



## Fitting Instruction

Article-No. : **150S130**  
Product : **Tour Match Kit**  
Vehicle-Manufacturer : **Suzuki**  
Model : **GSX-R 1000 2012 →**

### 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.



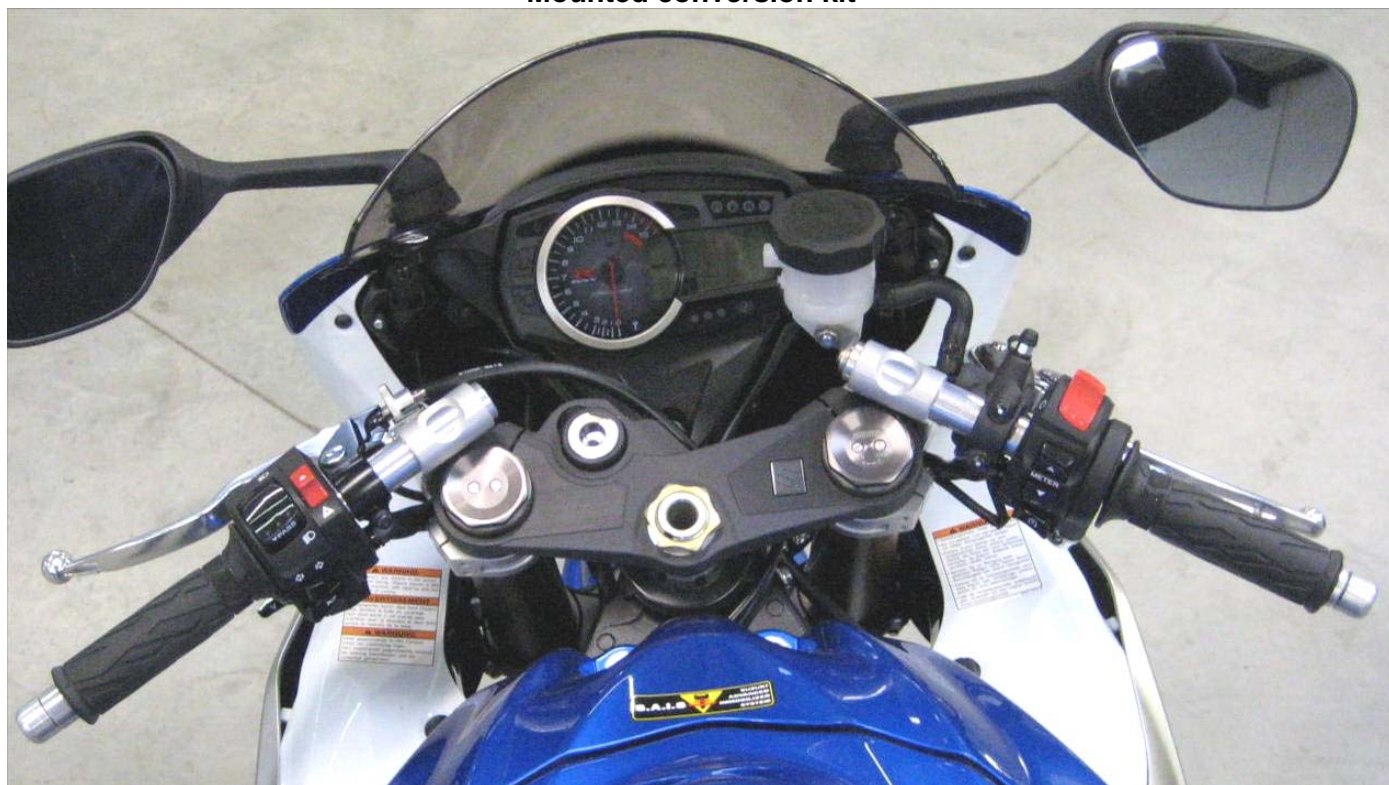
**Warning! Important mounting instruction. It shows risks to your life and health.**



**Tips for mounting and maintenance or to avoid damage.**

### Fitting:

#### Mounted conversion kit



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 nut up to the required torque, tightening torques refer to the vehicle manufacturer's instruction.

Push Match clamps up towards the top yoke, 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=2mm) on the steering stop.



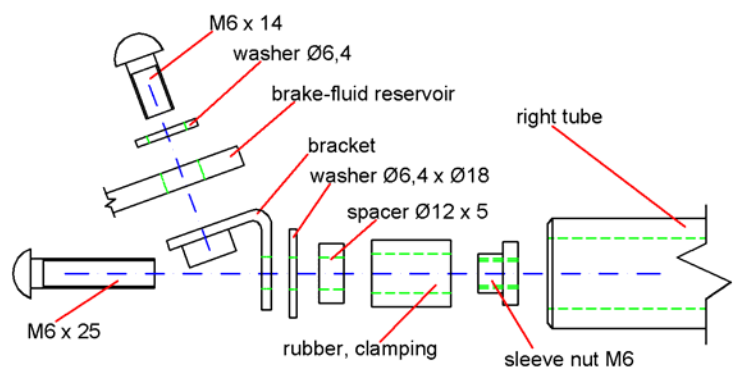
Now you should check the clearance to the tank and fairing, therefore you have to mount all controls provisorily on the clip-on. **It's important to mount and align the controls in a way that the tubes project out of the grips by 10mm.** Adjust clip ons by turning the Match clamps on the slider tubes, 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 bracket into the tube and mount reservoir with M6x14 and washer.



Tighten the reservoir bracket with the outside bolt until it sticks firm in the tube. **Don't try to tighten the bracket with too much torque until the bolt is blocked, the clamping rubber would be destroyed!**



View from above!



## Instructions for rerouting cables hoses and wiring harnesses:

**Throttle cable:** Route as original and check throttle cable for free movement on every steering angle.



**Brake hose:** Mount attached brake hose with new seal rings. **Mind the mounting instructions that are delivered with the brake hose.** Connect one fitting to the master brake cylinder. Then route the brake hose as original and fix the other fitting on the right calliper.

**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 manufacturer's warranty conditions for using aftermarket parts on your bike!

Ride safe and have fun!



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