



**SUZUKI**  
**GZ250**  
**TRIKE CONVERSION KIT**

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**CUSTOM TRIKE AND MOTORCYCLE PARTS**



We want to thank you for your purchase of a Cass County Choppers Suzuki GZ250 Trike Conversion Kit.

If you have questions or comments, please feel free to email or call using the contact information at the bottom of this page.

*Cass County Choppers, LLC will not be held responsible for any damage that occurs during disassembly or reassembly. If you are unsure about anything in the assembly process, please call or consult a qualified mechanic. We also offer the service of converting your bike into a trike; contact our support team for details and pricing.*

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## SALES AND RETURN POLICY

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All sales are final. If damage has occurred during transit, contact Cass County Choppers, LLC. immediately for details on processing a replacement. Any damage claims must be made within 5 calendar days of item receipt. No returns or exchanges will be provided unless a Return Authorization Request has been previously approved by Cass County Choppers, LLC. and products will be subject to a forty percent restocking fee. Any return shipping charges are the responsibility of the purchaser. If you are shipping an item over \$75, we recommend purchasing shipping insurance and/or sending with a trackable service as we don't guarantee receipt of your returned item. Cass County Choppers, LLC. is not responsible for lost or stolen packages confirmed to be delivered to the address entered for an order. Upon inquiry, Cass County Choppers, LLC. will confirm delivery to the address provided, date of delivery, tracking information and shipping carrier information for the customer to investigate.

## PURCHASE AGREEMENT

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This Hold Harmless and Indemnification Agreement ("Agreement") is entered into by and between the customer (purchaser) hereinafter "Promisor", and Cass County Choppers, LLC., hereinafter "Promisee".

The intent of this Agreement is to indemnify Promisee from any claims arising from and related to the purchase, installation and/or use of any Cass County Choppers, LLC. product(s).

FOR VALUABLE CONSIDERATION, the receipt of which is hereby acknowledged, Promisor and Promisee agree as follows:

Promisor will indemnify and hold harmless Promisee from any and all claims, actions, and judgments, including all costs of defense and attorney's fees incurred in defending against same, arising from and related to the purchase, installation and/or use of any Cass County Choppers, LLC. product(s) either directly and/or indirectly. Promisor's actions include the acts of Promisor's agents and employees. By examining our products online, in a brochure, at the showroom, and/or in person, you have satisfied to your expectations to accept the product as-is and with any and all faults.

In the event any claim or suit is brought against Promisee within the scope of this Agreement, Promisor shall pay for legal counsel chosen by Promisee to defend against the same.

This Agreement shall encompass claims resulting from any actions that may give rise to a claim against the promisee including, but not limited to:

Normal usage of the product. Normal usage defined by, but not necessarily defined in full by, a person 18 years or older being the sole pilot of a Cass County Choppers, LLC. product, not riding on state, county, city, town or village legal streets, roads, and/or highways in an improper manner.

Misuse of the product. Misuse is defined by, but not necessarily defined in full by, any person under the age of 18 operating a Cass County Choppers, LLC. product, and/or more than one (1) person on a Cass County Choppers, LLC. product at any given time, and/or not operating on public streets, roads and/or highways, and/or operation on rough surfaces and/or in dark conditions, including fog in any way, and/or not consistent with applicable laws of governing state, and/or operation on slippery surfaces including but not limited to water, ice and/or snow covered surfaces, and/or jumping, and/or excessive speeds, and/or excessive weight, and/or standing operation, and/or one wheel



operation, and/or fueling with product other than that specified by the engine Manufacturer, and/or operation on rough surfaces, and/or failure to maintain the product in a proper manner. Maintenance is the sole responsibility of the Promisor, its agents and employees.

Note: Installing any Cass County Choppers, LLC. product to your bike may affect the warranty the Manufacturer provides. Consult the manufacturer prior to installation; you accept any nullification of warranty by continuing with installation.

Any purchase, use, and/or installation of this product by the promisor, including its agents and employees is considered an agreement to the terms and conditions of this agreement and shall be construed as a signature. By signing, you signify understanding and agreement to all warnings, statements and claims presented in this document. You also signify that you are legally able to provide signature. If you are unsure about releasing any and all claims or do not wish to proceed by using or installing a Cass County Choppers, LLC product, STOP now and send the parts back. All products are custom manufactured by Cass County Choppers, LLC. All sales are final; no refunds will be given for parts and/or shipping. Replacement parts may be available based on manufacturing capabilities. Shipping time may vary; all quoted delivery dates are estimated and are subject to change.

In the event either party files suit in a court of law to interpret or to enforce the terms of this Agreement, the party prevailing in such action shall be entitled, in addition to any legal fees incurred in defending against any third party claim, to its reasonable legal fees and costs incurred in such action to interpret or to enforce the terms of this agreement. If a term or condition is found to be unenforceable, the rest of the agreement still remains in affect.

This agreement shall be interpreted under the laws of the State of Missouri.

Signature: \_\_\_\_\_

Printed Name: \_\_\_\_\_ Date: \_\_\_\_\_



# PARTS LIST

## SUZUKI GZ250 TRIKE CONVERSION KIT

### DIFFERENTIAL ASSEMBLY

1 - Differential Axle Assembly w/sptr03 Sprocket Spacer Attached <i>(Pre-filled</i> with 1/3 Cup 90W Gear Oil DO NOT OVERFILL)	4 - 3/8 x 3/4 AH Screws
2 - 3/4 Nuts (Threaded onto axle)	5 - 7/16 x 2-1/2 HH
1 - 2.343 Axle Spacer - Single Groove - (Left Axle of Differential)	5 - 7/16 Lock Washers
1 - 2.655 Axle Spacer - (Right Axle of Differential)	10 - Flat Washers
1 - Drive Gear Spacer Attached (03-Older Sptr)	1 - Brake Rotor Spacer Attached (Flanged Sptr)
	5 - Brake Rotor Washers
	5 - 5/16 x 1-1/4 HH Screws
	5 - 5/16 Lock Washers
	5 - Flat Washers

### DIFFERENTIAL ASSEMBLY

<b>Brake Side</b>	5 - 3/8 x 3/4 Allen Head Screws (Pre-assembled)
1 - 14-5/8 Inch Axle	5 - 7/16 x 1-1/4 Hex Head, washers, and lock washers
1 - 2.343 Axle spacer	1 - 3/4 Nut (Threaded Onto Axle)
1 - 3/4 Nut (Threaded onto axle)	Center
5 - 5/16 x 1 inch Hex Head	2 - 1/8 Plated Pipe Plugs
5 - 5/16 Lock Washers	1 - Differential Spacer
10 - 1/4 Plated Washers	6 - 5/16 x 2-1/4 AH
5 - Brake Rotor Washers	1 - Set Dana Gears
Drive Side	2 - Caps w/O-Rings
1 - 14-5/8 Inch Axle	2 - Differential Housing O-Rings
1 - 2.343 Axle Spacer	2 - 1/4 x 3/4 Button Head Screws
1 - Drive Gear Spacer (Pre-Assembled)	

### WHEEL HUB (BOX 1)

1 - Wheel Hub Assembly	1 - 1/8 Wheel Hub/Bearing Spacer
5 - 1/2-20 Wheels Studs w/Lug Nuts	

### WHEEL HUB (BOX 2)

1 - Wheel Hub Assembly	1 - 1/8 Wheel Hub/Bearing Spacer
5 - 1/2-20 Wheels Studs w/Lug Nuts	

### REAR SUPPORT BARS

1 - Rear Support Plate (Cass County)	1 - 11 - Link 520 O-Ring Chain Extension
1 - Rear Support Plate (Choppers or Trikes)	2 - 520 O-Ring Connecting Link
8 - 3/8 x 1-1/2 Hex Head Screws	



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AXLE HOUSING LS (BOX 1)

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- |                                                                   |                           |
|-------------------------------------------------------------------|---------------------------|
| 1 – Axle Housing Assembly (2 bearings, 1 bearing spacer each end) | 4 – 3/8 x 2-1/2 HH Screws |
| 1 – Left Side Mounting Plate (Pre-assembled to Axle housing)      | 8 – Flat Washers          |
|                                                                   | 4 – 3/8 Lock Washers      |
- 

AXLE HOUSING RS (BOX 2)

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- |                                                                   |                           |
|-------------------------------------------------------------------|---------------------------|
| 1 – Axle Housing Assembly (2 bearings, 1 bearing spacer each end) | 2 – 3/8 x 2-1/2 HH Screws |
| 1 – Right Side Mounting Plate (Pre-assembled to Axle housing)     | 2 – 3/8 x 2-3/4 HH Screws |
| 1 – Caliper mounting bracket (Pre-assembled to Axle housing)      | 8 – Flat Washers          |
|                                                                   | 4 – 3/8 Lock Washers      |
- 

MASTER CYLINDER ASSEMBLY (IN AXLE HOUSING BOX)

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- |                                     |                                               |
|-------------------------------------|-----------------------------------------------|
| 1 – Swing-arm Center Bar Assembly   | 1 – Brake Rod Extension                       |
| 1 – Master Cylinder (Pre-assembled) | 1 – Brake Rod Clevis                          |
| 2 – 3/8 x 2 Hex Head Screw          | 1 – Cotter Pin (Dana)                         |
| 1 – 1/4 x 1/2 Flat Head Screw       | 1 – Brake Lever Actuator                      |
| 1 – Brake Cable Housing retainer    | 1 – Brake Lever Actuator Shaft                |
| 1 – 6mm Master Cylinder Plunger     | 2 – 1/4 Steel Spacer Plates (Must be Painted) |
| 1 – 6mm Nut                         |                                               |



# ASSEMBLY INSTRUCTIONS

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## SUZUKI GZ250 TRIKE CONVERSION KIT

*Cass County Choppers, LLC will not be held responsible for any damage that occurs during disassembly or reassembly. If you are unsure about anything in the assembly process please call or consult a qualified mechanic. We also offer the service of converting your bike into a trike call for details and pricing.*

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**ASSEMBLY TIP:** *Clean off a workbench and lay ALL parts out onto workbench. Place fasteners with each corresponding part using the parts list as a guide. Some fasteners may be not bagged together with parts in some kits for ease of shipment. Take time to measure and separate fasteners before beginning assembly to avoid using incorrect bolts, etc. Read ENTIRE installation instruction booklet before beginning assembly. You will gain a better understanding of the entire process and assembly time will be GREATLY reduced.*

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### **Step 1:**

Secure your bike using a front wheel vise and straps. A qualified motorcycle lift is recommended.

### **Step 2:**

Raise the rear end of bike using center kickstand or preferably a center jack. (Bike front wheel should be securely in vise.)

### **Step 3:**

Remove brake actuator rod nut (Figure 29 #17) and drum brake actuator pin (Figure 29 #16) and set aside.

### **Step 4:**

Remove rear axle (Figure 48 #16) and rear Wheel assembly (Figure 48).

### **Step 5:**

Remove Drive Gear sprocket (Figure 48 #23) from rear wheel assembly.

### **Step 6:**

Assemble rear sprocket onto CCC trike differential assembly, using 5 7/16-14 x 1-1/4 Hex head bolts with washers and lock washers. Slide sprocket over axle assembly (on correct side) and attach to differential spacer with the supplied bolts. Also assemble the supplied brake rotor to the brake side of the differential. The Brake Rotor bolts ***directly*** to the differential assembly, opposite side of the sprocket, using the 5-5/16 bolts, 5 - flat washers, 5 – lock washers, and 5 - Brake Rotor washers. Make sure the steel Brake rotor washers go through the brake rotor from the outside. The Brake Rotor Washers go into the brake rotor sitting in the 5 countersunk holes, the flat washer on top of the Brake Rotor Washer, the lock washer, and then the 5/16 HH bolt.

### **Step 7:**

Remove the OEM chain adjusters (Figure 46 #19, #20, and #21) from both sides of swingarm and lay aside.



### **Step 8:**

Paint the Brake Actuator Pin, Brake Rod Extension, and ¼ Steel Spacer Plates, at this time. (CAUTION!! Make sure paint is not too thick on parts.)

### **Step 9:**

Place Differential Assembly on bench and remove left ¾ nut from axle. Slide left side swingarm mounting plate assembly over left axle (Side with Sprocket mounted). DO NOT FORCE THE MOUNTING PLATE INTO THE SLOT. Mounting plate should fit into slot and not be extremely tight but snug. Forcing the side plate can cause permanent damage to the swingarm and or the swingarm mounting plate. BE CAREFUL TO LINE UP CORRECTLY AND TAKE YOUR TIME IN SLIDING INTO THE SWINGARM. You may **GENTLY** tap on the back of the swingarm mounting plate to seat it into the swingarm with a soft mallet or block of wood. DO NOT USE STEEL HAMMER OR DAMAGE WILL OCCUR.

### **Step 10: YOU WILL NEED HELP DURING THIS STEP!!**

Slide axle, protruding out of the drive gear side of differential assembly into the large slot on the left side mounting plate. Sprocket MUST be on same side it was originally. While holding the differential assembly have your assistant hand you the right-hand swingarm mounting plate. Slide the axle protruding out of the brake rotor side of the differential through the large slot of right-hand mounting plate. CAUTION!! MAKE SURE YOU HAVE THE MASTER CYLINDER MOUNTING HOLES TO THE BOTTOM. Place right side swingarm mounting plate in the open end of the swingarm where the right side chain adjuster came out. (Make sure differential is in the large slot.) DO NOT FORCE THE MOUNTING PLATE INTO THE SLOT. Mounting plate should fit into slot and not be extremely tight but snug. Forcing the side plate can cause permanent damage to the swingarm and or the swingarm mounting plate. BE CAREFUL TO LINE UP CORRECTLY AND TAKE YOUR TIME IN SLIDING INTO THE SWINGARM. You may **GENTLY** tap on the back of the swingarm mounting plate to seat it into the swingarm with a soft mallet or block of wood. DO NOT USE STEEL HAMMER OR DAMAGE WILL OCCUR.

For clarification the right side swingarm mounting plate has the billet aluminum caliper plate Pre-assembled.

### **Step 11:**

Remove swingarm center bar from box. All steel parts should be painted and paint should be DRY! (MAKE SURE YOU KEEP ALL PARTS IN ORDER AS YOU ASSEMBLE THEM.) Hold the Aluminum Center Bar UNDER the center of the original swingarm with slots facing the differential assembly. The clearance slots of the center bar should be lined up with the brake rotor and spacer. Next, have your assistant slide the Steel Spud Adapter Plate on each side into the square hole on inside of swingarm. Slide the ½ inch bolts with lock washers under the bolt head, through the ¼ Steel Spacer Plate. Slide bolts through the ¼ plate, then through swingarm, then into Steel Spud plates to hold in place. Slide center bar in between the Steel Spud Plates and loosely thread ½ inch bolts into each side of the center bar assembly. DO NOT TIGHTEN AT THIS TIME!!!!

### **Step 12:**

Remove the ¾ nut from the brake rotor side of the differential assembly. (Should be on right side of trike:) Leave the axle housing spacer on the axle but remove zip tie holding spacer onto axle if present. Remove tape from one of the Axle Housings, be careful not to move or lose any bearings. (Bearings are supposed to protrude slightly out of the "Mounting plate side of the Axle Housing.) Slide axle housing





onto the right side axle being careful that no damage occurs to bearings. Slide side with bearing protruding, onto axle 1st, slide up next to right side swingarm mounting plate. Differential may be loose and will slide to left during this process.

### **Step 13:**

Using 1 – 3/8 x 2-1/2 Hex Head bolt, with 3/8 lock washer under head of bolt, and 2 – flat washers under the lock washer, attach the right side axle housing to the swingarm mounting plate. Make sure the 3 fender strut flats are to the top. Insert bolt through the ***INSIDE*** of the right side swingarm mounting plate and into one of the two lower slots. Line up the tapped hole in the axle housing with the bolt and lightly thread into axle housing. DO NOT TIGHTEN!!! Find Caliper mounting bracket and using 1 - 3/8 x 2-3/4 Hex Head bolt with a lock washer under head of bolt, and 2 flat washers insert bolt through bracket into one of the top slots in the swingarm mounting plate and into the tapped hole in the axle housing. You may need to adjust or rotate the axle housing slightly to line up bearing that protrudes from inside of axle housing. This protruding bearing keeps the rear differential located and in line with the other side. DO NOT FORCE, DAMAGE TO BEARINGS WILL OCCUR!!! Install the other bolt through caliper mounting bracket and in the last lower slot in similar manner. Snug but DO NOT TIGHTEN AT THIS TIME!

### **Step 14:**

Attach the master cylinder mounting plate to inside of right mounting plate next. You will use 1 - 3/8 x 1-1/4 flathead, 1 – 3/8 x 4 Hex Head Bolt, and 1 - 3/8 x 3 hex head bolt. Master cylinder has been left loose to expose flathead bolt location. The front flathead screw hole in the master cylinder mounting bracket is not used on this model. Insert the flathead bolt into the Master Cylinder Mounting Bracket and thread into right side Swingarm Mounting plate and tighten. Insert the 3/8 x 4 Hex Head into front hole on Master Cylinder, (brake line should be to rear of trike), and insert the 3/8 x 3 Hex Head Bolt through the second hole of the Master Cylinder. Thread rear bolt into Right Side Swingarm Mounting Plate and slide the front bolt through. Tighten securely. Place the Brake Actuator Shaft through the Brake

Attach the original brake actuator rod to through hole in painted actuator pin, be sure to place spring, (Fig. 4 #43012) washer, (Fig. 4 #92015A) and then thread brake rod nut (Fig. 4 #92015) onto brake actuator rod. Adjust aluminum brake actuator lever on master cylinder assembly for correct position. Adjust so that foot lever is in proper position and so that foot lever will actuate the master cylinder to engage brakes using the 9-1/4 Allen head screws in brake actuator lever assembly.

Remove the 3/4 nut from the sprocket side of the differential assembly. (Should be on left side of trike:) Leave the axle housing spacer on the axle but remove zip tie holding spacer onto axle if present. Remove tape from the other Axle Housing, be careful not to move or lose any bearings. (Bearings are supposed to protrude slightly out of the “Mounting plate side of the Axle Housing.) Slide axle housing onto the left side axle being careful that no damage occurs to bearings. Slide side with bearing protruding onto axle 1st, slide up next to left side swingarm mounting plate.

### **Step 15:**

Install the rear support plates with lettering to rear of trike. Do not tighten at this time.



### Step 16:

Make sure rear sprocket lines up in exact line with front sprocket. If adjustment must be made use spacer on inside of rear sprocket. A straightedge may be used to aid in lining up front and rear sprocket. Make sure the 4-3/8 chain adjustment bolts are loose on both axle housings and the rear differential assembly is at the forward most position on both sides. Do not tighten at this time.

### Step 17:

Break chain and install the connecting links and chain supplied together with one connecting link. Wrap chain around front sprocket and rear sprocket and install 2nd connecting link. Adjust tightness using the 4-3/8 hex head bolts holding axle housings to side plates. Once chain is adjusted tighten all bolts. Make sure rear axle is aligned with front wheel. DO NOT OVER-TIGHTEN!

### Step 18:

Install wheel hub onto left axle making sure keyway lines up with slot on axle. Repeat for other wheel hub assembly next. You will need to remove  $\frac{3}{4}$  nut from axle. DO NOT REMOVE THE 1/8 WHEEL HUB SPACER. This spacer holds hub and bearing in correct position. Reinstall and tighten  $\frac{3}{4}$  nut with Loctite.

### Step 19:

Securing wheel hub to axle. It works best to remove all 6 locking setscrews that are in each wheel hub and loosen but do not remove lower 6 set screws in bottom of each hole in the wheel hub. After tightening the  $\frac{3}{4}$  inch nuts locking the wheel hub to axle using Loctite. Re-tighten all 6 setscrews one at a time in bottom of each hole securely. Then install the locking setscrew in all 6 holes using Loctite to lock the bottom set screw in place tightening each one securely. You must use Loctite on all 6 locking setscrews. **FAILURE TO INSTALL CORRECTLY CAN CAUSE INJURY OR DEATH FROM WHEEL FAILURE.** Repeat process for opposite side. **Check these before riding, before each use.**

### Step 20:

Install the brake caliper to the caliper-mounting bracket over brake rotor. Use 3/8 screws provided to connect spacer to caliper bracket and tighten securely to proper specs. Check these each time you ride.

### Step 21:

You will need to purchase an AN-3 brake line to attach the master cylinder to caliper. You may use other methods and types of brake lines if you desire.

### Step 22:

Attach the master cylinder to inside of right mounting plate using 1-3/8 flathead and 2-3/8 hex head bolts. Master cylinder has been left loose to expose flathead bolt location. The front flathead screw hole in the master cylinder mounting bracket is not used on this model. Attach the original brake actuator rod to through hole in painted actuator pin, be sure to place spring, (Fig. 4 #43012) washer, (Fig. 4 #92015A) and then thread brake rod nut (Fig. 4 #92015) onto brake actuator rod. Adjust aluminum brake actuator lever on master cylinder assembly for correct position. Adjust so that foot lever is in proper position and so that foot lever will actuate the master cylinder to engage brakes using the 9-1/4 Allen head screws in brake actuator lever assembly.



**Step 23:**

Bleed brakes to proper specs making sure ALL air is out of the lines. This is time consuming and you may need help to complete this step.

**Step 24:**

Install wheel studs in bolt pattern desired.

**Step 25:**

Remove and tighten all screws individually using Loctite if not already used. Check bolts often and each time you ride.

**Step 26:**

Install wheels and tires at this time.

**Step 27:**

Reinstall the mufflers on the exhaust system while bike is resting on wheels and tires. Use care when re-installing mufflers on exhaust system. Make sure all gaskets and brackets are lined up before tightening screws. Damage to engine can occur if not installed correctly. This is NOT covered under warranty.

**Step 28:**

Test bike while still on stand to make sure all steps are completed and bike is functioning properly. Raise the back of trike making sure wheels and tires are off the ground and spin trike kit by hand, be careful to avoid pinch points. Rear wheels should spin freely and chain should be straight between front and rear sprocket.

**Step 29:**

This instruction sheet is designed as a guide. You may need to complete additional steps not listed here. These are not omitted on purpose but you must use common sense when installing parts on your bike. Inspect all aspects of installation and make sure every step is completed to ensure your safety before testing bike. Test bike slowly and close to home to make sure all steps are completed and the installation is correct.

**Step 30:**

Start out slowly when test-driving. Re-check tightness of screws after first use, after 100 miles and periodically every 250 miles.

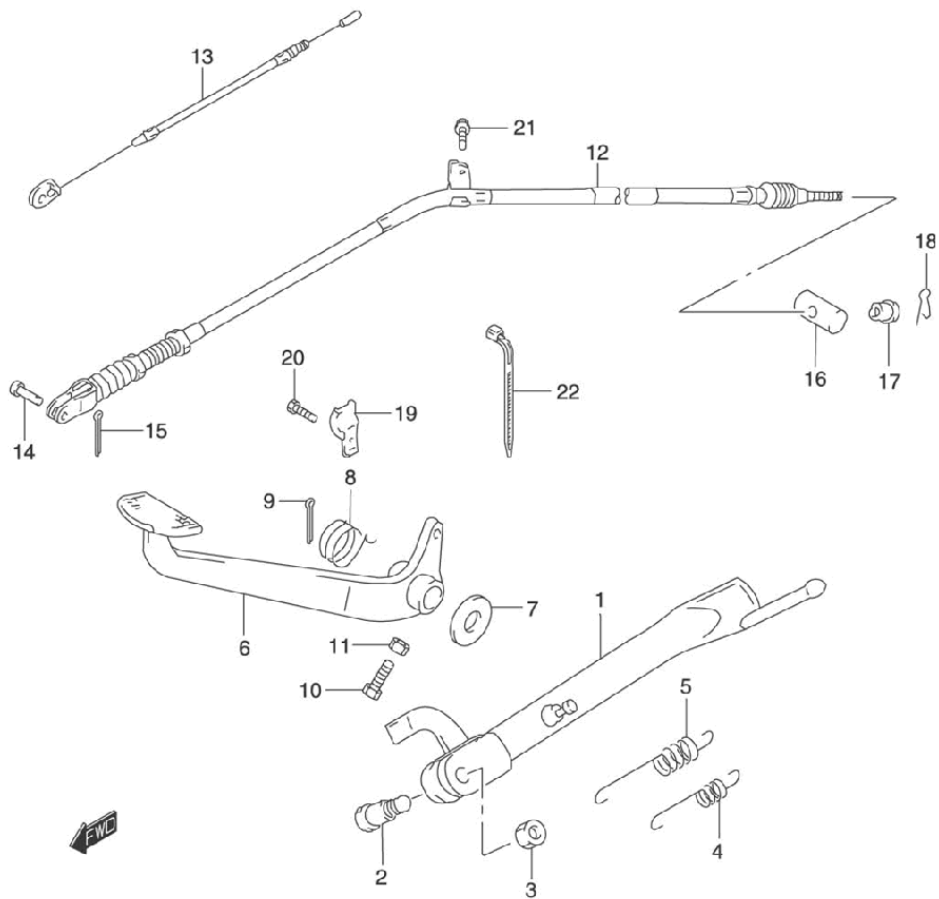
*ENJOY YOUR NEW TRIKE.*



# ASSEMBLY DIAGRAMS

SUZUKI GZ250 TRIKE CONVERSION KIT

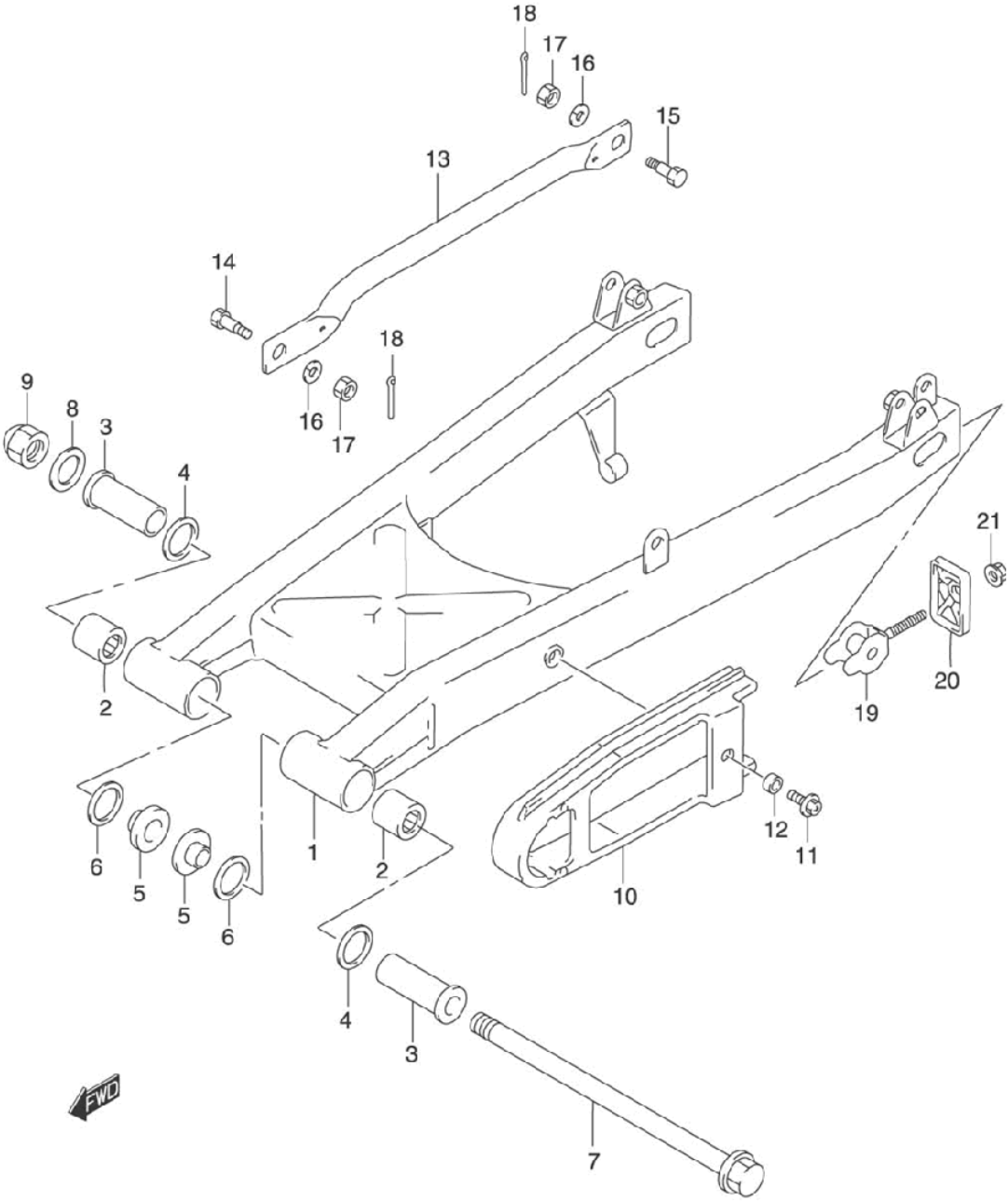
**FIG. 29**



**GZ250K6 P03 P28\_029  
STAND-REAR BRAKE**



**FIG. 46**



**GZ250K6 P03 P28\_046  
REAR SWINGING ARM**

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