



Installation instructions for: SUZUKI SV 650S 2001-2003 comes stock with clip on bars (NOT FOR STD SV650).

- 1) This kit is designed for the SV650 “S” only, that uses “clip-on” type bars from the factory. The triple clamps on the “S” model are different from the std SVmodel. The kit for the std SV650 where you have converted it to clip on bars requires different parts. **This fits SV650S only.**
- 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 upward.
- 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) #22-3422-40, 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.
- 6) Tip to save time: Before installation, using Loc-tite, start all the setscrews first, until flush with the inside bore.
- 7) 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.
- 8) Remove or modify any obstructions such as carbon fiber deco plates that would prevent # 6.
- 9) 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.
- 10) 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 a 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).
- 11) Remove the stock front tank bolts. You must remove the washers on this model but retain the bushings inside the rubber. Install the new Frame bracket # 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*.
- 12) 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 as to how much movement there actually is under heavy braking.
- 13) **Optional:** 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 due to clearance issues.) You cannot use spacers any taller than 15mm or the triple clamp will hit the frame bracket.
- 14) Grease the tower pin and install 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 to it can float.
- 15) Install the damper using the (2) 6x20 Allens. The link arm slot aligns with the flats on the tower pin.
- 16) Read your damper manual for initial settings on the controls. A separate page describes each valving circuit control. The damper is infinitely adjustable and totally up to the user to find their preference. 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.
- 17) If you have any questions regarding fit or any other parts of these instructions, call us. We want to help you!

