



Fitting Instruction

Article-No. : 150S127
Product : Tour Match Kit
Vehicle-Manufacturer : Suzuki
Model (Type) : GSX-R 600/750 (C3/C4) 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 conversion kit



i 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.



Assure that the front wheel is free from any load when dismantling 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 up to the required torque, tightening torques refer to the vehicle manufacturer's instruction.

Push Match clamps up towards the top yoke **until there's a 4mm gap**, align them and tighten them slightly. Now install the tubes with M6x22 and tighten these bolts with 10Nm (7.31lbf ft).

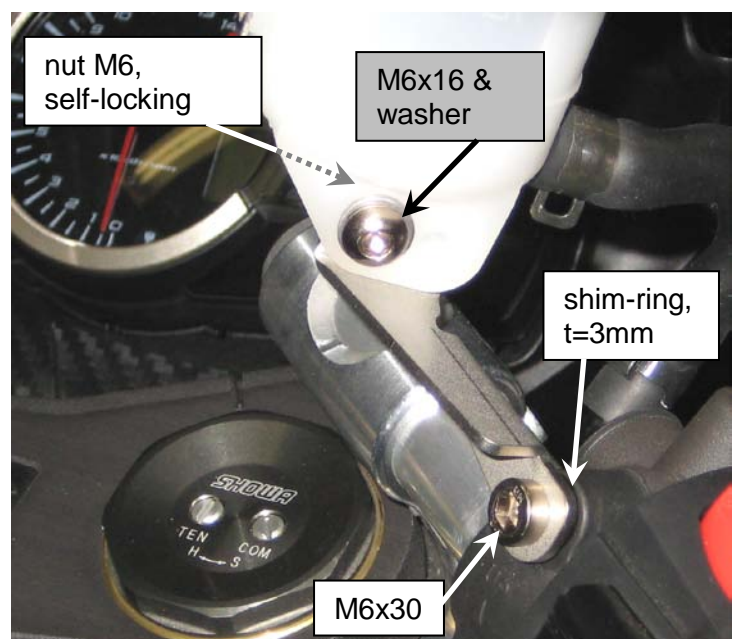
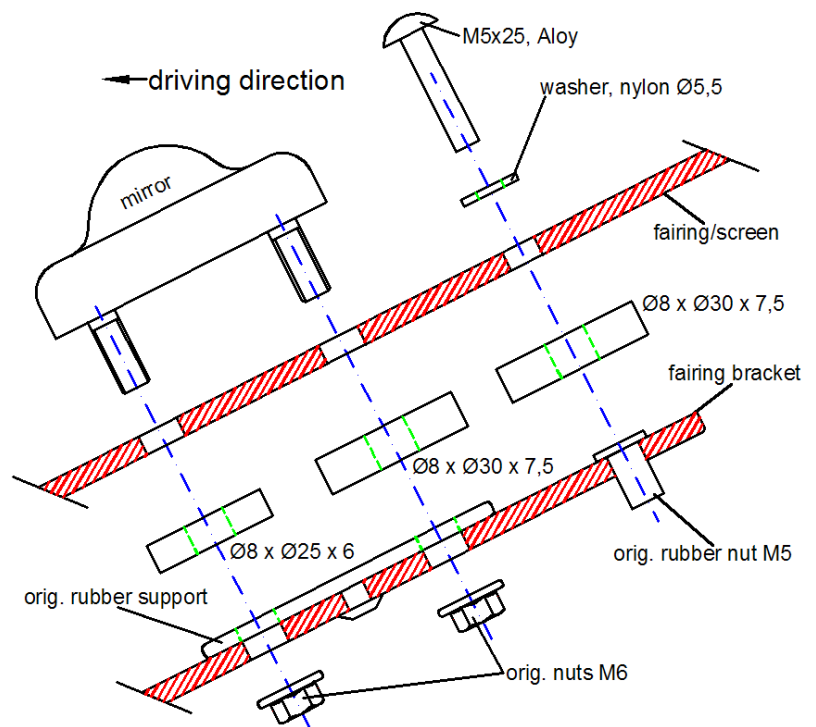
Fairing: Loosen the mirrors and install rubber washers as shown underneath.

Now you should check the clearance to the tank and fairing, therefore you have to mount all controls provisorily on the clip-on. 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.

Fit new reservoir as shown underneath. Mount the reservoir bracket with M6x30 and shim-ring (t=3mm) instead of the upper clamping bolt first. Then fix reservoir with bolt M6x16, washer and self-locking nut M6.



Instruction 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.** Fit the 90° fitting on the brake cylinder and the 45° fitting on the right calliper. Fix brake hose with attached rubber clamp and original bolt M6x12 at the bottom yoke. Use the attached cable tie to fix the brake hose on the front fender.



Clutch cable: Route as original.

Wiring harness: 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 vehicle-manufacturer's warranty conditions for using aftermarket parts on your bike!

Ride safe and have fun!



LSL-Motorradtechnik GmbH • D-47809 Krefeld

www.lsl.eu