



Fitting Instruction

Article-No. : 120S114
Product : **Super Bike Conversion Kit**
Model : **Suzuki GSX-R 1000 2007 →**
Type : **WVCL**

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 qualified 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



To avoid scratches and dents when re-routing hoses and cables remove the fuel tank first. Remove fairing bracket and mirrors if necessary. The battery ground should be disconnected before working on electric wiring and switches!



Remove brake-hose(s). **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 handlebar controls, clutch lever bracket and brake cylinder assy, then remove the original handlebar.

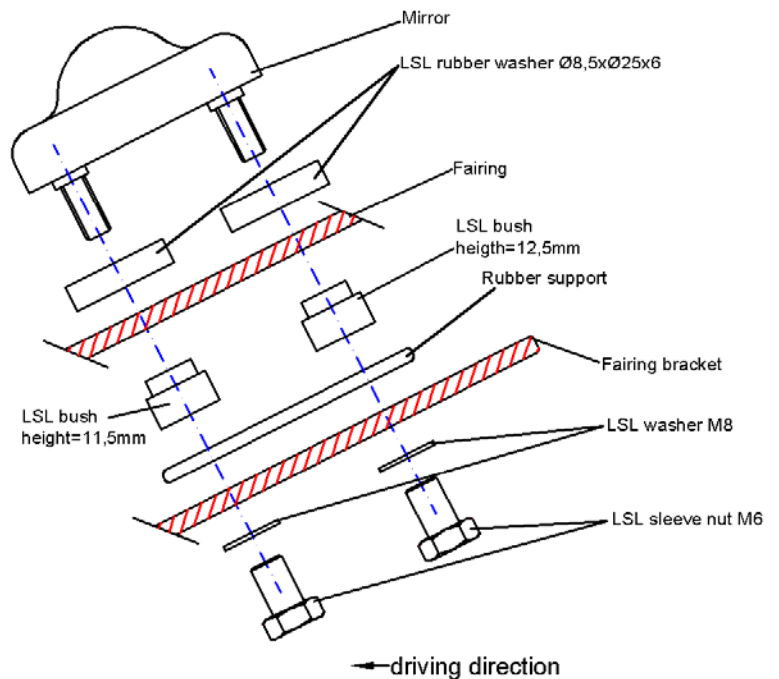
i Assure that the front wheel is free from any load when dismantling top yoke, then swap top yoke. To demount the ignition lock you mostly have to drill out the heads of the breakaway screws. Fit the ignition lock with the attached bushings, new bolts and corrugated washers underneath the bolts heads, at the LSL-yoke. You should drill out the hexagon sockets of the screws as theft protection. To fix top yoke, first tighten steering head nut up to 15Nm / 11lbf ft, then fix the stanchion clamp bolts with 20Nm / 14.75lbf ft. Now tighten steering head up to the original torque, that refers to the manufacturer's instruction.

i **Recommended handlebar type: LSL-Superbike, flat / Type N1**

Mount new handle bar into the clamps. Tighten the handlebar clamps evenly with 20Nm / 14.75lbf ft torque.

Fairing: Fairing screen and instruments have to be removed to unplug the flashers. Unscrew the mirrors and place the bushings (11.5mm in the front and 12.5mm in the rear) between fairing bracket and original rubber support. Fix the mirrors with sleeve nuts M6 and washers as shown.

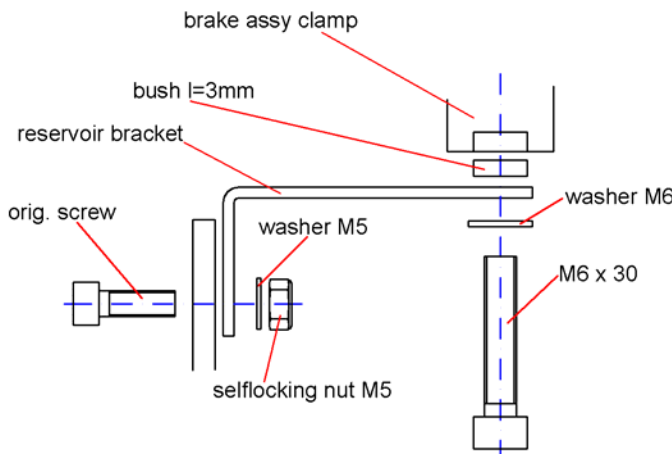
Remove both screws that fix the fairing screen at the front end and swap them for M5x25 and nylon washers. Place the rubber spacers (Ø8xØ30x7,5) between fairing and fairing bracket.



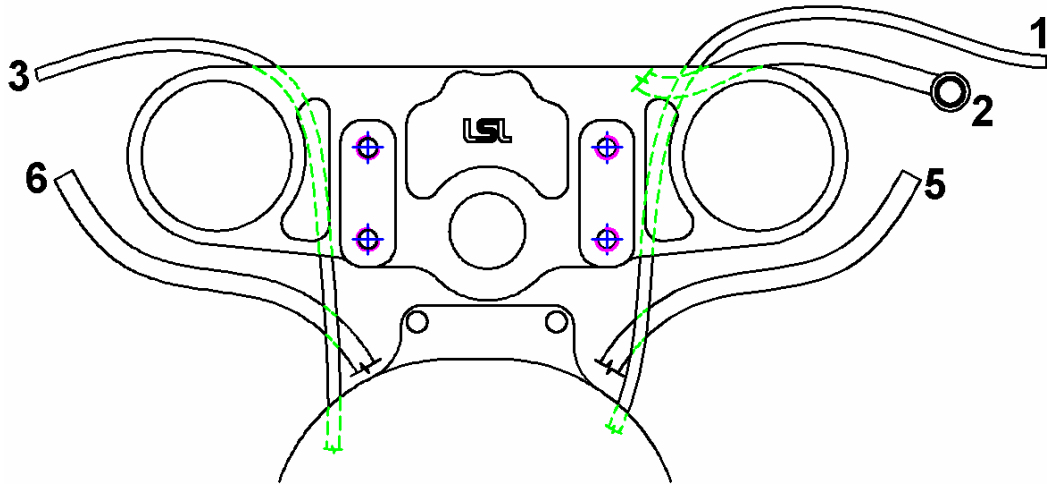
i **Modify the steering stop!**

To gain more clearance between handlebar and fairing you have to modify the steering stop. Use suitable glue to fix the aluminium shims (t=2mm) on the steering stop. Mount and adjust the handlebar controls, clutch lever bracket and brake cylinder assy now.

If using a LSL-handlebar you can drill bores to fix the handlebar controls. Mount the left grip with suitable glue. Remember to check clearance between fuel tank and handlebar, therefore you have to remount the fuel tank.



Instruction for rerouting cables hoses and wiring harness:



Throttle cable (1): There is no rerouting necessary. Check throttle cable for free movement on every steering angle.

Brake hose (2): Mount attached brake hose with new seal rings. Mind the mounting instructions that are delivered with the brake hose. Fit the brake line (74cm) with the 20 degree sideward fitting on the brake master cylinder in the following way: **Make sure, that the extension of the brake lever (actuator of the brake light switch) will not touch the fitting when lever is pulled.** Fit the brake hose with the rubber clamp and the original screw on the original fixing point at the bottom yoke.



Clutch hose (3): Mount attached clutch hose with new seal rings. Fit the hose (105cm) with the 20 degree fitting on the clutch master cylinder, then route it between frame and cylinder head to the clutch release assy and fix the 20 degree sideward fitting there. Fix the hose with the rubber clamp and original bolt on the steering head as shown. Unscrew the camshaft sensors backward bolt (M6x16) and mount the bracket with M6x18 as shown.



Wiring harness (5&6): Take both harnesses out of the original guidance and reroute them tension-free behind the stanchions.



Make sure 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!