



## Suzuki DR650 Weld-on instructions using oversize bars:

1. These photos may not be your exact bike, but depict the same configuration and installation on your model.
2. If you read these instructions carefully, this installation is relatively easy.
3. Note how each cable and wire on your bars is routed and where it is routed.
4. Loosen but don't remove the 4 bolts that hold your handlebars tight.
5. Remove the stock lower perch nuts, located on the underside of your upper triple clamp.
6. Slide the handlebars assembly and perches out from your triple clamp and lay forward out of the way.
7. Install the new oversized lower perches that we've provided using your stock perch hardware.
8. You might want to check the width of the new oversized bars now and cut them to the desired length.  
**Warning:** if using wider or taller bars you must verify the cables are long enough to reach and not binding or prohibiting their function at full turn locks. If you are using taller bend bars or any combination that makes the cables have to reach farther, you may have to compensate by cutting the bars shorter or purchasing longer cables. Temporarily install the bars and cables to verify your lengths as good and then proceed.
9. Now with the bars loose, it is a good time to install the throttle tube and levers. Mount one component at a time so you retain the same cable routing as stock.
10. Lay the bars in the lower perches, which keeps them straight and tighten the nuts on the bottom. The bars keep the perches from spinning while tightening so they remain straight. (see the photo showing this process).
11. Install the new upper bar-clamp, tighten the 4 bolts so the gaps between the upper and lower perches are even.
12. Install the stabilizer onto the barclamp using the (2) 6x20 Allen bolts provided.
13. Position the weld-on tower so you can see where you will have to grind and or cut the tower to make it fit perfectly between the frame and linkarm. (See photos).
14. Draw a line on the frame where the nose of the tank sits and where the base of the weld-on tower will be. Then remove the gas tank and all traces of fuel from anywhere around the area where you are going to weld.  
**Gasoline is very flammable, keep your fuel tank away from any flames such as water heaters etc.!**
15. Know where your water heater pilot light is when working around gasoline.
16. You are going to tack weld the tower in place first, to be sure everything clears. Grind the area on the frame of your bike and the area on the weld-on tower where you are going to be welding. They must be free of paint, debris and plating for the welds to penetrate. Standard welding rod is sufficient. Install the tower pin with a light coat of grease on the shaft and put the weld-on tower in place on the frame. With some tape you can hold the base of the weld-on tower in place while the tower pin holds the top in place in the middle of the slot in the linkarm. We cut a small piece of welding rod to fit in the slot in front of and behind the tower pin, which helps keep the tower pin in the middle of the slot during the tack welding.
17. **Tack-weld-only** the tower in place. Now slowly turn the bars from extreme left to right and be sure nothing interferes with the full motion of turning and review if you have everything centered and straight. Make alignment adjustments if necessary.
18. **Remove the tower pin before making final welds to avoid melting the adjustable nylon collar.** Weld the tower on each side and or along the front. Protect your head tub bearing seal also for too much heat.
19. Check the routing of your cables and be sure they are not getting pinched or stretched and function properly.
20. Keep the tower pin greased in the hole, it is designed to float and should remained greased and free to float.
21. See Owners Manual for Initial settings and adjusters. Read those sections before turning any knobs.
22. If you have any questions regarding any of these instructions, call us first.

