

DR650SE Oil Filter Guard Installation Instructions

Your new DR650SE oil filter guard is designed to protect the delicate oil filter area from side impacts. You should not expect it to take large impacts from the front. A good skid plate should protect from most frontal impacts. It is **NOT RECOMMENDED** to run this guard without a proper skid plate. The mounting bolts are recessed which allows frontal and side impact forces to be spread over all three screw heads instead of just the one that hits a rock. Large frontal impacts will most likely result in some case damage or damage to the threaded portions of the oil filter housing. The guard should stop a bullet as far as side impacts go. It is a good idea to check for oil leaks and damage after significant impacts of any kind.

To install your new guard follow the exploded view below. Make sure all the parts are clean and free of dirt before assembly. The guard protects your stock cover and does not replace it. The oil filter O-ring should be inspected for damage. If the O-ring is out of round (**0**) or has nicks and cuts it should be replaced. **NOTE:** in some cases it may be necessary to bend the ear on your skid plate to allow enough room to install the guard.

1. Before starting make sure you have all the components in the exploded view below. The oil filter guard does not replace the stock oil filter cover but reinforces it with a heavy duty guard.
2. Clean the area around the oil filter housing of any dirt, mud, or grease.
3. Remove the three screws that hold the oil filter cover.
4. Remove the oil filter cover being careful not to loose the cover O-ring and the filter retaining spring.
5. Place the star lock washers over the three screws provided with your new guard.
6. Insert the screws into the mounting holes in the guard.
7. Place the stock oil filter cover over the three screws protruding from the guard.
8. Place the oil filter cover O-ring in the O-ring groove in the stock cover.
9. Place the spring over the boss on the inside of the oil filter cover.
10. Position the entire assembly on the engine and hand tighten the three screws. Be very careful not to loose the O-ring or spring.
11. Check to make sure the O-ring did not get pinched.
12. Tighten the three screws a little at a time with a final torque of 4 ft-lbs (48 in-lb) or 5.5 N-m or 0.55 kg-m. Be careful not to over tighten the screws. Also before inserting screws make sure the threaded holes are free of dirt and grit. Dirt and grit mixed with oil will soon wear away the soft aluminum and cause the threads to fail. **DO NOT** eliminate the lock washers. The lock washers are there to help prevent the screws from loosening due to engine vibration
13. Getting all the pieces to mount up can be a challenge but with a little practice you should become an expert. If a permanent installation is desired the oil filter cover can be glued to the guard with RTV to aid in installation and give you one less thing to hold together. My best advice is don't hurry and be thorough. The most costly mistakes are made when you are in a hurry and are not thinking. It might be a good idea just to practice taking the oil filter cover off and putting it back on again so you know how everything fits with the filter, O-rings, and screws.
14. Start the engine and look for leaks or other problems. It is a good idea to inspect your bike before each ride and check your oil level and look for loose bolts or other damage.

