

CA020-V2
DRIVER FLOORBOARDS FOR CAN-AM SPYDER RS SM5 & SE5
(2008 and Newer) INSTALLATION INSTRUCTIONS

NOTE: The pictures are of a 2013 or newer model. 2008-2012 models will appear slightly different, but the mounting instructions are the same.

NOTE: These floorboards will fit in conjunction with RIVCO highway pegs #CA004 which fit 2008-2012 models only. On 2013-2016 models, one or the other will fit but not both together.

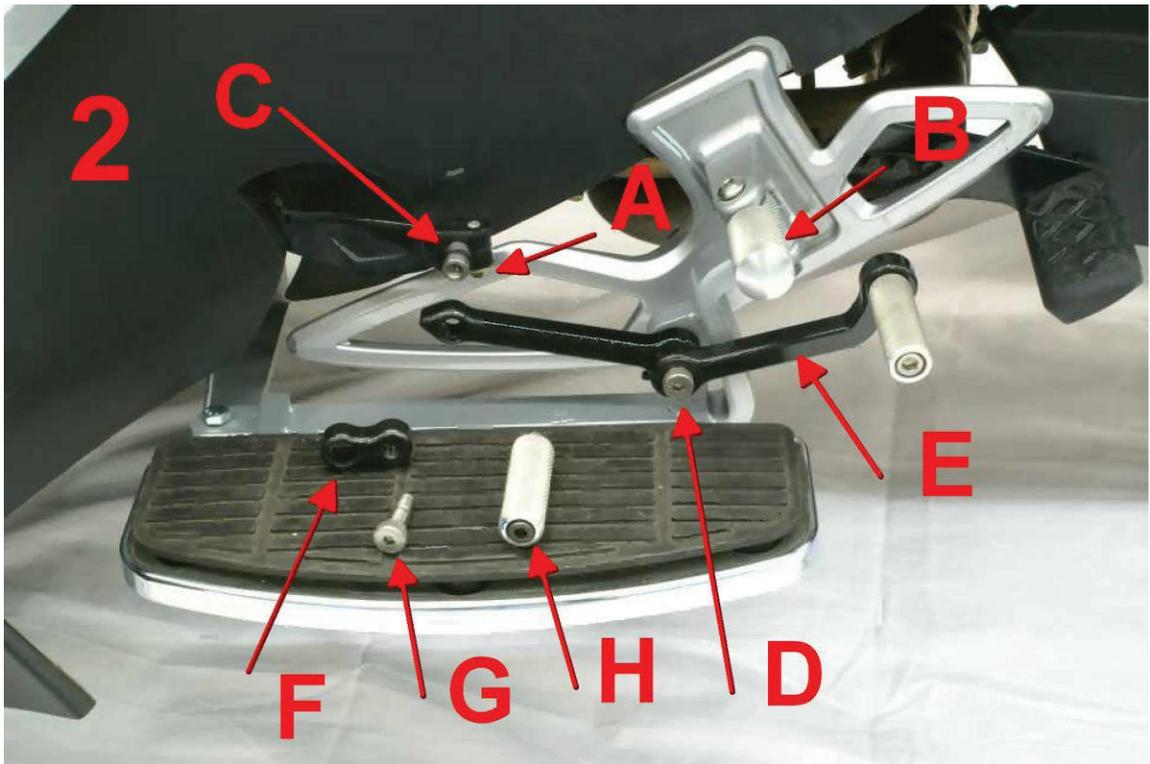
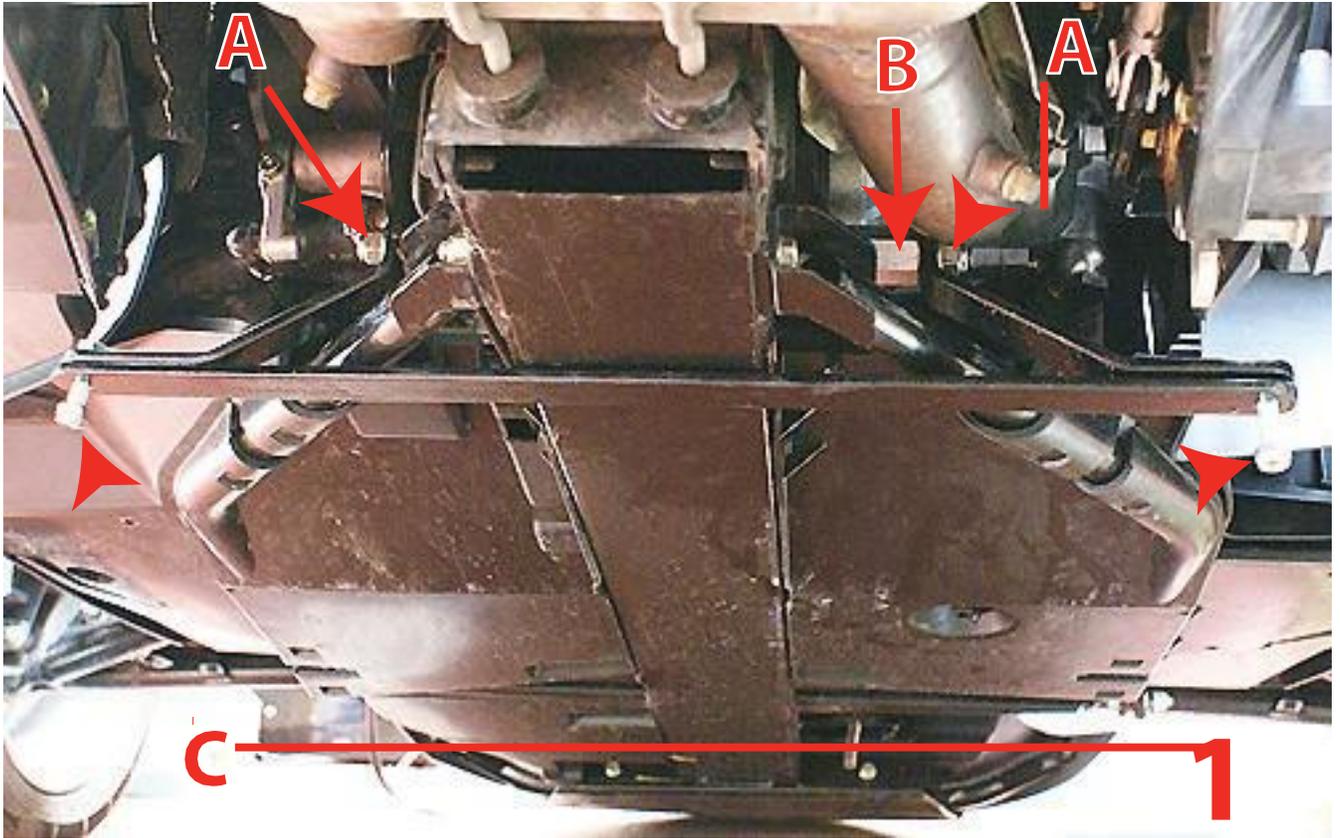
NOTE: Photo 2 shows the floorboard with a rubber pad. We have updated this design and replaced it with an aluminum, diamond tread plate.

1. It will be easier to access the bolts and work under the bike with the rear wheel lifted off the ground 8" or more. Use a floor jack to lift the bike, then placing a concrete block under the wheel works well. Be sure to set the parking brake.
2. Remove the retaining clips at the bottom of the foot peg pivot pins; remove the pins and the foot pegs with their springs.
3. Referring to photo (1A) remove the 10mm (15mm wrench size) nuts from the engine mounting bolts (one on each side), note that these bolt heads are kept from rotating by a built-in hex socket on the engine case. So, after loosening 5-6 turns you will need to hold the bolt outward to keep the head engaged in the built-in socket to prevent it from rotating.
4. Push the right hand bolt back so it is flush and no threads are showing. Place the cross support (3A) up in place as shown in photo (1). Using a coat hanger or stiff wire bent as shown in photo (3B), pull the bolt back outward, and the threaded end thru the hole in the cross support. You may have to rotate the bolt to get the hex of its head to align with the hex in the engine case. Thread the bolt extension (3C) onto the bolt as shown in (1B) and make it finger tight. Install one of the supplied support brackets (3D) onto the left engine-mounting bolt and start the 15mm nut removed earlier. Place one of the supplied 5/16" bolts supplied thru the cross support bracket and cross support as shown in photo (1C). Thread one of the supplied nuts onto the bolt as shown.
5. On the right side - tighten the bolt extender securely using a 7/8" open-end wrench. Place the remaining cross support bracket onto the stud of the bolt extender, and a bolt and nut thru the outer hole as done on the left side. Install the remaining 15mm nut removed earlier onto the extender's stud. Tighten both the left and right 15mm nut securely (30-40 ft. lbs.). Remove the two 5/16" nuts and bolts from the cross support and cross brace holes.
6. Locate the left floorboard assembly - this will be the one with the tab welded to it, which the shifter will mount to for manual transmission models (2D) and one of the sport foot pegs (2B). Install the floorboard and foot peg into the original pegs mount as shown in photo (2) using one of the supplied 5/16" x 2 1/4" bolts and lock nuts.

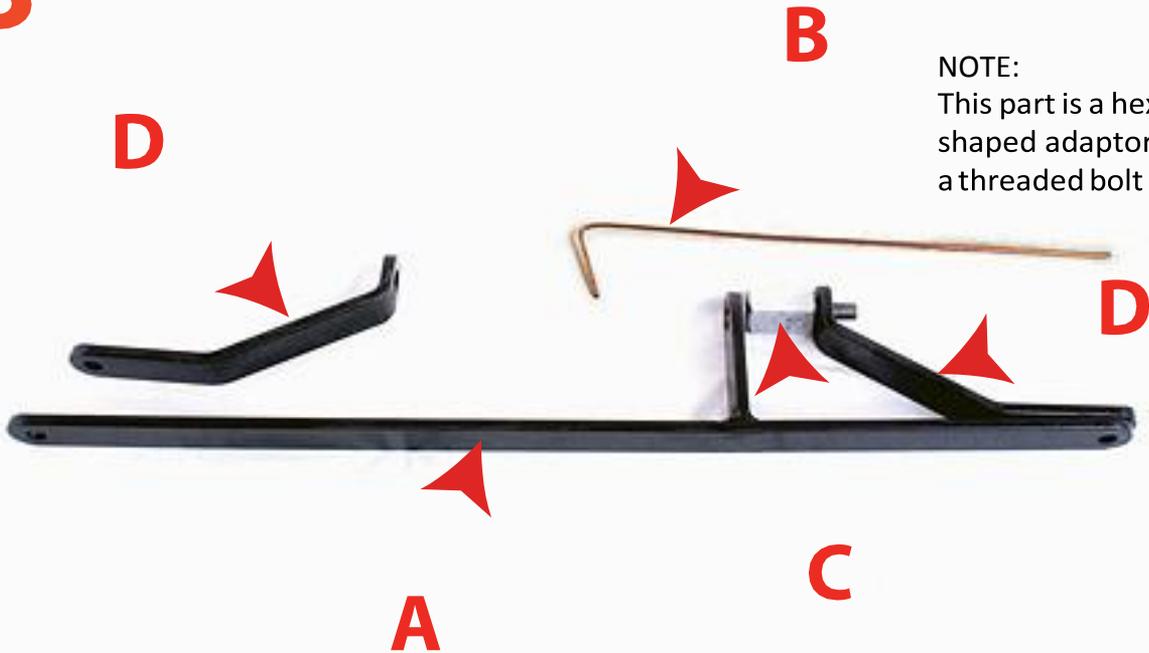
Use one of the supplied 5/16" x 1 1/2" hex bolts - and lock nuts thru the front of the board, the cross support and cross brace. Tighten these bolts securely. Install the right floorboard in the same manner and again tighten the mounting bolts securely.

NOTE: On automatic models, or if not installing our optional heel-toe shifter (RIVCO # CA020-26) the installation is now complete. If you have a manual transmission and will be installing the heel-toe shifter, proceed as follows:

7. Remove the shift peg from the shifter by first removing the 6mm pinch bolt (2A). Then, using the blade of a screwdriver in the slot, open the slot enough to slide out the shift peg. You will not reuse these parts, so just set them aside. Referring to photo (2) locate the supplied shifter pin (2C). Insert the smaller end of the pin into the shifter - then install and tighten the 6mm pinch bolt removed earlier. Locate the supplied longer 3/8" x 1" shoulder bolt (2D) and the toe-heel shifter assembly (2E). Spread a thin coating of grease onto the shoulder of the bolt and inside the pivot hole of the toe-heel shifter. Put the shoulder bolt thru the pivot hole. Place a drop of Loctite or similar thread locker onto the threads of the shoulder bolt. Thread the bolt with the shifter assembly into the hole on the mount as shown in photo (2) and tighten securely (15-20 ft. lbs.). The shifter should pivot up and down freely.
8. Locate the supplied toe-shift link (2F). Coat the non-threaded hole of the link and the shifter pin (2C) with a thin coat of grease. Slide the shift link onto the shift pin. Locate the remaining supplied 3/8" x 1/2" shoulder bolt (2G). As with the longer bolt, coat the shoulder with grease and apply a drop of Loctite or similar thread locker to the threads. Place the bolt thru the hole in the toe-shifter, thread it into the link, and tighten securely (15-20 ft. lbs.). You can keep the link from rotating by covering it with a rag and holding it with a channel lock pliers. Check to see that the shifter pivots freely -the stock shifter is not a precision-bent component and it may be necessary to bend or flex the stock shifter slightly to gain proper alignment and for the toe-heel shifter to pivot freely and smoothly. If shifter still does not engage - loosen the pinch bolt on the factory shifter. Remove shifter and rotate shifter down one spline. Reinstall factory shifter and RIVCO toe heel shifter. Confirm that it will up-shift and downshift smoothly and completely.
9. Locate the supplied 5/16" x 1 1/2" "Allen bolt and the toe shift peg (2H). Insert the bolt thru the shift peg and place a drop of thread locker on the threads of the bolt. Thread the bolt with the shift peg into the shift pin (2C) and tighten securely (10-14 ft. lbs.) Again check to see that the toe-heel shifter pivots freely and it operates smoothly.
10. Recheck all fasteners after 100 miles of riding. Periodically lubricate the heel-toe shift pivot points



3



NOTE:
This part is a hexagon
shaped adaptor with
a threaded bolt



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To register your warranty and see more RIVCO accessories,
Please check out our website at
www.rivcoproducts.com