

Naked & Edgy



BY MATT KOPEC
PHOTOS BY TRICIA SZULEWSKI

Ah, the old weekend bike project. Yep, there's nothing like it. Getting in the garage and wrenching on your bike, tuning it up until it purrs like a kitten or tricking it out to give it the look you want. Either way, it's satisfying when you can step back and take pride in the work you've done on your own machine. Okay, maybe I'm being a little over the top here, but this is my first hands-on project with *RoadBike*, and I just wanted to start it out with a positive vibe.

This past weekend, I started in on my 2003 Suzuki SV650. It's a cool bike that's fairly quick and has sharp handling, plus it's got a nice growl with the aftermarket Yoshimura pipe. It's good looking too, but it could use a little help. It has a clean, naked standard look that I like; it just needs a meaner, streetfighter-type edge. So, I got some parts from Jardine, Suzuki, and Clear Alternatives. Jardine supplied a Supersport fender kit to get rid of the giant ugly fender that comes stock on the bike, Suzuki gave us its little fork fairing kit and some sliders to protect the shiny parts, and Clear Alternatives kicked down with some clear turn signals to replace the stock orange ones. These should give the SV what it needs.

I started out with the fender kit. The first thing I had to do was completely disassemble the tail section. The instructions provided were straightforward and easy to follow. It came off in one piece. Next I had to remove the original fender. Again, not too tough, but there are lots of screws. You need to keep track of where they go. Make sure you disconnect the turn signals and plate light before removing the stock fender. After the fender was off, I removed the turn signals and license plate from the old fender and reinstalled them on the new fender kit. Then I bolted the new bracket kit to the subframe of the bike. It fit perfectly, no cutting required. Reconnect the electrical wires for the turn signals, slide on the tail section and seats, and you're done. It looks great too. It almost looks stock, but much cleaner. It gets rid of all the clutter under the tail section.

Next, I installed the Suzuki sliders, which couldn't have been easier. You will need a torque wrench. The small swingarm spools attach with a hex head bolt to the stock nut already welded onto the swingarm. The frame sliders get attached to the left and right engine mount bolts indicated on the instructions.

The little fork fairing was also supplied by Suzuki. The cool thing about this fairing is it comes painted and it matches the rest of the bike perfectly. It also comes with great descriptive instructions, including photos and drawings of each step. After you disconnect and remove the headlight and turn signals, it's all of six bolts and a few screws 'til this fairing is installed and looking good. One tip though: be sure you put the turn signals through the holes provided for them before you attach the fairing to the bike. Trust me, it's much easier! After you have it all bolted up, it's just a matter of reconnecting the wiring for the turn signals and headlight, and screwing the headlight into place.

Finally, I installed the clear plastic turn signal covers provided by Clear Alternatives. Easy to change, one screw and a light bulb, but they finished off the look and make the big stock signals look a bit more stylish.

That's it for this weekend. What a difference! The SV is really starting to take shape and gaining that stylistic edge I was looking for. Plus, it's easy to do in a day, with time left over for a ride to your local hangout to show off the new look.

Until the next Weekend Update, good evening, I'm Matt Kopec, and you're not.

TRICKY RIVET

A tricky part I ran into when taking apart the tail section was trying to figure out how to pop out those little factory rivets holding some of the plastic bodywork together. Good thing Steve Lita, with his wealth of knowledge on the obscure, was around to help. It's simple, really: all you need is a small Phillips head screwdriver to push the pin in the center of the rivet in until you hear it click. Then, simply pry it out of the hole using your fingernails. It should come out easily.

When reassembling, you can reuse the rivets by pushing the pin back through the front about halfway or until it won't go any farther. Put the rivet in the hole that joins two pieces, and push the pin back down until it clicks and is flush with the rest of the rivet. See? It's simple, but can be a pain if you don't know the trick. Thanks, Steve. ■





1

Remove both seats and the plastic tail section.



2

After removing the bolts, spread the tabs and firmly push down on the undertray; you'll feel it release from the rear fender.



3

After the stock rear fender is removed, you're ready to install the new one.



4

Bolt the new fender kit to the subframe, reconnect the electric for the turn signals, then reattach the plastic tail section and seats.



5

Unscrew the stock signal lenses, install the amber bulbs, and screw on the new clear lenses.



6

Torque the frame slider mounting bolts.



7

A hex head bolt attaches the swingarm spools.



8

After removing the headlight, disconnect and remove the turn signals. The mini fairing bolts to the headlight bracket in three places.



9

Attach the two side pieces and screw in the windscreen.



10

Finally, a more aggressive look for the SV!

RB

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 JARDINE PERFORMANCE PRODUCTS Supersport Fender Kit, \$91 800/347-8664 www.JardineProducts.com
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