

Installation instructions for the FC6 Forward Controls for Suzuki Marauder 800

It is highly recommended that you use a thread lock compound such as Loctite on all threads to keep them from vibrating loose.

Please read these instructions entirely before starting.

This picture shows the components of the FC6. Parts will be referred to by the names & numbers shown here. If you are missing anything please email refinedcycle@gmail.com.

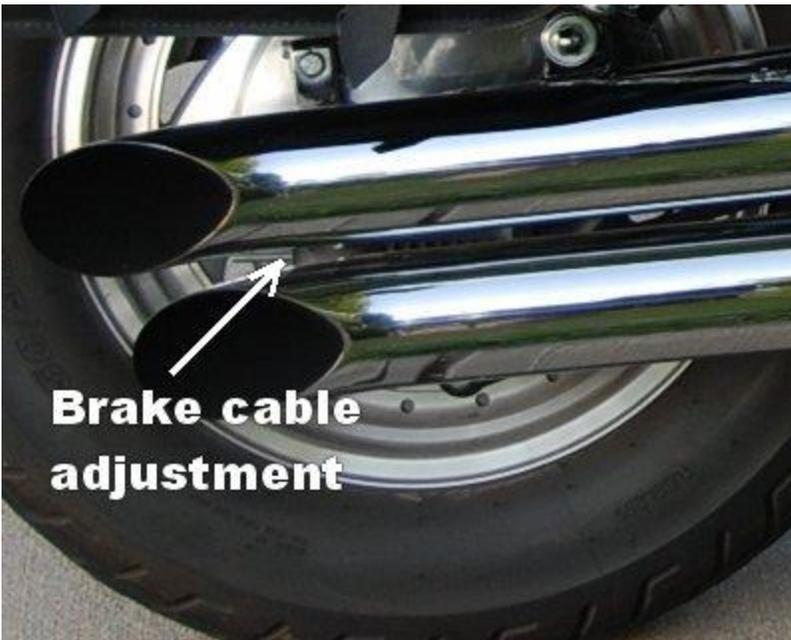


Components List

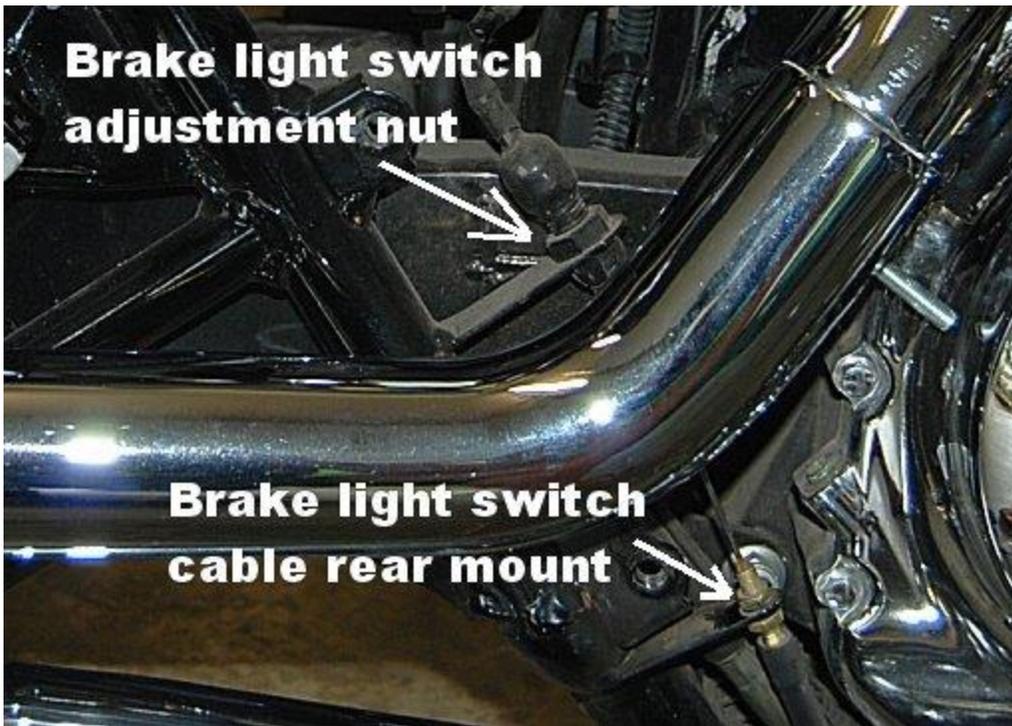
1-FC6-L	14-Brake pedal
2-3/8-16x2 Button Head Bolt (X2)	15-FC6-R
3-1.5" Spacer (X4)	16-Toe peg (X2)
4-BSM2	17-Spherical Rod End
5-Brake linkage	18-5/16x7/8 Clevis pin
6-SLV1 (X2)	19-5/64x1 Cotter pin (X2)
7-5/8x1/2 Bronze Sleeve (X2)	20-3/8 Nylon washer
8-M6-1.0 Acorn nut	21-Shifter linkage
9-M6-1.0 nut	22-M6-1.0x25 bolt
10-5/16-24 nut (X2)	23-3/8 Zinc Washer (X5)
11-3/8-16 nut (X2)	24-1/4 Zinc Washer
12-M10-1.25 x 70mm bolt (X4)	25-Spring (not shown)
13-Shift pedal	



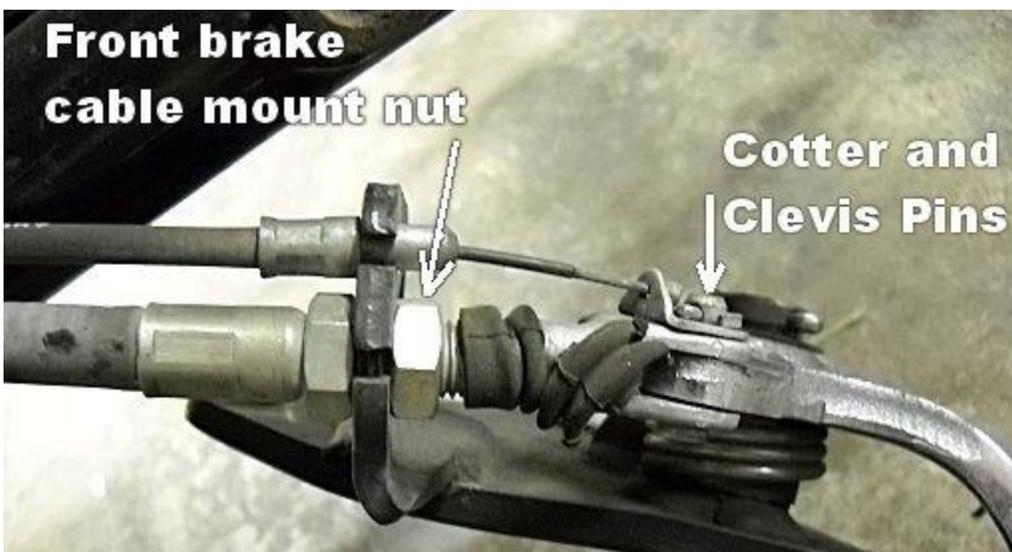
On the brake side, remove the stock foot control bracket by removing the two 10mm bolts attaching it to the frame.



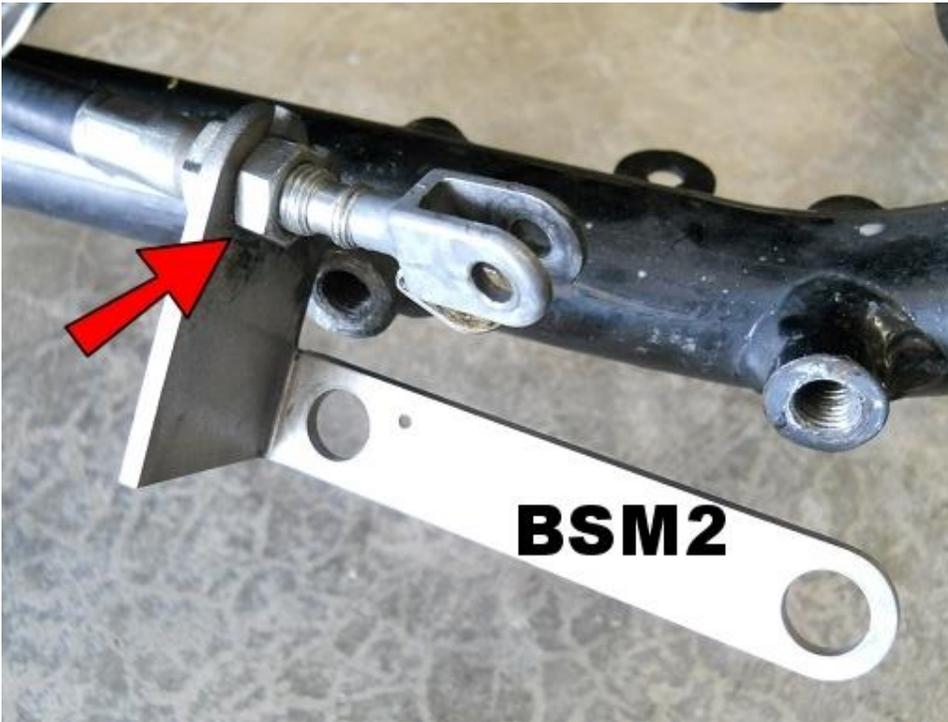
At the rear brake drum loosen the adjusting nut on the brake arm to allow plenty of slack in the brake cable.



Remove the 3 bolts holding the upper and lower right side covers and remove the side covers. This can be done without removing the exhaust if you carefully work the cover out from behind it. Turn the brake light switch adjustment nut all the way counterclockwise to create slack in the cable. Loosen the top nut on the brake light switch cable rear mount.



Remove the brake cable and brake light switch cable from the brake pedal by removing the cotter pin and clevis pin connecting it. Loosen the nut on the front brake cable mount all the way and slide it forward so that there is enough cable exposed to remove the brake cable through the top slot on the brake cable mount. Also remove the brake light switch cable.



Insert the brake cable and brake light switch cable into the slots of the BSM2 in the same manor you removed them but only finger tighten the nuts, so that you can adjust the linkage slack after connecting the Brake Pedal.



Insert an M10-1.25x70 bolt into the bottom holes of the FC6-R. Place one 3/8" Washer onto the back bolt and two 3/8" Washers onto the front bolt as shown. (If it looks like more washers, that's just a reflection.) Place the 1.5" Spacers onto the bolts, line the bolts up with the holes of the BSM2 and thread into the frame and tighten. You may need to work some slack in the cables to get it all to line up. This is why you previously loosened them.



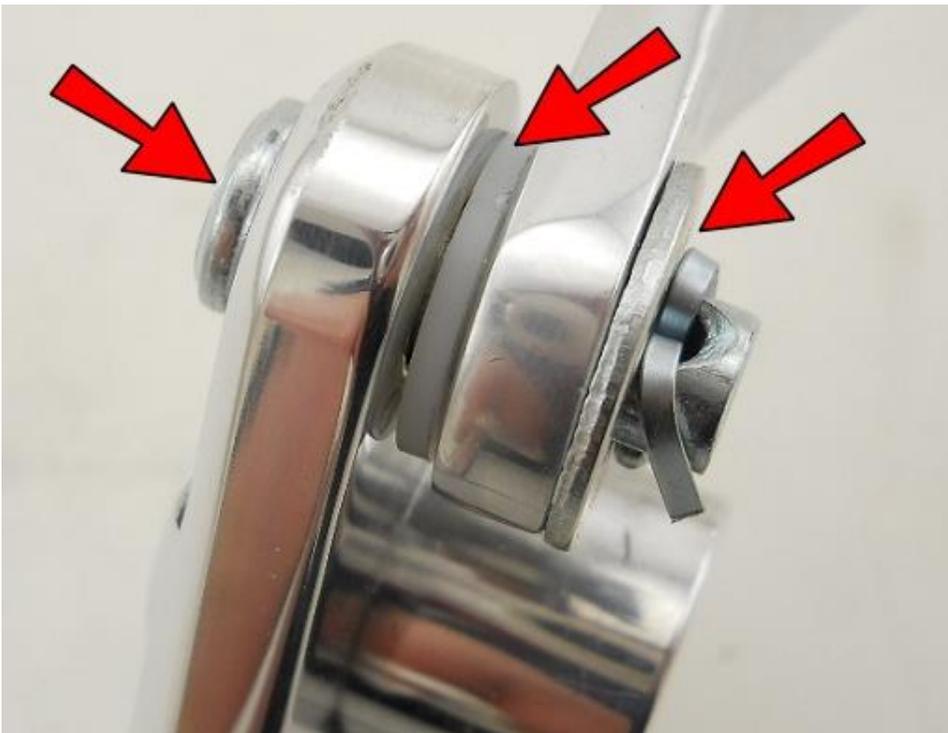
Orient the Brake Linkage with the spring hole end toward the back and attach to the brake cable and brake light switch cable with the clevis pin that you removed previously and a new Cotter Pin.



Hook one end of the spring into the small hole in the BSM2 and the other end of the spring into the small hole in the Brake Linkage.



Prepare the Brake Pedal and Shifter Pedal by applying grease to the outside surface of the SLV1's and the inside and outside of the 5/8x1/2 Bronze Sleeves. Place the SLV1's into the 5/8x1/2 Bronze Sleeves and insert them into the Brake Pedal and Shifter Pedal. Install a Toe Peg into the end hole of the Brake Pedal and Shifter pedal and secure with a 5/16 Nut.



Attach the other end of the Brake Linkage to the Brake Pedal with a 5/16 x 7/8 Clevis Pin, a 3/8" nylon washer, a 1/4" Zinc Washer and cotter pin as shown.



Connect the Brake Pedal to the outside of the FC6-R with a 3/8-16x2 Button Head Bolt and secure with a 3/8 nut.

Install a foot peg into the top hole of the FC6-R and tighten.

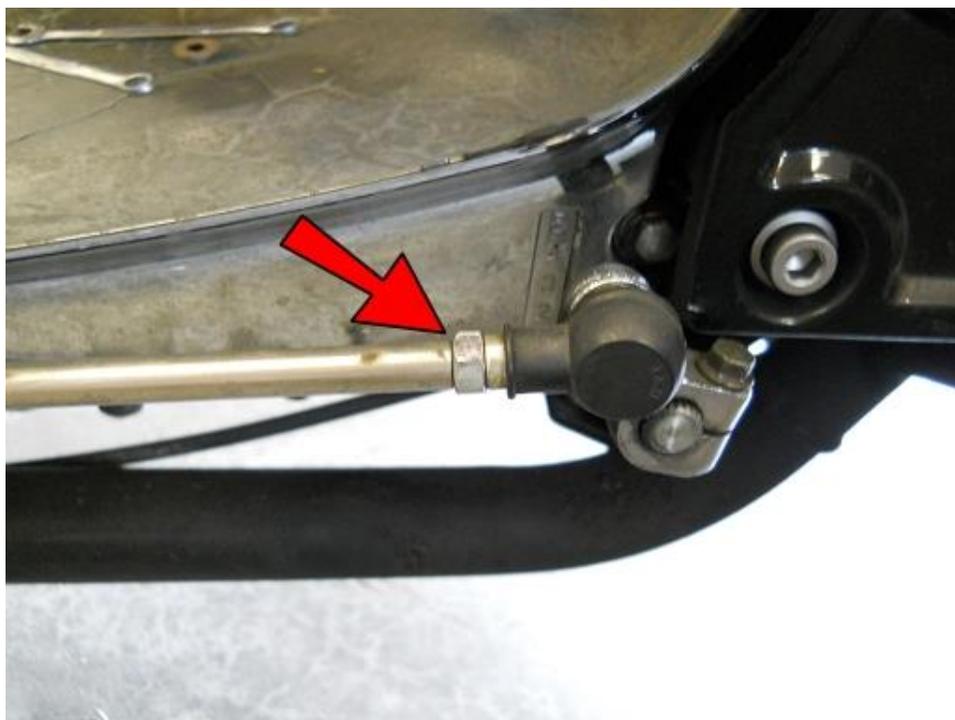
Adjust the brake cable where it connects to the BSM2 to take the play out of the linkage and tighten both nuts. The Brake Pedal should have very little play but not flop around.

Retighten the adjusting nut at the rear of the bike to take the slack back out of the cable. This is easiest to do by holding the brake arm forward all the way while threading the nut farther onto the threaded rod. When it gets hard to turn you are probably at a good place to stop. Make sure you have tightened it enough to take the play out of the brake pedal but left it loose enough so that the rear wheel rotates freely.

Retighten the brake light switch cable rear mount nut and turn the brake light switch adjustment nut several turns clockwise. Turn the key on and check to see if the brake light works properly by actuating the brake pedal. If it does not come on, turn the nut more and retest until it comes on when the pedal is pressed down, but make sure it goes off when you let off of the pedal.

Reinstall the Side covers and this side is done.

On the shifter side, remove the stock foot control mount by removing the two bolts that attach it to the frame as done previously on the other side.



Remove the shifter linkage by loosening the nuts on both ends and rotate the linkage until it comes out of the ball joint on the shifter arm and the shifter pedal. Thread the right hand threaded nut from the old shifter linkage onto one end of the new Shifter Linkage. Now thread the Linkage into the ball joint on the stock rear shifter arm and tighten the nut against the ball joint.



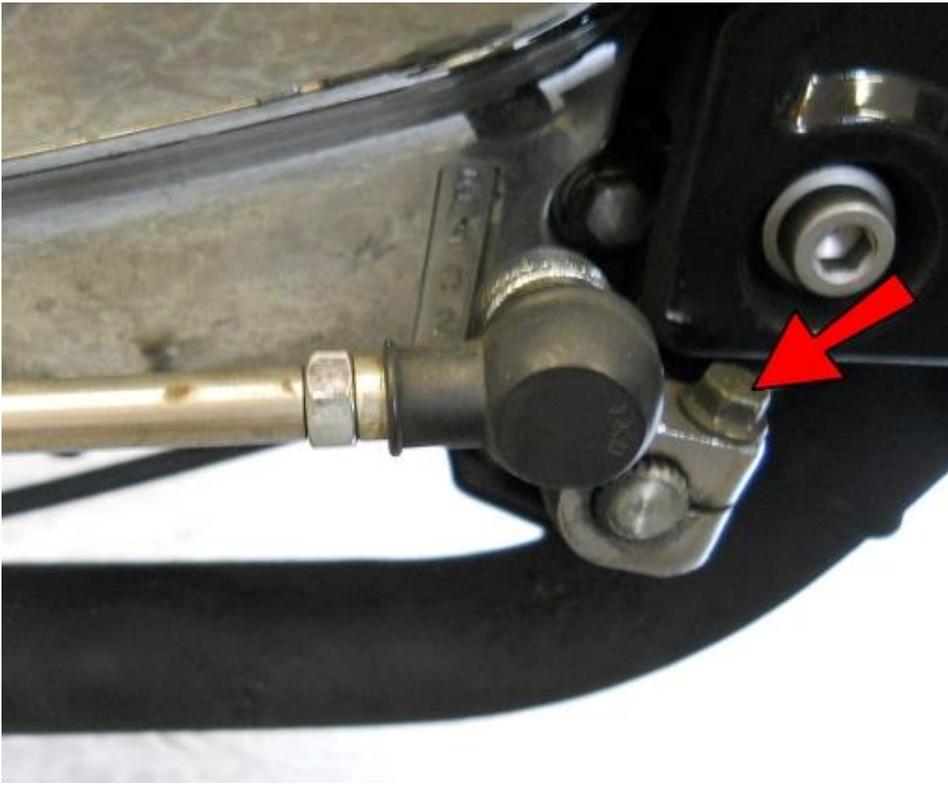
Thread the supplied M6 Nut and Spherical Rod End onto the other end of the Linkage but do not tighten them yet.



Attach the FC6-L to the frame with the M10 bolts, washers and spacers as before, BUT, only use one washer on each bolt, on this side.



Install a foot peg into the top hole of the FC6-L. Connect the Shifter Pedal to the outside of the FC6-L with a 3/8-16x2 Button Head Bolt and secure with a 3/8 nut. Attach the other end of the Shifter Linkage to the Pedal with an M6-1.0x25 Bolt and secure with an M6 Acorn Nut on the front.



You may find the shifter pedal to be too low or high. If so, adjust as follows. Remove the bolt from the rear shifter arm and remove the arm from the spline. Rotate the arm one way or the other a couple notches to desired position and reconnect.



Tighten the M6 Nut against the Spherical Rod End on the Linkage.
That's it! It is recommended that at this point you double check that ALL connections are tight and take the bike for a test ride and make any other adjustments necessary for the optimal position of your shifter and brake pedals.
Enjoy the ride!