



Installation Instructions for KPMI Part No: 60-61250 & 60-61300

SUZUKI • GSX-R™ 1000 • 2001-'16

SUZUKI • GSX-R™ 750 • 2004-'05

Black Diamond™ Cylinder Studs Kits

- 1) Both 60-61250 & 60-61300 stud kit includes HT steel washers to replace the OEM washer.
- 2) KPMI suggests properly cleaning case stud holes using a M10 x 1.25 D5 bottoming roll tap. Be careful if the engine is assembled, not to allow the debris into the lower crank case. KPMI suggests using a small amount of grease on the tap. After tapping the hole, carefully remove the chips that have been trapped by the grease, and make sure the hole is cleaned properly.
- 3) The end of the stud with the **longer** threaded length will get installed into the crank case. Apply motor oil to these threads.
- 4) Using a 5mm allen key in the hex at the opposite end of the stud, thread the stud into the case until bottomed (hand tight).
- 5) It is absolutely necessary that a small amount of neversieze, oil or grease is applied to the head nut end of the stud prior to torquing. Using the same torque sequence as shown below in Figure 1, torque the head nuts in **15lb increments**. KPMI recommends a final torque of **50 lb**. This is a 10mm stud being threaded into aluminum and the clamping force being achieved with these Heavy Duty KPMI® Black Diamond™ Studs will be a combined increase of over 2900 lbs. from stock. If an experienced engine builder wants to exceed the recommended torque, they may do so at their own discretion.

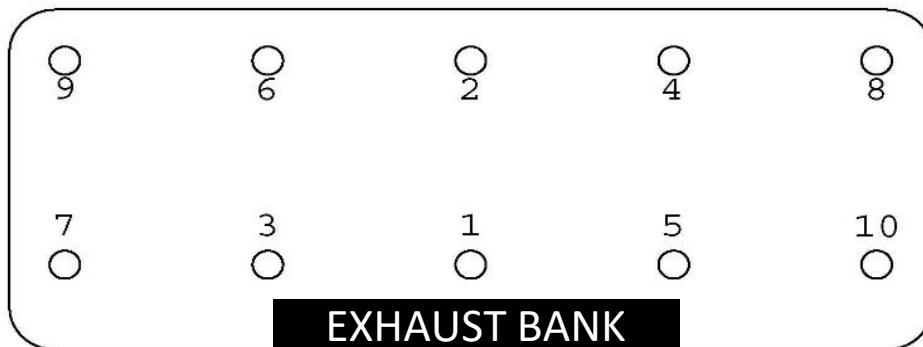


Figure 1 - Head Nut Loosening / Tightening Sequence

Packaged By: _____

Date: _____