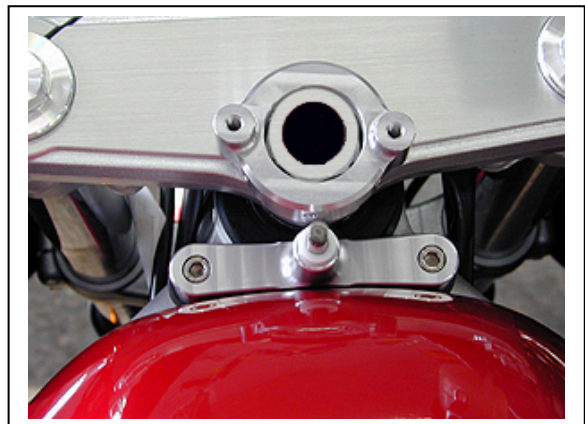


**Installation instructions for: SUZUKI SV 650 1999-2002 with conversion to clip on bars (NOT FOR SV650S).**

- 1) This kit is designed to be used with “clip-on” type bars only, converted from the standard SV650 upright bars. This kit is designed to eliminate the stock upright handlebars (SV650). You should have the clip-on bars installed already. (The kit for the upright bars requires different parts and different instructions as does the kit for the SV650S).
- 2) It is mandatory to use **Blue** Loc-tite on all bolts. They will come loose without it.
- 3) Remove any other steering stabilizers. Remove the stock 32mm nut **and washer** holding the triple clamp tight. Discard both. Do not use the stock washer with our kit. Install the new 30mm aluminum nut supplied in our kit with the HEX drive facing up.
- 4) Torque the new aluminum nut to the factory specifications, which is normally 85-ft. lbs. Check your manual.
- 5) Install the new triple clamp damper mount (TC mount- part # 22-3422-20), the part with the eight set screws, over the main triple clamp nut with the “machined register” (lip) indexing over the back of the triple clamp. Tip to save time: Before installation, using Loc-tite, start all the setscrews first, until flush with the inside bore.
- 6) Be sure this TC mount is setting down flush on the triple clamp surface. This part is machined precisely to fit over the Scotts triple clamp nut. The groove machined into the nut is positioned so once the setscrews are tightened, it will force the damper mount down against your triple clamp.
- 7) Remove or modify any obstructions such as carbon fiber deco plates that would prevent # 4.
- 8) Using blue Loc-tite, install the forward set screws **evenly**, until they make contact with the main nut, this ensures the Triple clamp bracket is being snugged securely against the back of the triple clamp.
- 9) Then proceed to tighten each one making your way around until they are all equally tight. Re-check after the first ride as normally they will settle into the groove in the nut and require re-tightening. (Note: You must use some heat to compromise the Loc-tite before trying to remove the setscrews or the small Allen head setscrews can be stripped easily).
- 10) Remove the stock front tank bolts **and washers**. You must remove the washers on this model. Install the new Frame Bracket Tower #22-8647-00). There is a no front or back to this part, note the picture! Install the longer tank bolts supplied, through our frame bracket and into your tank mounting holes, retain the stock grommet bushings.
- 11) Remember, under heavy braking your entire body weight is pushing the tank forward. Until you have verified sufficient clearance between the tank and the frame bracket, put something between the tank and tower pin to protect the tank. Each bike will vary a little as to how much movement there actually is under heavy braking.
- 12) **Optional: only if you are using the kit that raises your tank higher, you install the spacers under the tank bracket now. The frame bracket (# 22-8632-00) mounts on the upper side of the tank bracket. (Note: the tank-spacer kit uses a different frame bracket than the non-tank-spacer-kit and cannot be interchanged.)**
- 13) Grease the tower pin and drop it in the tower pin hole. It is designed to “float” and requires no retaining devices. Keep the hole and tower pin portion lightly greased.
- 14) Install the damper using the (2) 6x20 Allens. The link arm slot aligns with the flats on the tower pin.
- 15) Read your damper manual for initial settings on the controls. A separate page describes each valving circuit control. Start with softer (counter clockwise) settings. Normally where we set the unit is a good starting point, which in most cases is usually 8 clicks out, from full clockwise on the base valve.
- 16) The base valve controls the immediate feel of damping forces exerted.
- 17) If you have any questions regarding fit or any other parts of these instructions, call us. We want to help you!



Pictures are for fitment references only, they are not the actual converted SV650 but depict the finished mounting.