



Fitting Instruction

Article-No. : 120H142
Product : **Super Bike Conversion Kit**
Model : **CBR 500RA 2013 →**
Type : **PC44**

Important:

Read this instruction manual carefully and mind all warnings and tips. You should do this work only if you're qualified; otherwise we recommend this mounting to be done by a professional workshop. Improperly mounting of this kit can reduce the driveability of the motorcycle and may be a risk to your health and life.

Special works are marked with the following signs. Please take special care on these works.



Warning! Important mounting instruction. It shows risks to your life and health.



Tips for mounting and maintenance or to avoid damage.

Fitting:

Mounted conversion kit



The battery ground should be disconnected before working on electric wiring and switches!



Remove the brake-hose which leads from master cylinder to the steel-tube. **Caution:** avoid brake fluid on painted surfaces! **Any work on the brake system or bleeding the system should be done by an authorized dealer or a qualified mechanic!**

Remove controls as well as clutch and brake cylinder assy from the original clip ons.



Due to the vehicle manufacturer's production tolerances it is absolutely necessary to fit our adapters in the sequence described below.

1. Remove original clip ons and loose the top yoke's slider-tube clamping completely.
2. Slip adapters onto the slider-tubes w/o tightening them and fit the handlebar with approximately 15Nm / 11.06lbs ft tightening torque.
3. Assure that the adapters are laying flush on the top yoke and then tighten their clamping with 20Nm / 14.75lbs ft torque.
4. Now loose the handlebar clamping completely and tighten the top yoke's slider-tube clamping with torque according to the vehicle manufacturer's instruction.
5. Pre-adjust handlebar and tighten its clamping even and slightly. After the whole fitting is done clamping needs to be tightened with 25Nm / 18.44lbs ft torque.



Recommended handlebar type: LSL-Superbike, flat or LSL-Fat Bar, flat / Type N1 or XN1



Now you should check the clearance to the tank and faring, therefore you have to mount all controls provisorily on the handlebar and re-adjust it if necessary. **Brake cylinder and clutch-lever bracket need to be mounted with a gap of approximately 15mm to the other controls.**



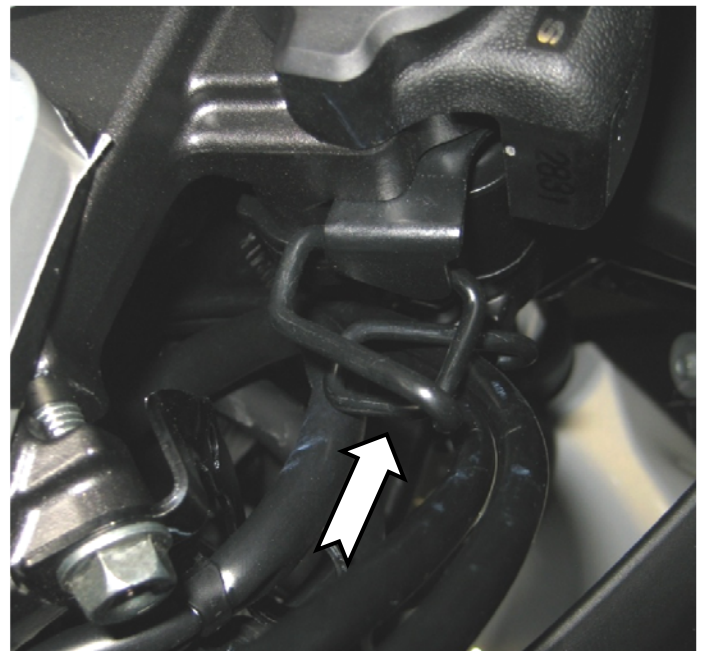
Afterwards you can drill bores to fix the handlebar controls. **On handlebars with 22mm (7/8 inch) diameter you might use our drill guidance for a clean and precise bore with 5mm diameter (LSL-P/N: 902DT01).** Mount the left grip with suitable glue.



Assure (without brake pressure) whether the brake lever can be pulled up to the grip and doesn't contact any other parts before. (Loosening one calliper and wobble it to push the pistons back should be the easiest way.)

Instructions for rerouting cables hoses and wiring harness:

Throttle cables: Lay cables underneath the guidance, as shown, all the other routing stays original. Check throttle cables for free movement over the whole steering angle and readjust the cables' slackness, if necessary.





Brake hose: Mount attached manifold as same as the original. **Connect steel tube with attached olive to the manifold.** Connect brake hose's 45° fitting to the brake cylinder and the 20° fitting to the manifold, as shown. **Mind the mounting instructions that are delivered with the brake hose!**

Clutch cable: The laying remains unchanged.

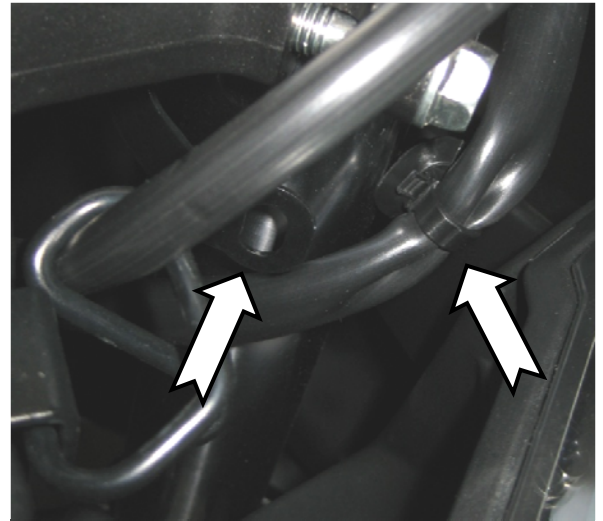
Wiring harness: Loose clip of the left harness from bracket, as shown. The laying of the right harness remains unchanged.



Assure that no cable, hose or harness is bended and stays tension-free over the whole steering angle.

The conversion kit is now completely mounted. Always check local laws and your manufacturer's warranty conditions for using aftermarket parts on your bike!

Ride safe and have fun!





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