

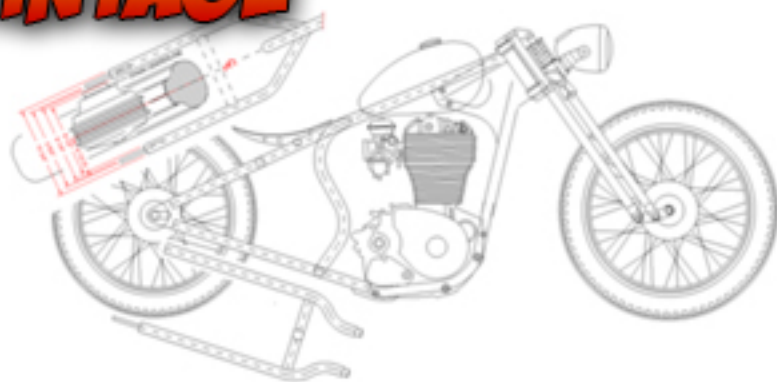
CONGRATULATIONS ON YOUR NEW MODEL 33 HARD TAIL FROM...



WOODOO VINTAGE

IT IS IMPORTANT THAT THIS CONVERSION BE PERFORMED BY A QUALIFIED WELDER! IF YOU HAVE ANY RESERVATIONS ABOUT YOUR WELDING SKILLS, HIRE A SHOP, BEG A NEIGHBOR, BLACKMAIL A CO-WORKER IF YOU NEED! JUST DON'T USE THIS AS A "LEARNING EXERCISE"!!!

NOW THAT YOU UNDERSTAND WE WILL NOT BE HELD LIABLE SHOULD YOUR BIKE SUDDENLY BECOME A UNICYCLE DUE TO UNQUALIFIED ASSEMBLY... GET YOUR SAFETY GLASSES AND LET'S GET TO WORK!

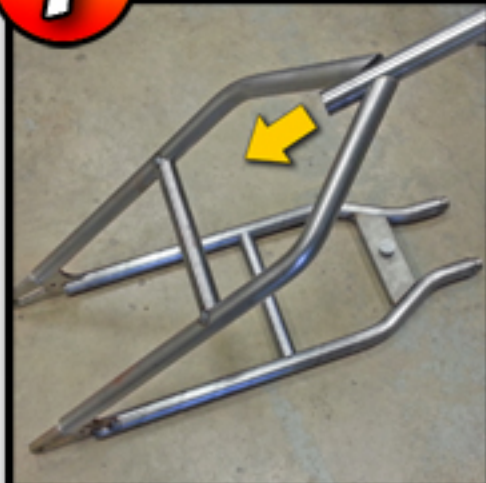


WOODOO VINTAGE, INC.
1000 AVENUE 50
MOUNTAIN VIEW, TEXAS
75143-1000
USA

MODEL : HARD TAIL
SUZUKI SAVAGE (14650 & 940)

1

UNPACK YOUR TAIL!



IF YOU RECEIVED YOUR MK33 WITH THE BACKBONE IN PLACE, THEN SKIP TO STEP 5. OTHERWISE... UNSTRAP THE BACKBONE AND SLIDE THROUGH THE NOTCHED UPPER STRUTS.

2

STUD SERVICE...



CONTINUE SLIDING AND ROTATING THE BACKBONE UNTIL IT SLIDES OVER THE 1" STUD AT THE CENTER OF THE CROSS-TUBE. A LITTLE IMAGINATION IS USEFUL, BUT IT WILL WORK!

3

GETTING IT STRAIGHT...



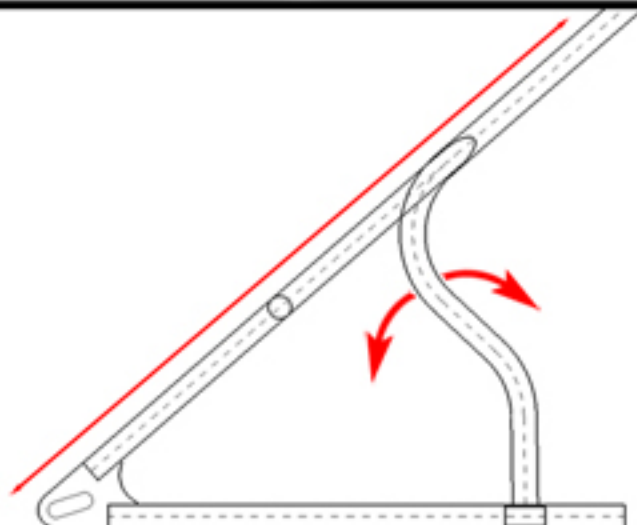
ONCE THE BACKBONE IS IN PLACE OVER THE STUD, TAPE A STRING TO THE TOP CENTER OF THE END. USE A RULER TO ALIGN THE STRING EXACTLY HALF WAY BETWEEN THE AXLE PLATES AND THEN ROTATE THE BACKBONE (LEFT-RIGHT) UNTIL IT BECOMES ALIGNED WITH THE STRING.

4

BEFORE FIRING UP "OL SPARKY"...

IN ADDITION TO ALIGNING THE BACKBONE ON THE CENTER LINE, ALSO PAY CLOSE ATTENTION TO PLANAR ALIGNMENT. MAKE SURE THE BACKBONE IS AT THE SAME ANGLE AS THE REAR STRUTS AS INDICATED BY THE THIN RED LINE IN THIS PICTURE. TIP: REST THE HARD TAIL UPSIDE DOWN ON A FLAT SURFACE TO ASSURE THE BACKBONE IS ON THE SAME PLANE AS THE REAR STRUTS. IF NEEDED, PUSH OR PULL THE BACKBONE FRONT OR BACK ALLOWING IT TO "ROCK" ON THE CROSS-TUBE STUD AS INDICATED BY THE LARGE RED ARROWS IN THIS PICTURE.

ONCE EVERYTHING LOOKS STRAIGHT AND ALIGNED, BEGIN TACK WELDING WHILE RE-CHECKING FOR ALIGNMENT AFTER EVERY TACK. ONCE FULLY TACKED IN PLACE, APPLY THE FINAL WELDS AND ALLOW TO COOL...



5**CHOPPING THE SAVAGE...**

THE FIRST CUTS WILL BE MADE 1" BEHIND THE CENTER LINE OF THE REAR ENGINE MOUNT HOLE. REPEAT ON BOTH SIDES AND CLEAN THE ADJACENT AREA OF THE FRAME TUBES THOROUGHLY!

6**SPINAL TAP!**

BEGIN BY CUTTING THE SQUARE BACKBONE JUST PAST THE TWO SMALL MOTOR MOUNT HOLES. 1-1/2" FROM THE NECK TUBE, REMOVE THE ENTIRE TOP PORTION OF THE SQUARE BACKBONE AND ANY STUDS AND TUBES THAT EXTEND THROUGH IT. BE CAREFUL NOT TO REMOVE TOO MUCH MATERIAL FROM THE SIDES OF THIS AREA. GRIND CLEAN AND PREPARE IT FOR WELDING...

7**PLUG IT IN...**

ALTHOUGH WE ARE USING A JIG FOR VISUAL SIMPLICITY, WE RECOMMEND RE-INSTALLING YOUR MOTOR TO ASSURE PROPER FITMENT. BEGIN INSTALLING THE HARD TAIL BY ALIGNING THE TWO RAIL SLUGS WITH THE OPENINGS ON THE SAVAGE FRAME.

8**STARTING TO TAKE SHAPE!**

SIMULTANEOUSLY SLIDE THE BOTTOM SLUGS AND THE BACKBONE INTO THEIR RESPECTIVE POSITION MAKING SURE THE TIP OF THE BACKBONE IS TOUCHING THE EDGE OF YOUR CUT LINE. TACK WELD IN PLACE, CHECK ALIGNMENT, THEN APPLY FINAL WELDS THROUGHOUT!

9**WOULD YOU MOUNT THIS?**

ONCE THE HARD TAIL IS FULLY WELDED IN PLACE, SHOULD YOU WISH TO USE THE TOP ENGINE DAMPER, CAREFULLY DRILL THROUGH THE EXISTING MOUNT HOLE CLEARING THE PATH FOR THE MOUNTING BOLT.

10**THE WASP DETERENT...**

INCLUDED WITH YOUR HARD TAIL IS A SMALL END-CAP WITH A CURVED NOTCH. THIS CAP IS USED TO SEAL THE OPENING LEFT WHERE THE ORIGINAL BACKBONE WAS CUT.

**11****LOWER SECURITY TAB...**

THERE ARE TWO 1/4" STEEL SECURITY TABS THAT SHOULD BE INSTALLED WHERE THE LOWER HARD-TAIL RAILS ARE WELDED TO THE ORIGINAL FRAME. ALLOW THE TABS TO OVERLAP UNTIL THE POINT IS DIRECTLY BELOW THE REAR ENGINE MOUNT HOLE. WELD IN PLACE ON BOTH SIDES!



SO WHAT YOU SHOULD HAVE LEFT IS A FINE PIECE OF AWESOMENESS THAT IS FAR REMOVED FROM THE CRAMPED UP OVERLOOKED AND FULL OF POTENTIAL SUZUKI SAVAGE THAT NO ONE SEEMS TO KNOW WHAT TO DO WITH... EXCEPT YOU!!!



INFORMATION ON THE NECESSARY CHAIN CONVERSION

A TON OF GREAT INFORMATION CONCERNING THE SUZUKI SAVAGE CHAIN CONVERSION (AS WELL AS A WEALTH OF ADDITIONAL INFO) CAN BE FOUND ON SUZUKISAVAGE.COM!

CREDIT FOR THIS INFORMATION IS DUE TO THE GREAT GUYS OVER ON THE SAVAGE FORUM. EXCUSE THE PUN, BUT HERE IS A "LINK" TO THE CHAIN CONVERSION THREAD:
[HTTP://SUZUKISAVAGE.COM/CGI-BIN/YABB.PL?NUM=1174239333](http://suzukisavage.com/cgi-bin/yabb.pl?num=1174239333)

THE PART NUMBERS REFERENCED IN THE PHOTO MAY BE SEARCHED AT MOTORCYCLE SUPERSTORE AND TYPICALLY COST AROUND \$85 PLUS SHIPPING.

IN THE CHART HERE, YOU CAN SEE THE DIFFERENT PERFORMANCE DATA FOR FRONT/REAR SPROCKET COMBINATIONS THAT WILL ASSIST YOU IN YOUR PURCHASE DECISION.

