



CAUTION: INCORRECT INSTALLATION OF A MANUAL CAM CHAIN TENSIONER MAY RESULT IN SEVERE ENGINE DAMAGE. IF YOU ARE NOT CERTAIN HOW TO INSTALL THE CAM CHAIN TENSIONER THEN IT IS ADVISED THAT IT BE INSTALLED BY A SHOP WHO IS FAMILIAR WITH THIS PROCESS. IMPORTANT: WHEN REPLACING ANY HYDRAULIC OEM TENSIONER WITH A MANUAL TENSIONER, IT IS IMPORTANT TO MAKE SURE THAT THE OIL PASSAGE THAT SUPPLIED THE OEM TENSIONER IS BLOCKED OFF. FAILURE TO DO SO COULD RESULT IN A LOW OIL PRESSURE SITUATION.

INSTRUCTIONS To set the tensioner adjustment, rotate the engine forward while screwing the tensioner bolt in. When you feel the engine tensioner parts (guide, rollers, etc.) make contact with the moving cam chain, back the tensioner bolt out 1/4 turn and tighten the jam nut. (For the finer pitch thread on the Pro Series(1999/2004 SV5650) tensioner it is advised to back the tensioner up 1/2 of a turn.) DO NOT over-tighten the cam chain, as cam chain guide damage could occur. Be sure jam nut is tight against the tensioner body when complete. The Suzuki SV650 Has early and late style tensioners, make sure you understand which one you have before you order.

EARLY



LATE



SPEARS ENTERPRISES/SPEARS RACING
15253 S Inheritance Way
Manteca Ca 95336
(209)923-4684
www.spearsenterprises.com