



## Fitting Instruction

Article-No. : **120S120**  
Product : **Super Bike Conversion Kit**  
Model : **Suzuki GSX 1300R Hayabusa 2008→**  
**Non ABS-model only**  
Type : **WVCK**

### 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.**

### 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!**

Demount the cockpit's inner plastic cover and mirrors first; then handlebar controls, clutch lever bracket and brake cylinder assy. Now swap the original clip-on adapter-plate for LSL adapter-plate, using the original bolts with recommended torque.

**i** Fit mirrors vice versa and close the water drains, which are now overhead, with e. g. black silicone. Now drill new water drains from underneath. Alternatively you can order a conversion kit for handlebar-mounted mirrors (Part-No.: 130S120).

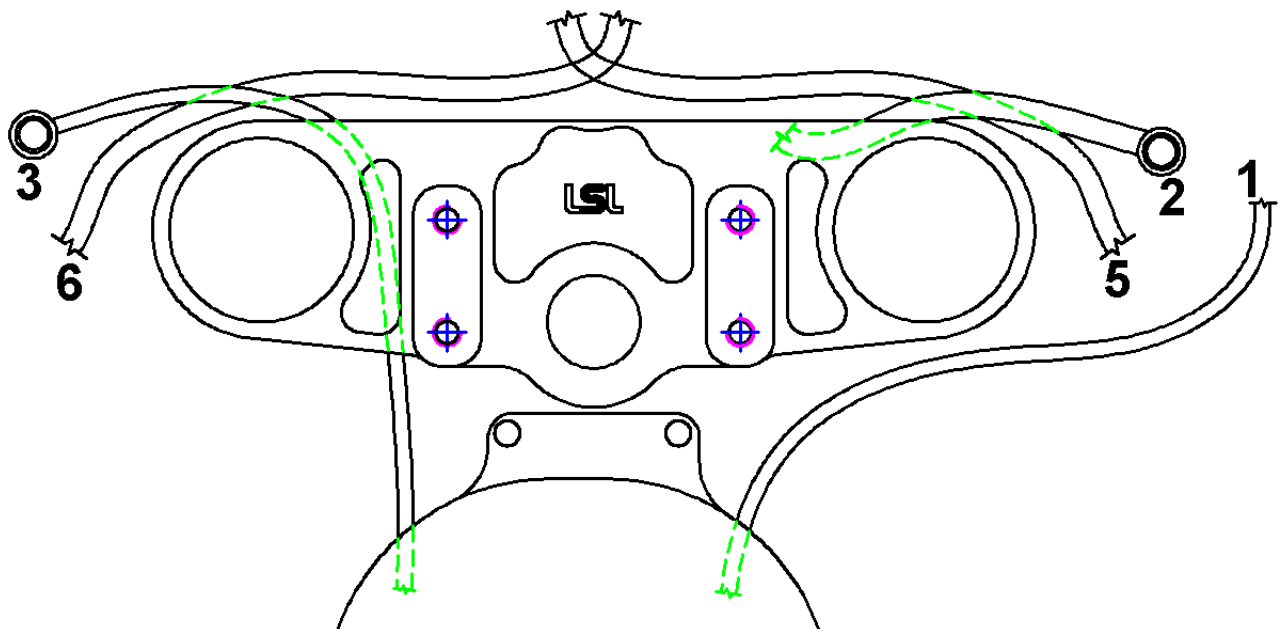
**i** Recommended handlebar type: LSL-Fat Bar Ø28.6mm / Type X01

Mount new handle bar into the clamps. The offset of back-set clamps has to face **backwards**. Tighten the handlebar clamps evenly with low torque. Now reroute cables, hoses and harnesses as shown below, then fit the controls provisorily and adjust them. Check for enough clearance to tank and fairing when steering at full angle and readjust controls and handlebar, if necessary.

**i** The original screen needs to be cut as far as necessary for handlebar movement. Alternatively you can order a suitable screen from your dealer.

At last drill the bores to fix the handlebar controls and mount them. Mount the left grip with suitable glue. Remember to tighten the handlebar clamping with 25Nm/18.44lbf ft torque.

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

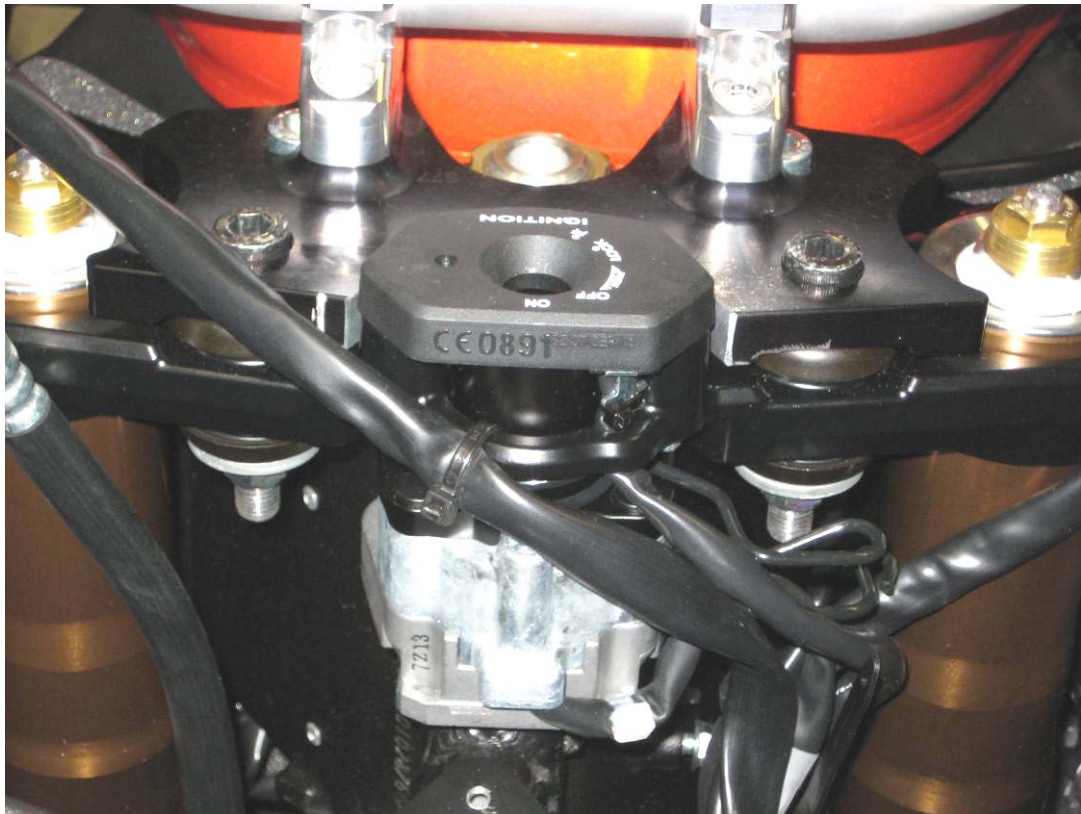


**Throttle cable (1):** Lead throttle cable sideways, behind the slider tube, to the grip. Check throttle cable for free movement on every steering angle.

**Brake hose (2):** Mount attached brake hose (76cm) with new seal rings. Mind the mounting instructions that are delivered with the brake hose. Lay hose as the original and mount the two way bended fitting on the brake cylinder. Fix straight fitting on the calliper.

**Clutch cable (3):** Mount attached clutch hose (125cm) with new seal rings. Lay hose as the original and fix it with attached rubberized clamp, washer and original bolt on the left steering head, instead of the genuine hose bracket. Fit clamp with hose lying above the bolt.

**Wiring harness (5&6):** Loose both harnesses completely from guiding at the ignition look and open the original cable tie. The harnesses need to lie straight and without any twists. Pull left harness slightly backwards out of the fairing and fix it with attached long cable tie at the left slider tube. Fix the right harness with included short cable tie at the ignition look, then clip both harnesses again with genuine cable tie.



**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!



**LSL-Motorradtechnik GmbH • D-47809 Krefeld**

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