



Fitting Instruction

Article-No. : 120B029

Product : **Super Bike Conversion Kit**

Model : **BMW K1200R 2005 – 2008**

Type : **K12R**

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.

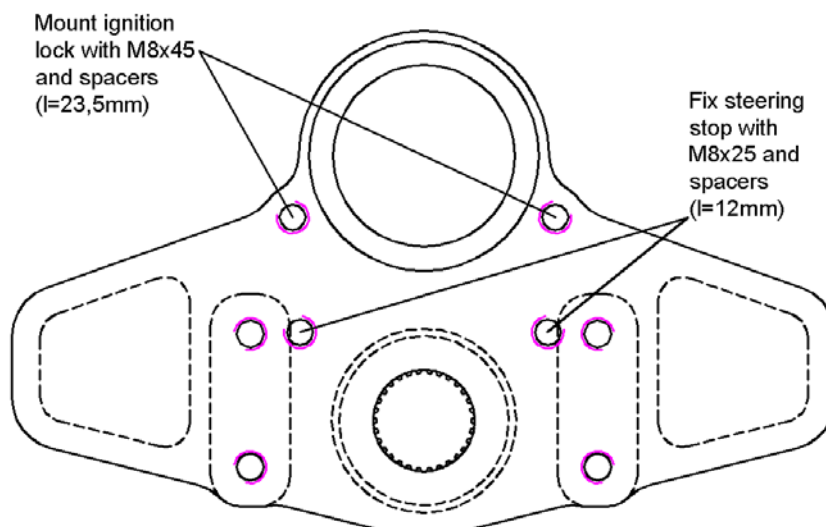
Mounting:

i To avert any damage from the electrical systems of your motorcycle, you should disconnect the battery ground while installing the Superbike conversion kit.

Remove handlebar controls, clutch lever bracket and brake cylinder assy, then remove the original handlebar.

Dismount the original top yoke and install the Superbike top yoke. To demount the ignition lock you need to drill out the heads of the breakaway bolts. Use the attached bushings (length 12mm) in combination with the M8x25mm bolts as a steering stop. Use fluid bolt lock as Loctite 243 or 270. Fit the ignition lock with the attached bushings (length 23,5mm), new bolts (M8x45mm) and corrugated washers underneath the bolts heads at the LSL-yoke. You should drill out the hexagon sockets of the bolts as theft protection. To fix top yoke, tighten steering head up to the original torque that refers to the vehicle manufacturer's instruction.

Top yoke, view from underneath



i Required handlebar type: LSL Fat Bar flat, Type XN1

Mount new handlebar into the clamps. Evenly tighten the handlebar clamps and tighten them with 25Nm / 18.44lb ft torque after the whole fitment is done.

i Mount the handlebar controls and levers as shown and install the brake and clutch units with approximately 25mm spacing to the controls, as shown.



Assure (without brake pressure) that the brake lever can be drawn up to the grip and doesn't contact the handlebar controls before. (Loosening one calliper and wobble it on the disk to push the pistons back should be the easiest way.)

Check clearance between fuel tank and handlebar as well as to the fairing; readjust handlebar and controls if necessary.

To fit the grips, drill an end-to-end hole ($\varnothing 4.0\text{mm}$) on each side and fix the grips with the original bolts.

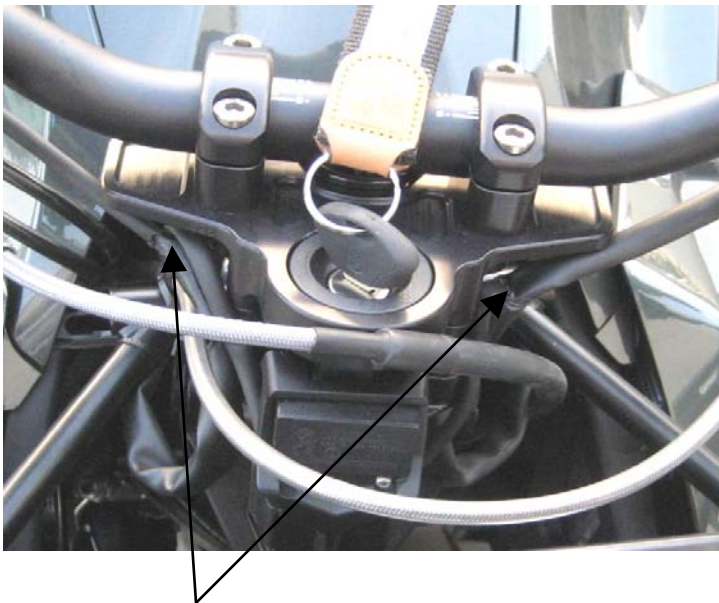


Installation notes for wires, cables and hoses:

Throttle cable: Fit attached throttle cable and route it, as shown, on the shortest way to the tank cover. Check throttle cable for free movement on every steering angle.



Brake and Clutch hoses: Route them as shown in the picture. Lay clutch hose above the fairing support and fix it with a cable tie (see ← in the picture above). **Fix throttle cables and clutch hose with a cable tie so they won't touch the steering damper!**



Handlebar Control harnesses: Unwrap the harnesses at the branching points and shorten the down leading tubes by 2cm. Spread the wires and seal the new branching points with insulating tape.



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

The Superbike Conversion kit is now installed correctly.

We, the team of LSL Motorradtechnik Germany, wish you enjoyable driving!



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