

Resurrected Crasher

Part 1: Simple But Powerful Modifications

MEET THE NEW LOVE OF MY life: a 2005 Suzuki SV650S.

Sure, I acquired the bike from Jason Pridmore's Star School (*RoadBike*, April, 2006) after it took a shiny-side-down trip across the asphalt, but, after my much-publicized — and agonizing — BMW project, I looked forward to owning a bike in one piece.

Fortunately, most of the SV's damage occurred to the bodywork and muffler in this little melee; the frame, motor, and other essential parts were unscathed. Better yet, at the time of grinding, the bike had just 2,000 miles on its odometer. Plus, the school wanted less than five grand for its carcass. Sold!

I decided that, in addition to replacing the damaged parts, I'd treat the SV to a few upgrades. But my idea wasn't just to create a good streetbike; I wanted a good track weapon, too. So, I chose parts that would work well in both situations. In the end, what I got is the perfect all-around bike for me.

Once again, much of the credit for this project goes to championship racer Rich Alexander Jr., at Hudson Valley Motorcycles in Millwood, New York. Rich helped me choose parts that would best enhance the bike's power and handling, as well as give it a super-slick look. Many of the modifications chosen are fairly simple, and we did them in an order that minimized the amount of work (read: repeatedly disassembling the bike) involved. Hudson Valley's ace mechanic, Chris Pastor, handled the wrenching chores.

We started with a full Yoshimura TRS exhaust system and backed it up with a Dynojet Power



MIKE QUINDAZZI

Commander and a high-performance air filter from K&N Engineering. We also mounted a simple GPR steering damper. To give the SV a sexier, stealthier look, we added a bunch of trick accessories. This month, I'll show you the black braided brake lines, the Speedscreen from Lockhart Phillips, the black PP Tuning rearsets.

Next month, we'll look at suspension mods, bodywork, lights, and quite a few upgrades. When we're done, I'll let you know how it all worked out with a ride review.

PP TUNING REARSETS

Note: The PP Tuning rearsets come preassembled, but we took them apart and put Loctite on the bolts as a precaution. In addition, the PP kit doesn't include any provision for activating the rear brake light. So, we replaced the master cylinder's banjo bolt with a pressure switch, which was then connected to the brake light.

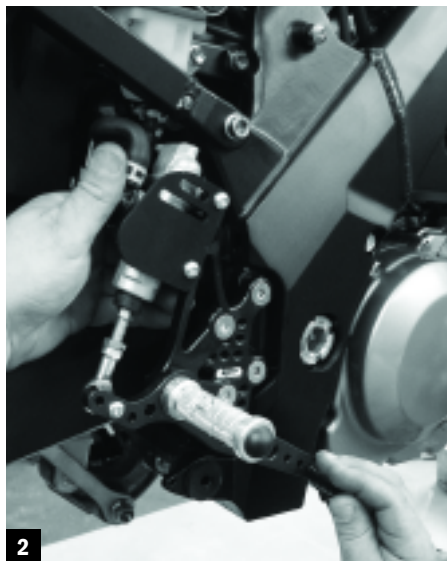


1 First, Chris attached the rear brake master cylinder to the right-side reseat, and then bolted the reseat onto the bike. Sweet!

ENGINE ICE

If you plan on using your bike for track days, it's a good idea to flush its cooling system and refill it with high-performance coolant. This is fairly easy to do. First, Chris drained the coolant system. Then he filled the system with water and ran the bike at operating temperature until the coolant system's thermostat kicked in. (We watched the engine temperature gauge climb to a point, then go back down — that's when the thermostat opens to let the coolant circulate.) Finally, he added the Engine Ice and ran the bike again to circulate its new lifeblood. ■





He then positioned the master cylinder, making sure the piston rod was in line with the body of the cylinder.



Next, he mounted the left-side rearset, and then finished by adjusting the length of the shifter rod to position the shift lever.

SPIEGLER BRAKE LINES



Chris used a vise and the plastic tools that come with the Spiegler kit to change the angle of the brake line attachment points to better position the hose. Here's a look at the new rear brake line, with its nice curved shape.



Here's the front brake line. The stealthy look of the braided black line and the brakes' feel and feedback were significantly improved.

YOSHIMURA EXHAUST



Before mounting the exhaust, Chris made sure that the header, mid-pipe, and muffler mated properly.



Then, after mounting the header pipe, he used a feeler gauge to ensure that the pipe was mating with the gasket.



Chris mounted the muffler on the stock passenger peg bracket. At some point, a better-looking bracket will hold the can.

DYNOJET POWER COMMANDER

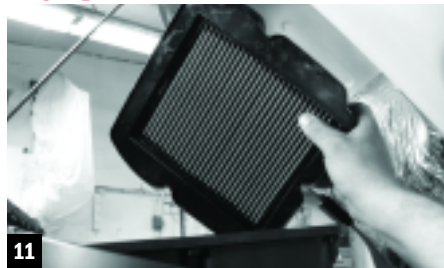


The next addition was a Power Commander. Chris zip-tied the module to the frame in the space beneath the rear seat, where it's easy to access for tuning. To get the "carburetion" spot-on, we simply downloaded the most efficient fuel map from Dynojet's web site.



Chris ran the module's wiring beneath the SV's fuel tank. Two of the harnesses connect to the fuel injector harness; there's also a plug for the throttle position sensor. Chris put a dab of dielectric grease in the plug to prevent corrosion.

K&N FILTER



A high-flow K&N air filter slid right into the airbox to replace the stock filter.



FLUSH YOUR FILTER

Just because you can't see it doesn't mean it doesn't need maintenance. Cleaning your air filter helps promote efficient airflow, one requirement for getting more power out of your engine. And you don't need to wait for your next service appointment to have a mechanic do the work for you.

K&N Engineering offers this handy kit with both of the fluids you'll need: filter cleaner and filter oil. To get rid of filter grime, simply saturate the filter with the cleaner solution, let it soak, then rinse and air-dry it. Next, apply the oil to protect the filter element. Then reinstall the filter. Simple! ■



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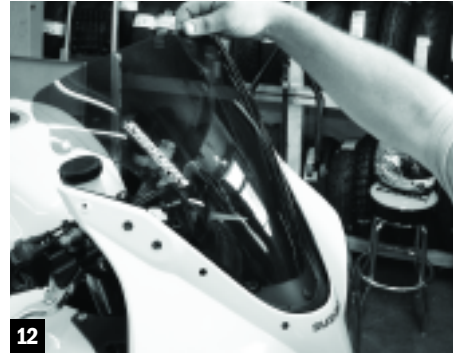


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SPEEDSCREEN



Installing the Speedscreen was quick and easy. First, Chris slid the screen into the fairing. Then he installed the supplied well nuts to hold it in place. The dark screen looks much better on my bike.

GPR STEERING DAMPER



A GPR is simple to mount. First, Chris installed the mounting brackets for the steering damper.



Then he bolted on the stabilizer unit. It's very easy to make adjustments — all I have to do is turn the knob, with settings from 1 to 8. RB

Sources

Power Commander IIIUSB \$339.95	Brake lines (front) \$109.95
DYNOJET RESEARCH 800/992-4993 powercommander.com	Brake line (rear) \$56.95
Recharger Filter Care Service Kit \$12.99	SPIEGLER PERFORMANCE PARTS 937/291-1735 spieglerusa.com
Replacement air filter \$57.95	TRS full exhaust system \$655.99
K&N ENGINEERING 951/826-4000 knfilters.com	YOSHIMURA RESEARCH & DEVELOPMENT 800/634-9166 yoshimura-rd.com
GPR Stabilizer kit \$475	
PP Tuning rearsets \$369.95	
Speedscreen \$39.95	
LOCKHART PHILLIPS USA 800/221-7291 phillipsmotorsportgroup.com	