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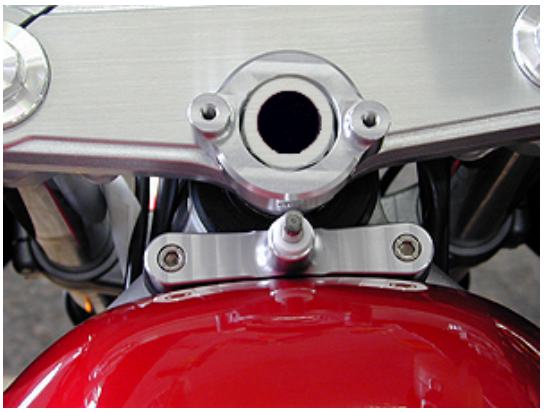
**Installation instructions for: SUZUKI SV 650 and SV650S 1999-2002 with tank spacers.**

1. This kit is designed to be used with "clip-on" style bars only, which are standard equipment on the SV650S or converted to on the SV650. This kit will not work with the STD upright bars that come stock on the SV650. The kit for the upright bars like on the SV650 requires different parts and different instructions.
2. It is mandatory to use **Blue** Loc-tite on all bolts. We promise they will come loose if you don't..
3. Remove any other steering stabilizers. Remove the stock nut **and washer** holding the triple clamp tight. Discard both. Do not use the stock washer with our kit.
4. Install the 30mm aluminum nut supplied in our kit with the HEX drive facing up and NO washer underneath it.
5. Torque the new aluminum nut to the factory specifications, which is normally 85ft. lbs. Check your owners manual.
6. Install the new triple clamp mount (TC mount- part # 22-3422-20 for 650 and 22-3422-40 for 650S), this is the part with the setscrews. This TC mount goes over the main triple clamp nut you just installed, with the "machined register" or (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.
7. Be sure the TC mount is sitting 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 set-screws 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 #7.
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.

1) 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 (2) stock front fuel tank bolts. There is a rubber grommet in the tank bracket with an internal bushing/washer passing through it's center and another loose washer on the bottom side. You MUST remove these lower washers with this kit as everything fits very close. Leaving the washer in place will allow the triple clamp to hit our frame bracket. Retain the stock bushing/washer that passes through your rubber tank grommet.
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 as to how much movement there actually is under heavy braking.
12. Install the 15mm spacers under the tank bracket and install the new Frame Bracket Tower #22-8632-00, on the upper side of the tank bracket using the 6x40 Allen bolts provided to pass through the frame bracket first, tank bushings next and finally the tank spacers. See the photo below. Tighten the tank bolts using blue Loc-tite.
13. Turn the bars slowly left to right and be sure the triple clamps clear the frame bracket at full lock. It should be very close and the triple clamps should make contact with the steering stops just before making contact with the frame bracket bolt heads. It is ok if they hit at the same time. Using any tank spacers taller than 15mm will cause interference with the frame bracket. If for some reason your triple clamp does not clear the frame bracket enough to allow the steering stops to make contact, then remove the bushing/washer from the tank grommet and remove an equal small amount of material from the bushing portion. You can also remove some material from the spacers if necessary. In these rare cases you should never have to remove very much. Our goal was to give you as much tank riser as possible to allow for more air flow but keep the strength of the frame bracket at it's optimum.
14. The SV650S has a bolt on the underside of the stock triple clamp that holds the clip-on bars in place, this bolt varies in location. If that bolt makes contact with the frame bracket bolt you may have to alter the head of the bolt on the under side of the triple clamp in order to get appropriate clearance. This is a rare occurrence so if you are not sure on this, call us.
15. 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 is always free to float.
16. Install the damper using the (2) 6x20 Allens. The link arm slot aligns with the flats on the tower pin.
17. 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.
18. The base valve controls the immediate feel of damping forces exerted.
19. If you have any questions regarding fit or any other parts of these instructions, call us. We want to help you!
20. Please visit our website at: www.scottsperformance.com for photos and other products.



Pictures are for fitment references only. They are not the actual tank spacer bracket but depict the finished

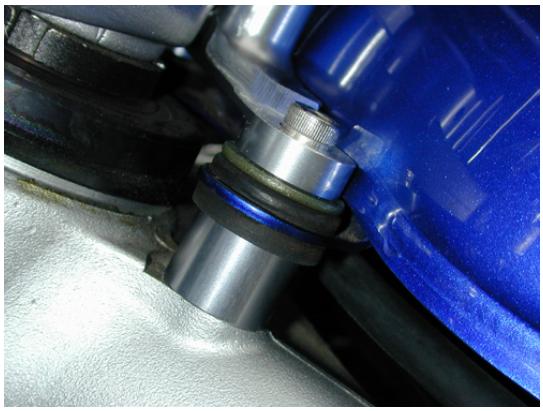


Photo shows the tank spacer installed under the rubber grommet and the frame bracket on the upper side of the stock bushing/washer.

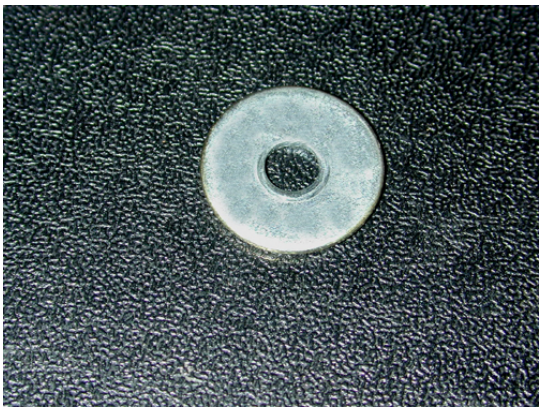


Photo shows the loose washer that must be removed and discarded from the under side of the tank rubber grommet.

This photo shows the triple clamp at full lock where it actually touches the bolt head of the frame bracket as the steering stop hits too.