



Fitting Instruction

Article-No. : 150K136 & 150K136ABS
Product : Tour Match Kit
Brand : Kawasaki
Model(Type) : ZX-10R & ZX-10R ABS 2011→

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 Tour-Match



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 dismounting top yoke!**

Remount top yoke together with both Tour Match clamps as one unit. To fix top yoke, first tighten steering head nut up to 15Nm / 11lbf ft, then fix the slider tube clamp bolts. Now tighten steering head nut up to the required torque, tightening torques refer to the vehicle manufacturer's instruction.

i Push Match clamps up towards the top yoke **until there's a 5mm gap**, align them and tighten them slightly. Now install the tubes using M6x22 and tighten these bolts with 10Nm (7.31lbf ft).

Modify the steering stop! To gain more clearance between clip ons and fairing you have to modify the steering stop. Use suitable glue to fix the aluminium shims (t=1mm) on the steering stop.

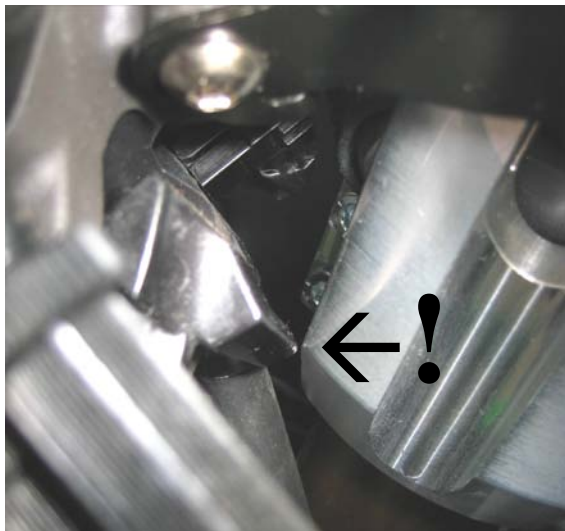
Fairing screen: Loosen the screen's u
4 bolts and fit one nylon-washer M5
mounting point, between fairing
screen.

Swap the reservoir's fixing bolt for
mushroom head bolt M5x20 (see →).
Push the reservoir's bracket backwards until
reservoir doesn't touch the screen
steering.

Close the tube's inner holes with attach
plastic plugs to prevent water from ge
into them.



Due to the fact that there is not much space for a conversion of this bike, a precision alignment of throttle grip and master cylinder is very important. Also it may be necessary to clip the screen slightly for the throttle grip housing. Turn master cylinder as far as possible downwards but **assure that the brake light switch's actuator won't touch the match-clamp**. Now turn throttle housing as far as possible frontwards until there is just enough space for the brake lever's movement. **Assure (without brake pressure) whether the brake lever can be pulled up to the grip and doesn't contact any other parts before.**



Adjust clip ons by turning the Match clamps on the slider tubes, then tighten the bolts M6x25 with 10Nm (7.31lbf ft). Now drill the bores for the controls and fix them finally. The left grip should be installed with glue.

Instructions for rerouting cables hoses and wiring harnesses:

Throttle cables: Route as original. Check throttle cables for free movement over the whole steering angle and readjust the cables' slackness, if necessary.



Brake hose: Mount attached brake hose with new seal rings. **Mind the mounting instructions that are delivered with the brake hose.**

Model w/o ABS: Connect 20° fitting to the master brake cylinder, as shown. Then route the brake hose as original.



Model w/ ABS: Fit the attached hose with one seal-ring to the manifold first (view picture for the alignment) and tighten it. Then mount the manifold with original bolt on the bracket. **Connect steel tube with attached olive to the manifold.** Then connect the hose to the master cylinder, as shown



Clutch cable: Route as original.

Wiring harness: Reroute right harness behind the slider-tube. Pull left harness slightly out of the frame and route as original.



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!



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