



## Fitting Instruction

Article-No. : 120B043ABS & 120B043ABSSW  
Product : Super Bike Conversion Kit  
Model : BMW S1000RR ABS 2012 →  
Type : K10

### 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!
-  Loose brake-hose from master cylinder. **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 and then remove the original handlebar.

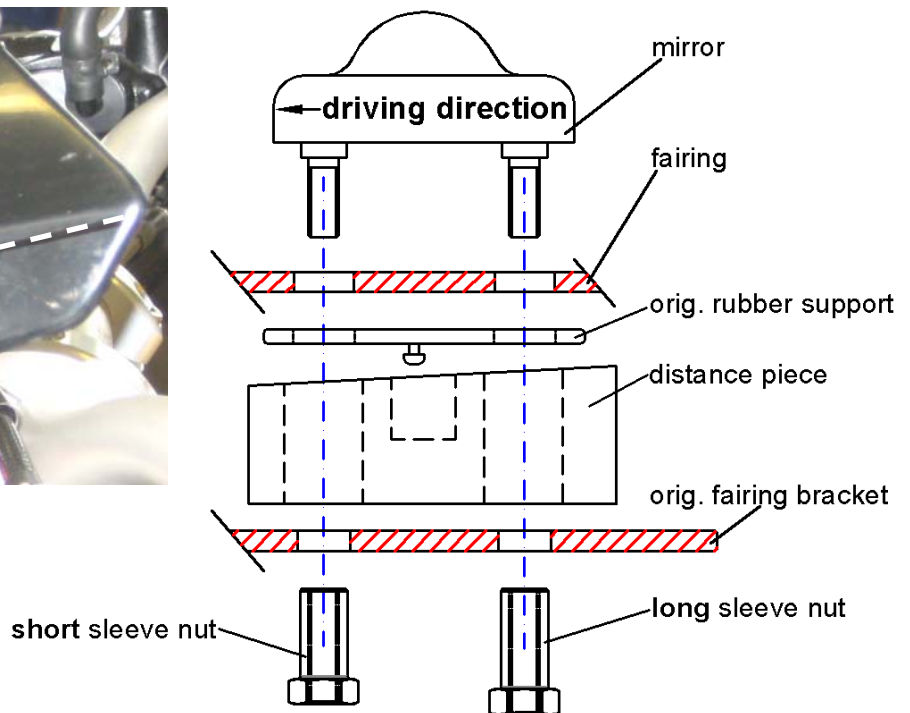
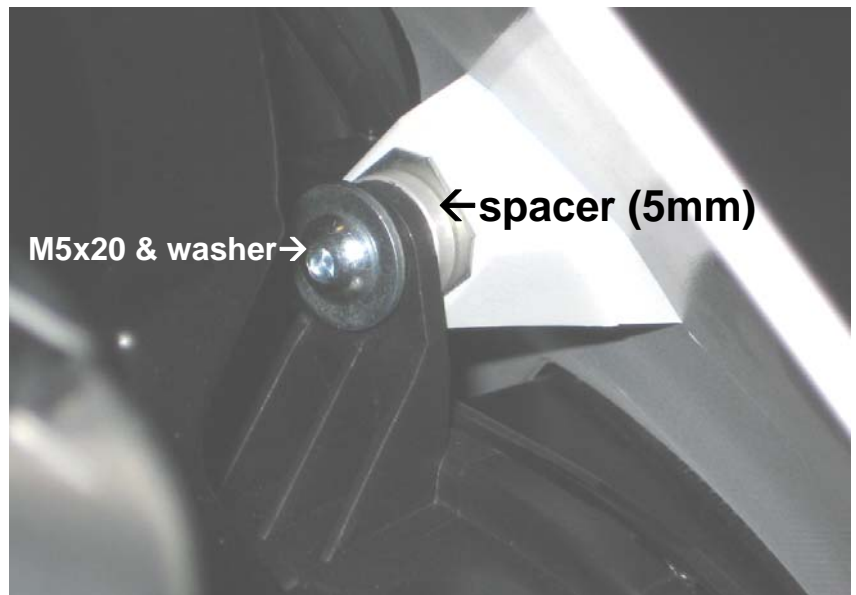
**i** **Assure that the front wheel is free from any load when dismantling top yoke, also have a look on page 3 because now it's easy to reroute.** Then swap top yoke. Fit the ignition lock with the attached bushings (l=13mm), bolts (M8x35) and corrugated washers at the LSL-yoke. Medium thread-locking adhesive (e.g. Loctite 243) should be used additionally. To fix top yoke, first tighten steering head nut up to 15Nm / 11lbf ft, then fix the slider-tube's clamping bolts with 20Nm / 14.75lbf ft. Now tighten steering head up to the original torque, referring to the vehicle manufacturer's instruction.

**i** **Recommended handlebar type: LSL-FatBar, flat, Type XN1**

Mount new handlebar into the clamps. Mount the handlebar clamps evenly and tighten them after the fitment with 25Nm / 18.44lbf ft torque.

**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.

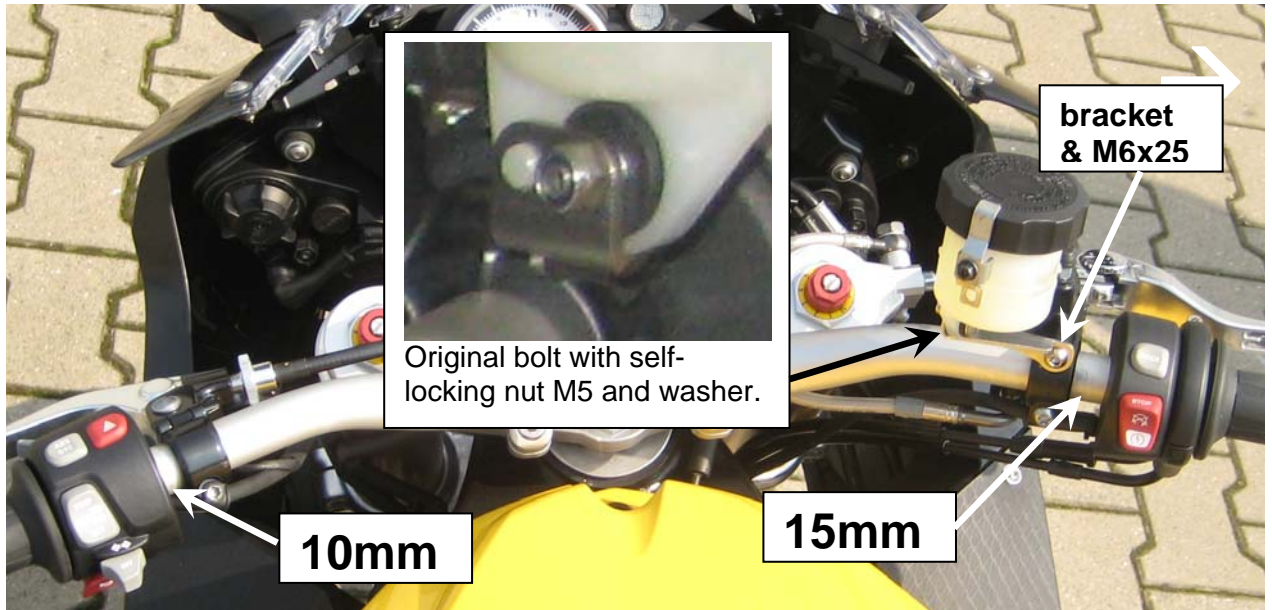
**Fairing:** Remove the cockpit-fairing completely and fix headlights on the upper mounting points with spacers (t=5mm), M5x20 and big washers. Now cut the fairing along the line that is shown in the picture underneath. Then remount the fairing and fit the mirrors with distance pieces, according to the drawing below.







Now you should check the clearance to the tank and fairing, therefore you have to mount all controls provisorily on the handlebar. **Brake cylinder and clutch bracket need to be mounted with a gap to the other controls (see picture below).** Fit the brake-fluid reservoir with new bracket and M6x25 on the master cylinder.



**Assure (without brake pressure) whether the brake lever can be pulled up to the grip and doesn't contact any other parts before.**

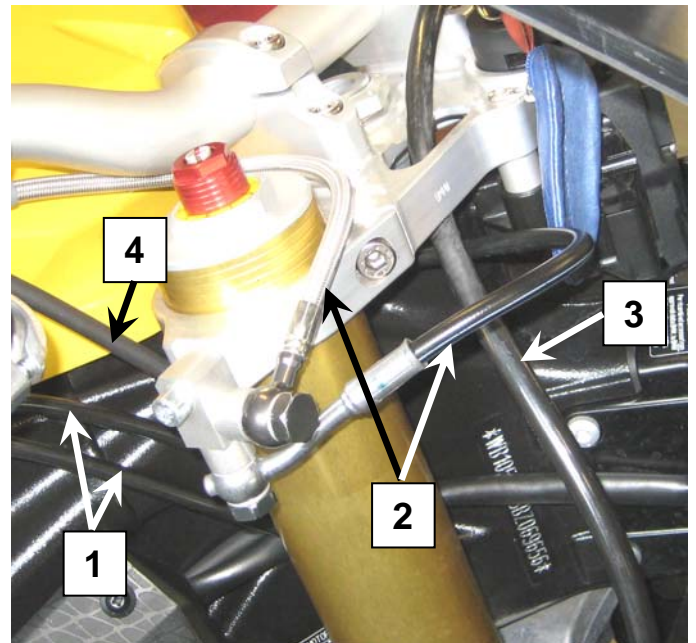
**Instruction for rerouting cables hoses and wiring harness:**

**Throttle cables (1):** Reroute behind the slider-tube. Check throttle cables for free movement on every steering angle.

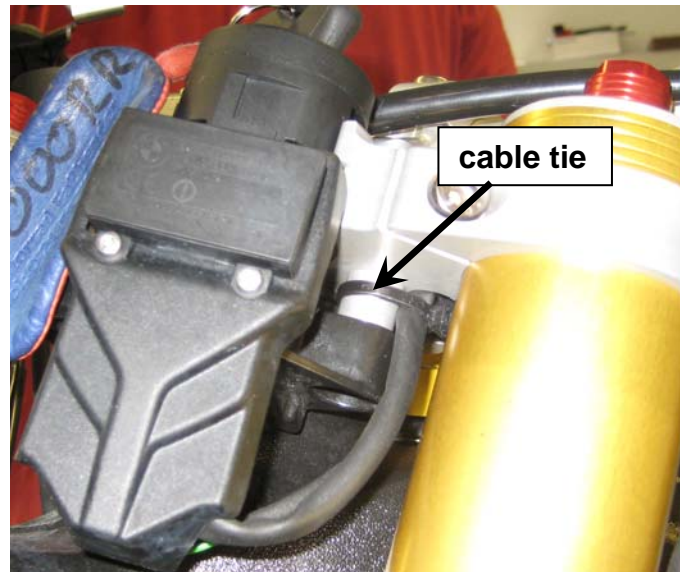
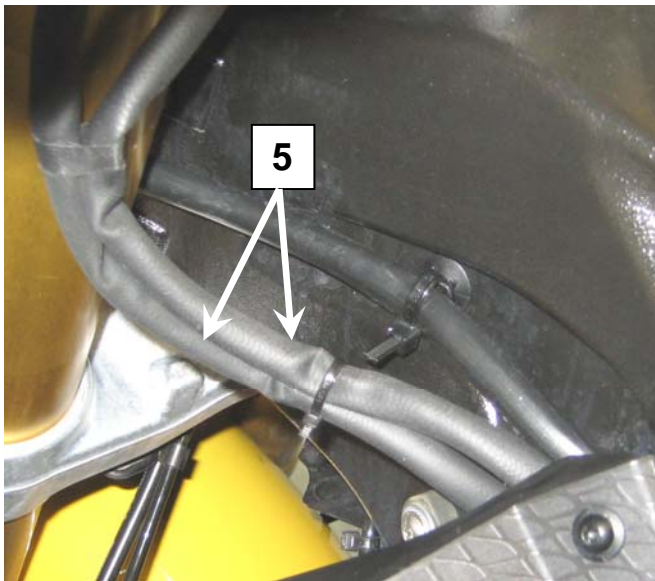
**Brake hose (2):** Mount the manifold with M6x25 on the top yoke (view picture for the alignment). Then fit the original brake hose on the manifold from underneath and the new hose with the straight fitting on the front. Then connect the bended fitting to the master cylinder, as shown. **Mind the mounting instructions that are delivered with the brake hose.**

**Clutch cable (3):** Route clutch cable through the top yoke's hole and behind the brake hose.

**Right wiring harness (4):** Reroute harness behind the slider-tube.



**Left wiring harness (5):** Loose cables to the ignition lock and the left switch unit from the frame mounted cable tie and bundle it with the attached small cable tie. Fix the cable to the ignition lock with great cable tie on the ignition lock's left spacer.



Adjust handlebar, if necessary and then tighten the clamping bolts finally. Now adjust the controls and fix them finally. To fix the grips with the original bolts you need to drill a Ø4mm through-hole on each side.



**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!