Smoothspyder

Dual Mode Backrest

GS - RS - ST

Installation Instructions

**Please read the entire instructions first.**

**Assembling the backrest**. Carefully unwrap the 2 mounting brackets/arms and pad assembly. On a workbench, place the pad face down with the handle on the right side. The carriage bolt will carefully need to be removed from the left side of the pad bracket, but **first take note of the plastic tie wraps**, this is where the arms will be located, the nylon washer **must** go between the arms and pad bracket to pivot correctly and avoid damaging the powder coat finish.

The pad/bracket assembly contains 2 nylon washers, 2 steel washers and the steel tube. **These are taped in place to keep the pad assembly together until the arms are attached.** Remove the tape **after** the assembly is bolted together. Slide the carriage bolt through the left arm bracket. Install the Nylon washer and install the bolt through the pad bracket assembly. Add the second nylon washer and slide the carriage bolt through the right arm. Add the washer/washers on the outside of the right arm and attach the handle. With both mounting brackets flat on the work bench, tighten the pad handle enough to keep the whole assembly rigid. Remove the temporary silver nuts and replace with the ratcheting handles. The handle is a spring loaded ratcheting handle, and will need to be pulled outwards to reposition the handle during adjustments. Pull the handle outwards, turn to the desired position and let it snap back in to loosen or tighten.

For installation on the **Limited Model** with the saddlebags, refer to the included BRP Service manual instructions “Rear Saddlebag Support Removal”. The tool for the saddlebag support removal is in the Limited Tool Kit.

**2008-2012 GS/RS**

**Remove the rear side panels and black plastic splash panel**. Remove four 6MM torx screws from the left mid-side panel and one screw from the front of the left rear side panel. Remove the rear splash under/panel (3 torx screws on each side and one more screw under the tail light). Remove the 2 pushpins/grommets located under the seat on each side. Carefully unplug the turn signals and remove the panel. Remove the battery.

**2013-2014 RS/ST**

Remove the rear splash/under panel (2 plastic pushpins and 2 Torx screws on each side and 1 screw under the tail light).

Raise the seat and remove the 4 black plastic pushpins holding the top of the rear side panels (2 on each side). Carefully pull the rear of the panel out 4-5” enough to get your hand in and install the backing plate.

1. **Installing the backing plate**. The aluminum backing plate with the foam pieces attached will insert up through the grommet holes under the seat, and exit where the pushpin grommets were. Insert the bolts up through the holes until the foam reaches the plastic and push the foam into the holes as you raise the bracket. The top of bolts should be exposed 3/8” through the top and the plate should be flush with the plastic underneath. The foam is only there to hold the bracket in place. Reinstall the battery on the 08-12 models.
2. **Reinstalling the rear panels**. This can be accomplished two ways, the two pushpin grommet **tabs** on the top of the rear panel will need to be lifted slightly and placed over the mounting bolts of the backing plate without pushing the bolts down. Another way is to make a ¼” slot leading to the holes and push the panel inwards. This method will make removing and installing the rear panels very easy the next time you need to remove them, it will only require the backrest mounting bolts to be loosened enough to slide the panel out without removing the entire backrest.
3. **Installing the backrest**. From the back of the Spyder, holding the backrest assembly by the arms, carefully guide the mounting bracket at a downward angle between the seat and rear panel and mount over the bolts. Attach the washers and locknuts and tighten securely with a ½” wrench.
4. **Adjusting the backrest**. The textured finish and nylon washers between the arms and backing plate grip quite well to lock it in place without having to excessively tighten the ratcheting handles. Experiment with the tightening force needed to prevent movement by standing from the rear and pulling back on the arms. Use only enough force needed to minimize the chance of snapping off the plastic handles.
5. **Adjusting the pad**. Most drivers and passengers will find the pad works best in the middle of the adjustment range, left slightly loose so it will move and adjust to your back movements. Moving the pad to either end of the up or down range will require increased tightening to prevent movement or lock the pad in the desired position. After tightening the pad, the spring loaded handle can be repositioned flush with the pad.

Please call or Email if you need help or have any questions

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If you are unsure of your mechanical abilities, please have this installation performed by a certified motorcycle mechanic. End user assumes all liability in the use of this product.