

A guide to fitting OXFORD “Hot Grips” to the Suzuki SV650s (K3 year onwards K5 shown).

Installation of heated grips on motorcycles is popular in the UK since it's not unheard of for even the “fair weather biker” to be caught out by a cold snap. Add to this the fact that many operations on a bike are performed by the hands and fingers, which will not perform well when frozen!

1) Before fitting the grips to the SV, a position must be chosen for the controller. The grips, needless to say, have their mounting places predetermined. I chose to make a small bracket for mounting on the top yoke. This allows the control box to sit level with the top surface for an integrated look whilst remaining accessible for operation.

First of all- The mounting bracket in place:



Picture shows a strip of rubber on either side of the bracket to stop rubbing / vibrations.

Using the *flat* base and sticky pad supplied, mount the controller on the bracket.



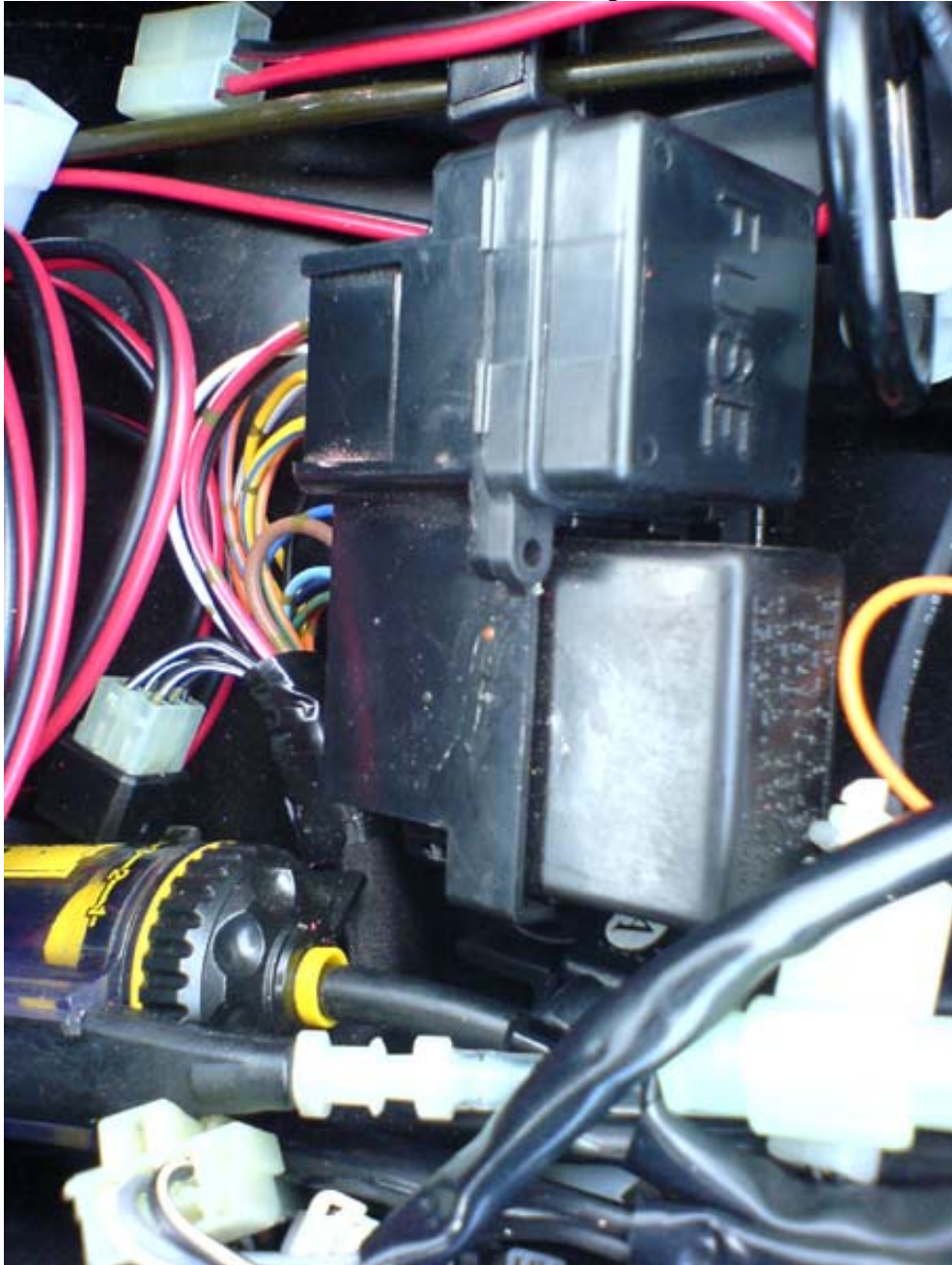
2) With the easy bit done, we need to turn attention to the installation of the power feed cable. It would be too easy to leave the grips switched on with the bike parked up, or for kids to switch them on draining the battery and leaving you stranded. With this in mind, we really want to use a suitably rated power feed that is only “on” when the ignition key is turned on. Fortunately enough, the “pointy” SV has a couple of spare contacts in the fuse box which can be tapped for this purpose.

Lift and prop the fuel tank, and remove both seats & side panels.

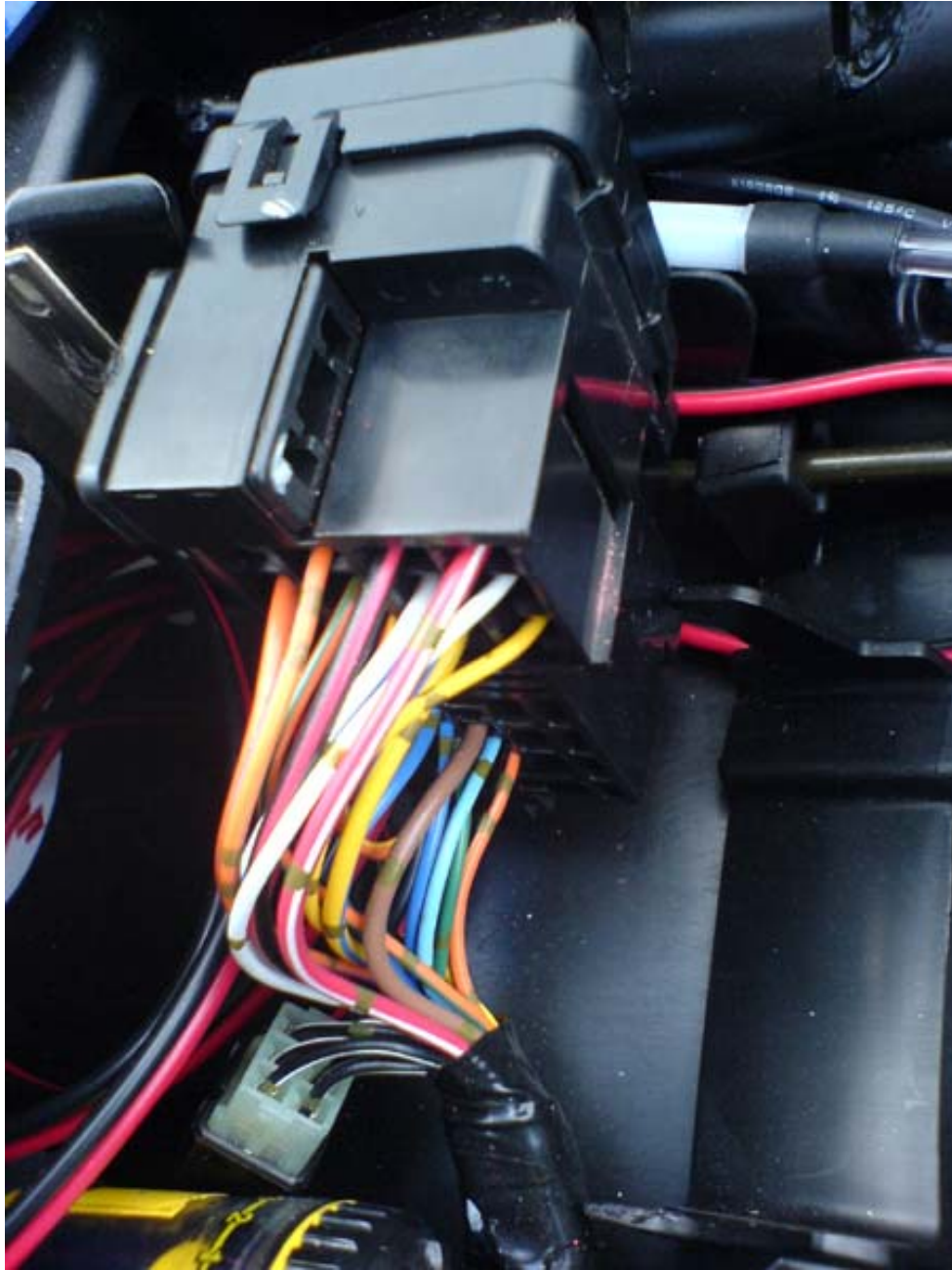


The proposed cable route has been added in yellow. Please note that when routing the cable, care should be taken to cable tie it against the main cable loom to prevent any chaffing against edges of the frame.

Locate the Fuse Box under the pillion seat.

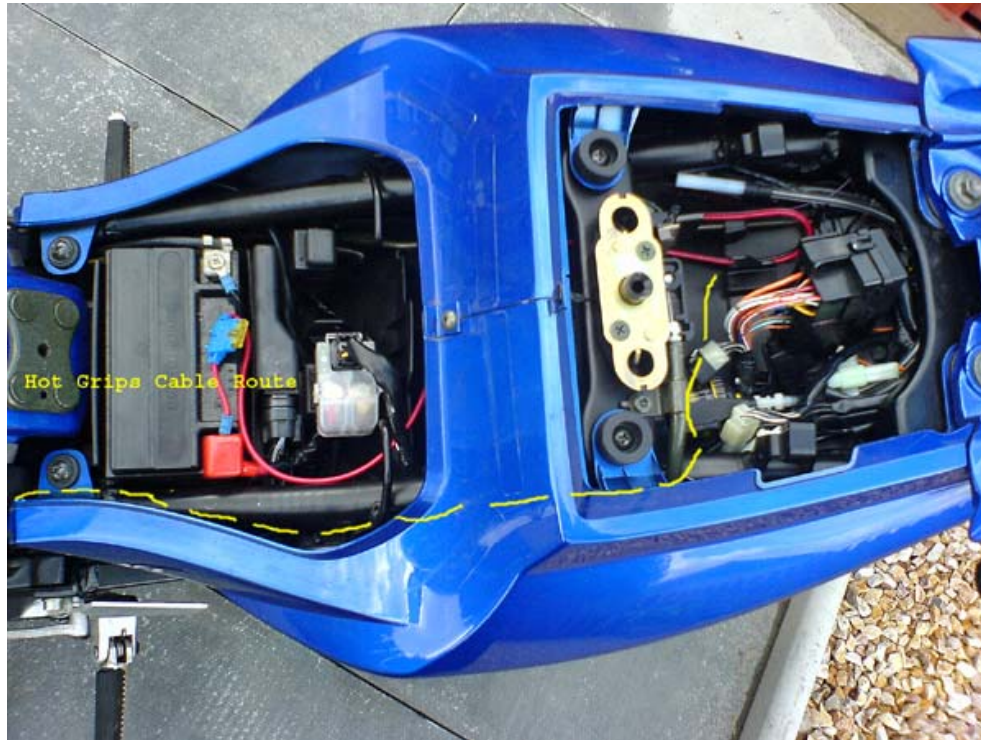


And Release it.



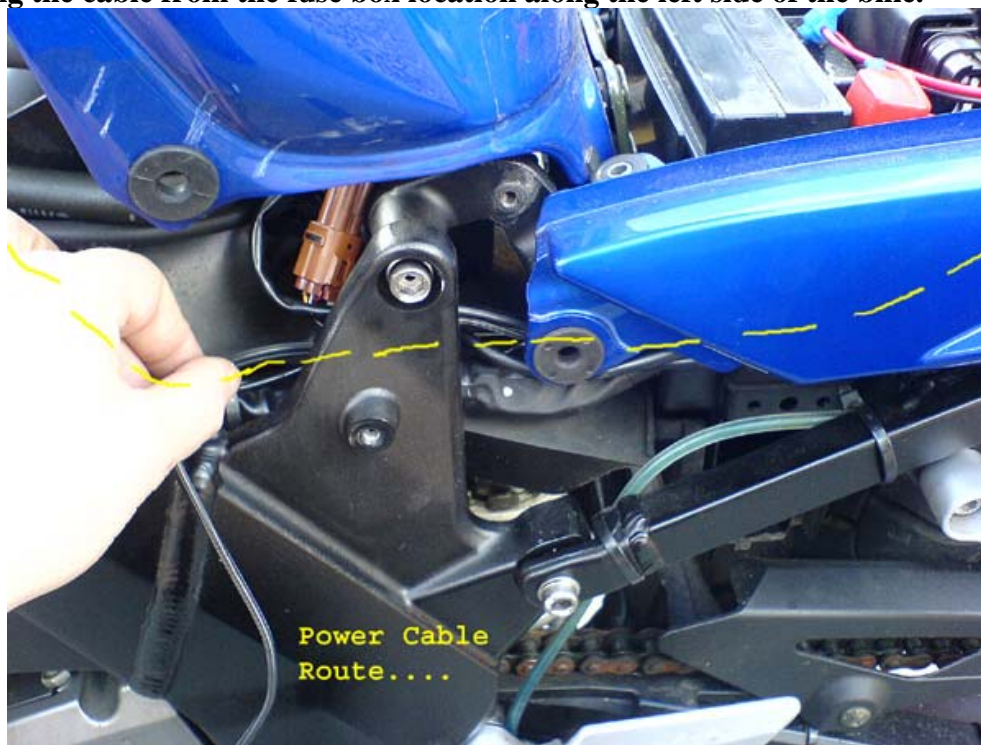
Notice the thick orange wire on the left.

A Top view of the Fuse Box Location and cable route.



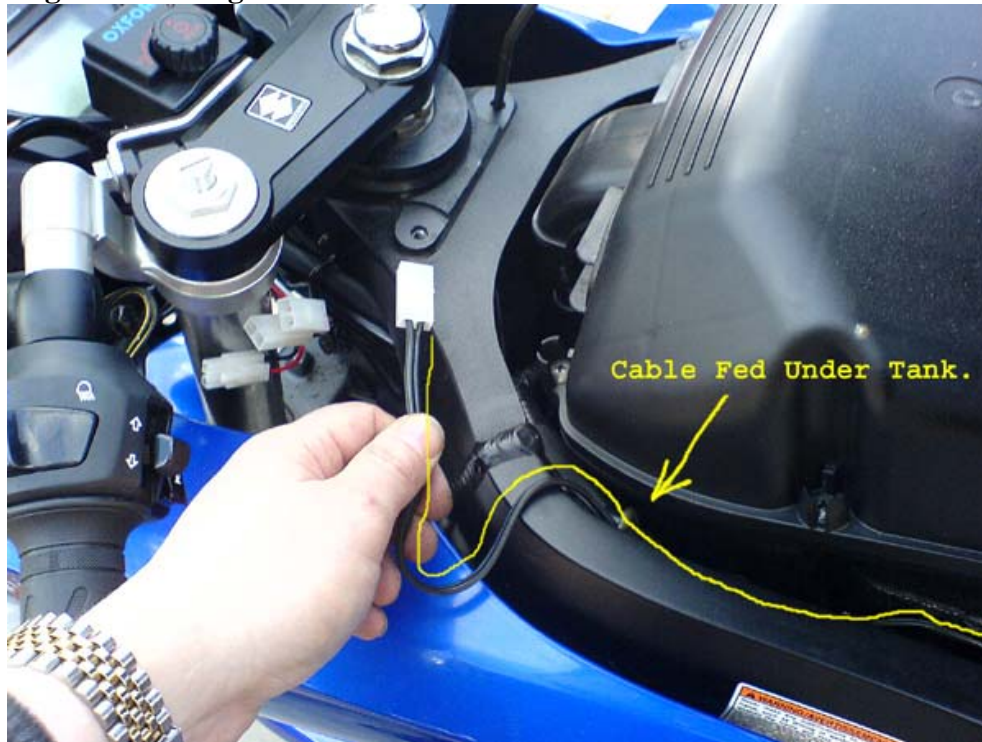
The fuse box is on the right (under the pillion seat or cowl) and is identified by the mass of wires entering its lower edge. It is shown here after being released. Simply lift the fuse box upwards, since it hooks onto a tab at either side.

Begin running the cable from the fuse box location along the left side of the bike.



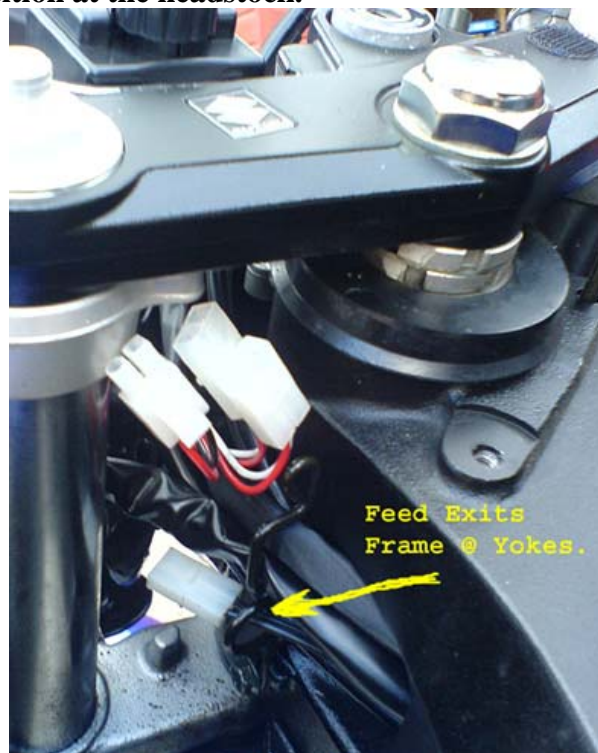
Note the main cable loom to which the power lead can be tie wrapped.

Continue feeding and securing the cable around the left of the air box.

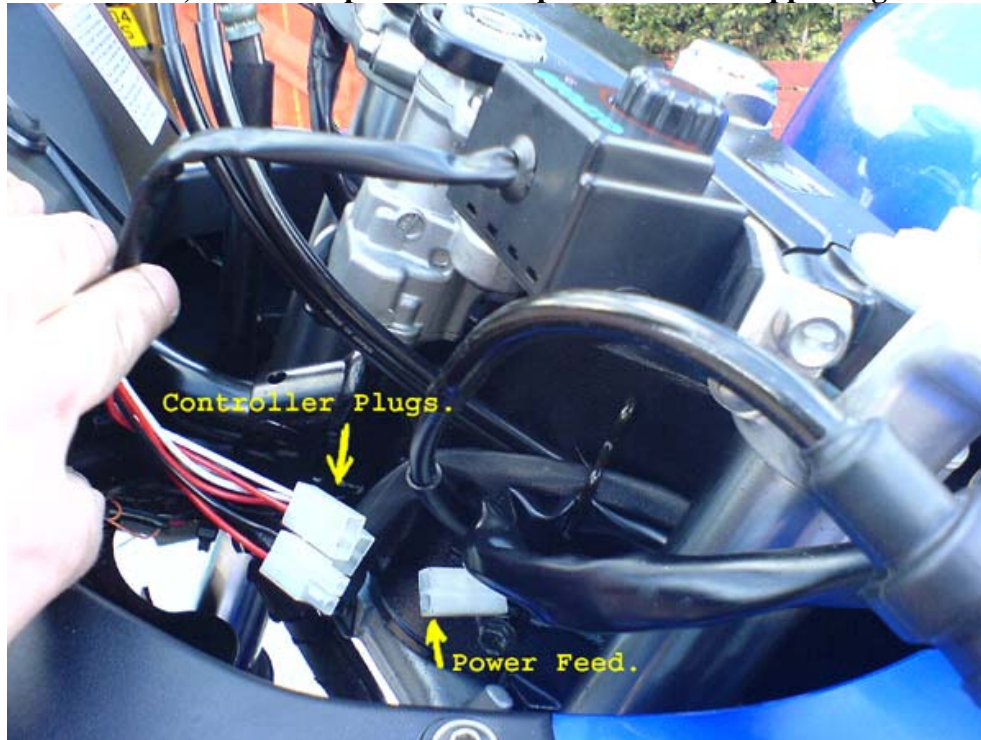


Once at the front of the air box, you will find a cable passage in the frame to pass the feed through. This will bring you to the headstock, where your controller cable will be able to meet its matching connector.

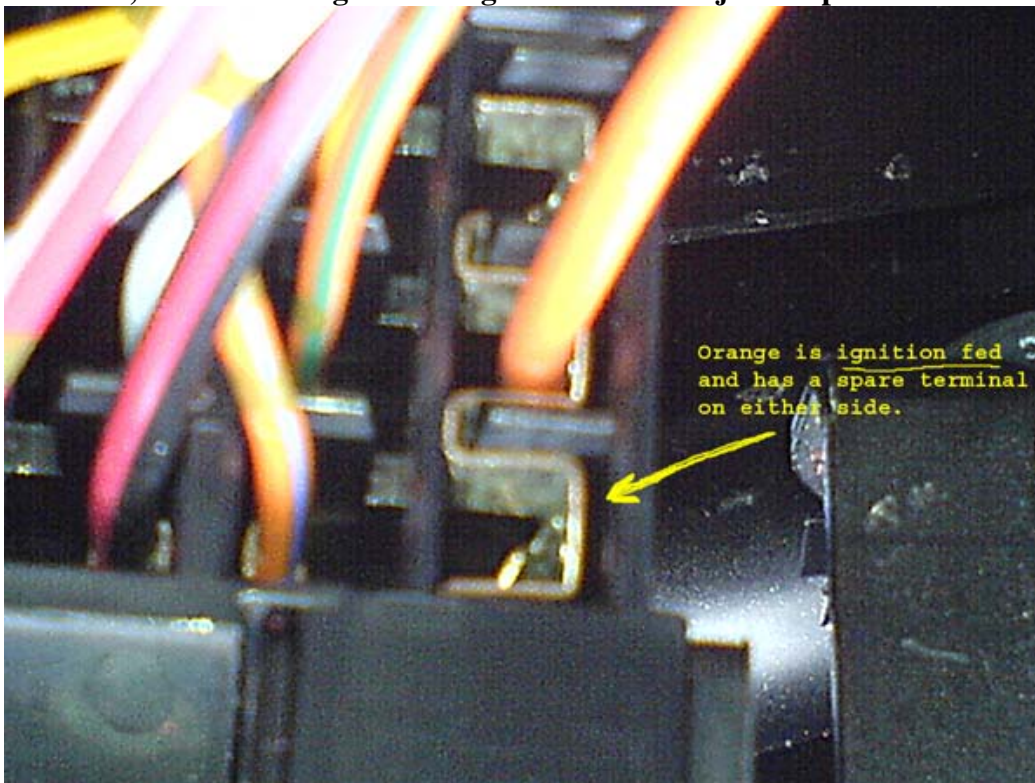
Power cable in its final position at the headstock.



From the front of the bike, we see the power feed in place but not snapped together.

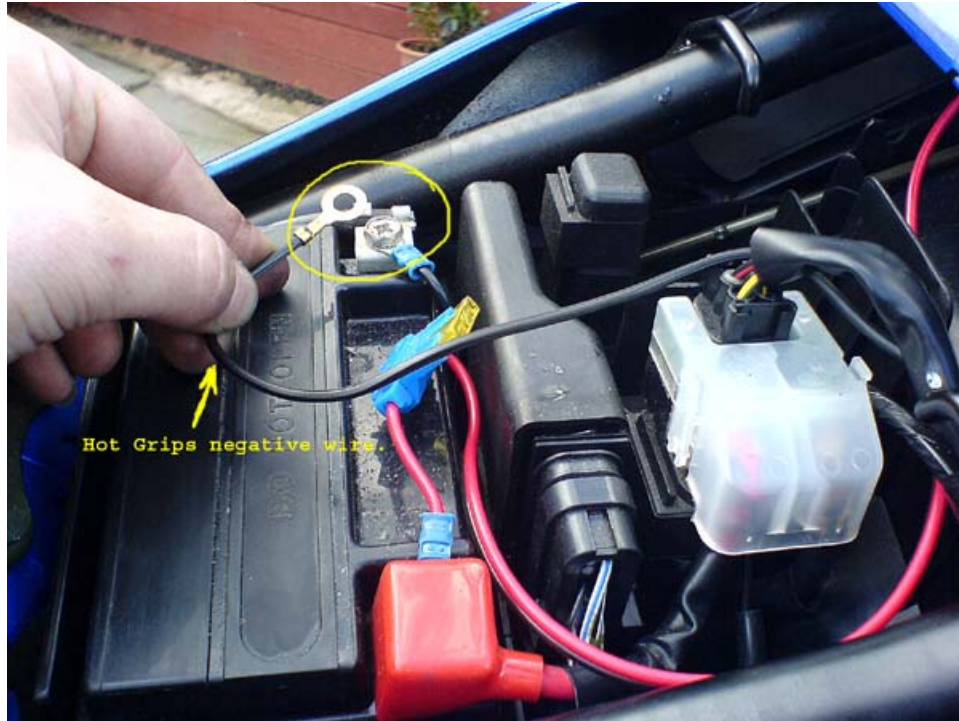


Back at the fuse box, find the Orange incoming cable and its adjacent spare terminals.



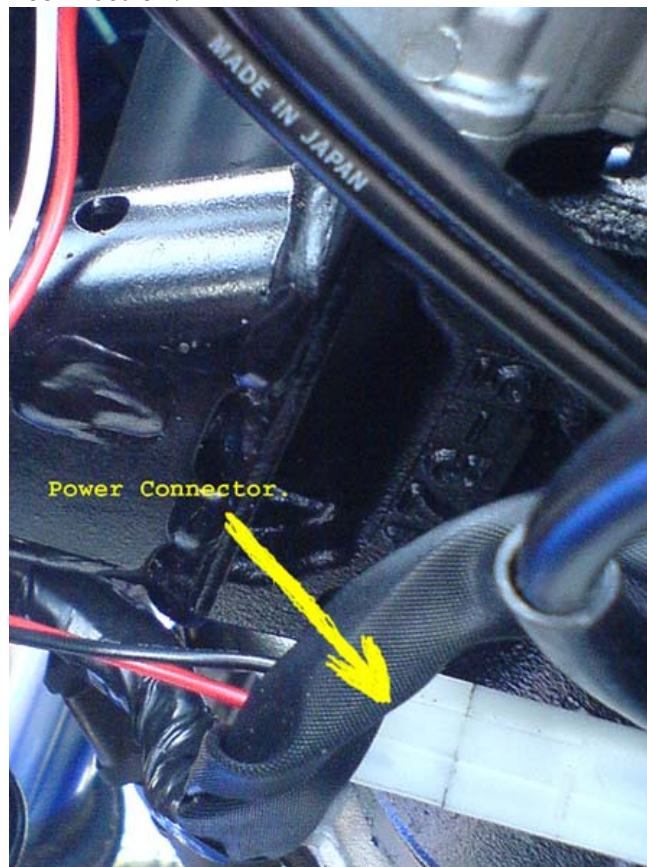
SOLDER the positive (RED) part of the power lead to one of the spare contacts after removing the eyelet (near the cables own inline fuse holder)

Once the positive connection has been made, Screw the negative (black) wire to the battery negative. (Under the riders seat)



Note that the (heavy) red & black cable with fuse holder is an extra on this bike.

Power plug now ready for connection.



3) With the controller mounted and the power feed in place, we now need to look at removing the original grips, “offering up” and testing the heated ones. It is easy to remove the factory grips in such a way that they might be reused at a later date. There is no need to cut them off with a craft knife.

Remove the Bar Ends by LOOSENING the bolts and wiggling the assembly free.

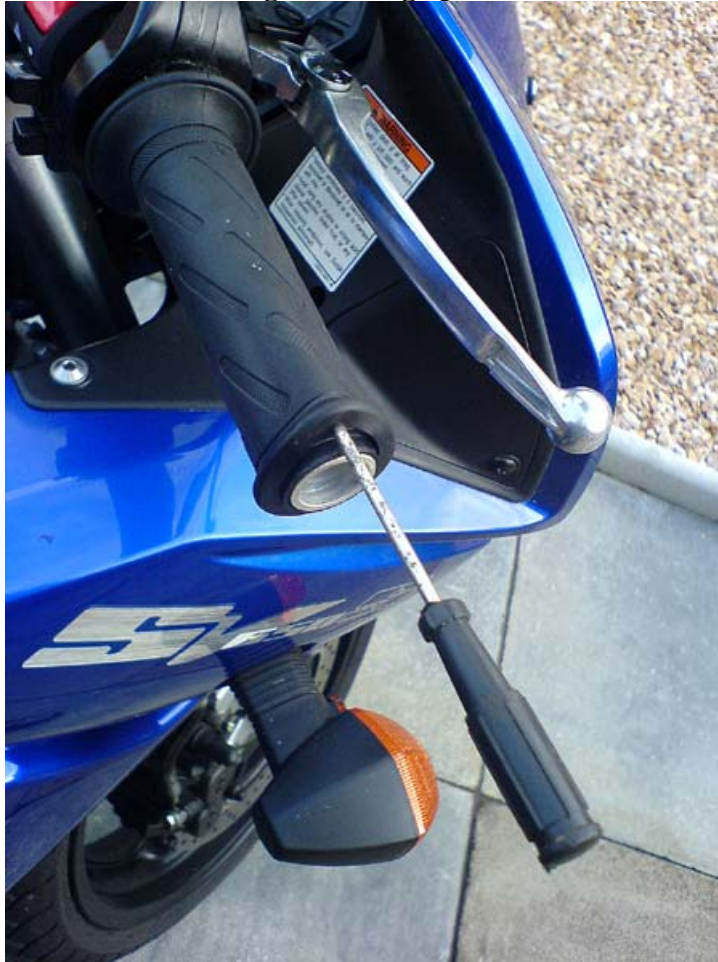


By loosening the bolt, the expanding rubber cylinder with “let go” of the handlebars

Select a long, fine screwdriver (or similar) for grip removal.



Insert the screwdriver underneath the length of the grip and turn the handle as you go.



The use of this technique will turn the screwdriver between the bars (or throttle tube) and the grip, removing the adhesive all around the diameter. The grip can then be pulled off in the case of the left hand side, or rolled back from the throttle tube in the case of the right hand grip.

Use washing up liquid, wd-40 or similar on the outer grip surface to assist rolling the grip off.



Once removed, the bars will require all old adhesive to be cleaned off.



Left grip removed intact and showing adhesive residue on bars. Fine sandpaper can be used to aid the removal of old adhesive from the bars. Clean with meths afterwards to ensure a clean surface for the new grip glue.

You may require to remove material from your throttle tube for the heated grip.



The bike in the picture needed a lip on the throttle tube to be cut off in order to slide the new grip on. Careful use of a sharp craft knife was all that was needed. You can also see a tapered end on the inside – more of this later....

Here are the original grips after removal with the Hot Grips before fitting.



The new “Hot Grips” are slid into place (or shoved hard in some cases) as per the manufacturers guide. It IS worthwhile checking their operation as well as position prior to glueing them into place. Make sure that the heater cable exit from each grip does not hinder any controls at all handlebar positions.

You may need to trim the end of the throttle side grip to prevent fouling.



The author required to trim the throttle side grip to prevent binding against the bar end. This was due to a tapered area on the inboard end of the throttle tube which was deemed too much hassle to remove.

4) The final stage of installation is to route the main grip cables. I found these to be a bit on the long side for the SV, but decided not to butcher them. Take your time to play around with the routing and some cable ties in order that you can find the tidiest method to suit your own bike and its cables. Ensure that you check the cables at all handlebar positions and allow slack for the throttle to operate. Remember – you can always adjust the cables and add further ties if things aren't 100% to your liking.

Once cabled & tested, refit the bar ends and tighten the bolts to expand the locking rubbers.

How the grips and controller look once completed (and powered!).



Enjoy your riding!

IndependentPhoto.