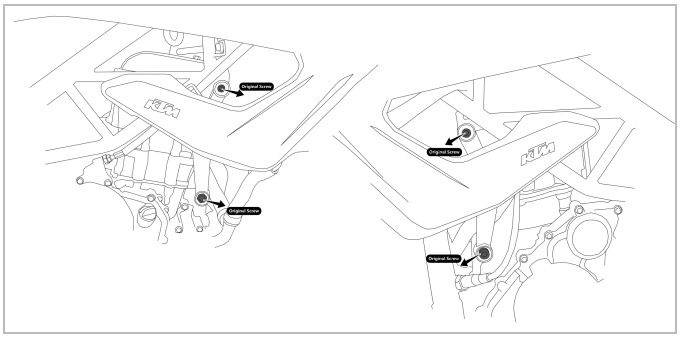
Official SRC install video
Crash bar install, KTM 390 Adventure (new version)
youtu.be/4fuPvFw4Q6k

INSTALLATION

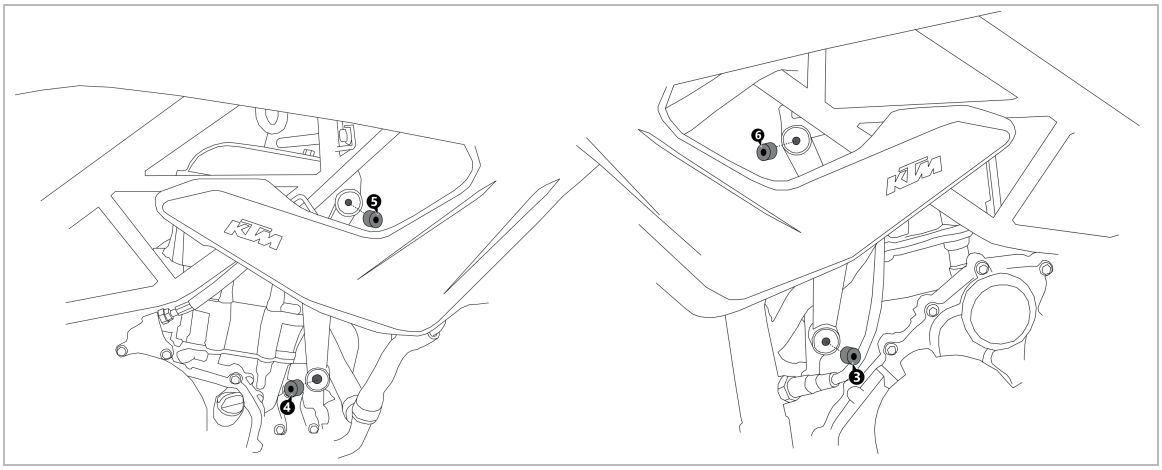
FINGER-TIGHT FIRST · TORQUE LAST

1 **Both sides: remove the stock parts.** Take out the two stock screws of the side panel and lift the panel off (left picture). Then remove the stock screws and nuts from the upper and lower frame mounts (right picture: right side of the bike on the left, left side on the right). Keep every part.

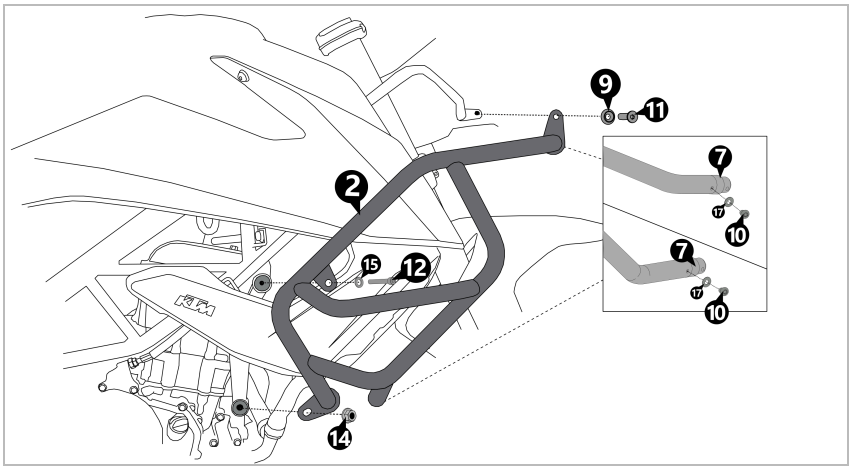




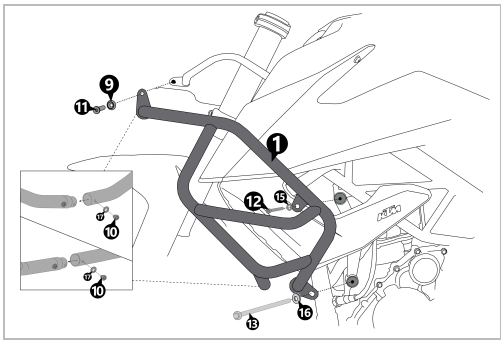
2 **Place the bushes.** Right side (left picture): bush 5 at the upper mount and bush 4 at the lower mount. Left side (right picture): bush 6 at the upper mount and bush 3 at the lower mount. Each bush sits between the frame and the crash bar tab.



3 **Right side: fit crash bar RH (2)**, as shown in the picture. Upper mount: an M8 × 55 screw (12) with an M8 washer (15) and thread locker, through the bar tab and bush 5 into the frame. Top front tab: an M6 × 15 countersunk screw (11) through a taper ring (9) into the stock bracket beside the headlight (Detail A in the kit drawing). The inset shows the pin pipes (7) in the bar's two cross tubes, each held by an M6 × 15 button head screw (10) with an M6 washer (17). Finger-tight only.

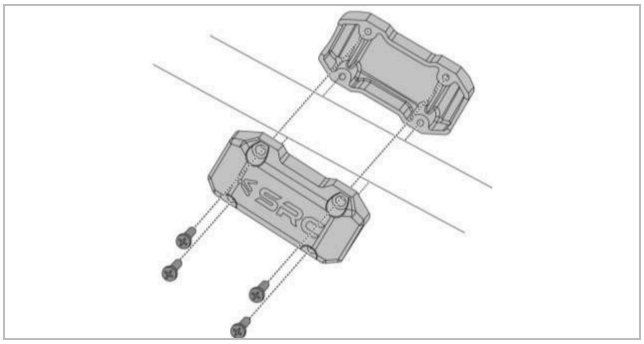


4 **Left side: fit crash bar LH (1).** Slide its two cross tubes over the pin pipes (7) and secure each with an M6 × 15 button head screw (10), an M6 washer (17) and thread locker (inset). Fit the upper mount (screw 12, washer 15, bush 6) and the top front tab (screw 11, taper ring 9) the same way as on the right side, as shown in the picture. Finger-tight only.

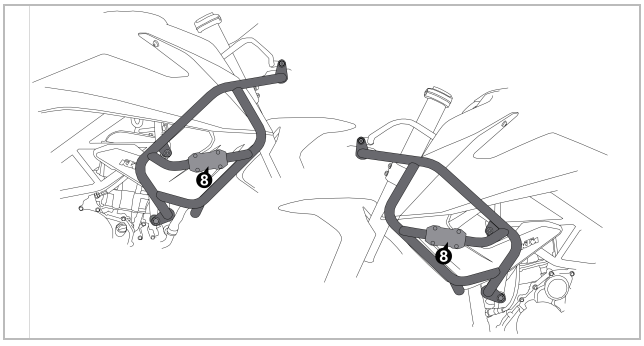


5 **Fit the lower bolt.** From the left side, push the M10 × 175 bolt (13) with the M10 washer (16) through the left bar's lower tab, bush 3, the lower mount, bush 4 and the right bar's lower tab. Add thread locker and run the M10 flange nut (14) onto the bolt on the right side (see the pictures in steps 3 and 4). Finger-tight only.

6 **Fit the slider guards (8)** to the middle tube of each bar with their screws, as shown in the picture.



7 **Align and tighten.** Use the slider guards as a guide: look at the bike from the front and from behind and make sure both bars sit evenly, with neither slider shifted. Then tighten every fastener to the values in the table. The finished set looks like the picture.



FASTENER	TORQUE
M6 × 15 button head screws (10), thread locker	10 N·m (89 in-lb)
M6 × 15 countersunk screws (11), thread locker	10 N·m (89 in-lb)
M8 × 55 screws (12), thread locker	23 N·m (17 ft-lb)
M10 × 175 bolt (13) and nut (14), thread locker	46 N·m (34 ft-lb)
Slider guard screws	Snug; don't overtighten

FINAL CHECK

- Every fastener torqued, with thread locker where listed.
- Bars sit evenly side to side, seen from the front and from behind.
- Turn the handlebars lock to lock: nothing touches the bars. Work the shifter, rear brake pedal and side stand: no contact.
- Start the engine and let it idle: no rattles. Re-check every fastener after the first 30 miles (50 km), then at regular service intervals.