



Fitting Instruction

Article-No. : 120S097
Product : Super Bike Conversion Kit
Model : Suzuki GSX-R 600/750 2004 - 2005
Type : WVB2 / WVB3

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! The tank cover needs to be removed.



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.

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 re-route.** Then swap top yoke. Fit the ignition lock with the attached bushings (l=29mm) and new bolts (M8x55) at the LSL-yoke. Fit the spacer Ø30xØ40x3mm on the steering stud, above the counter-nut and below the top yoke. To fix top yoke, first tighten steering head nut up to 15Nm / 11lbf ft, then fix the slider-tubes clamping bolts with 20Nm / 14.75lbf ft. Now tighten steering head up to the original torque that refers to the manufacturer's instruction.

i **Recommended handlebar type: LSL-Superbike / LSL-Fat Bar, flat, Type N1 / XN1**

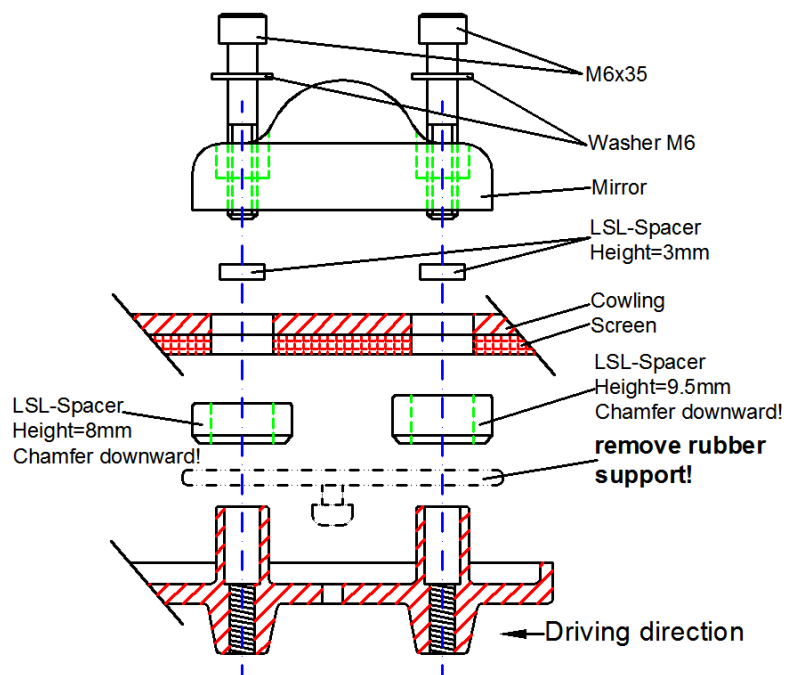
Mount new handlebar into the clamps. Mount the handlebar clamps evenly and tighten them after the fitment with 25Nm / 18.44lbf ft torque.

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.

Lift up the fairing: Loosen the mirrors and support the cowling as shown in the drawing.

Now you should check the clearance to the tank and faring, therefore you have to mount all controls provisorily on the handlebar and the tank needs to be remounted **(with spacers l=10mm)**.

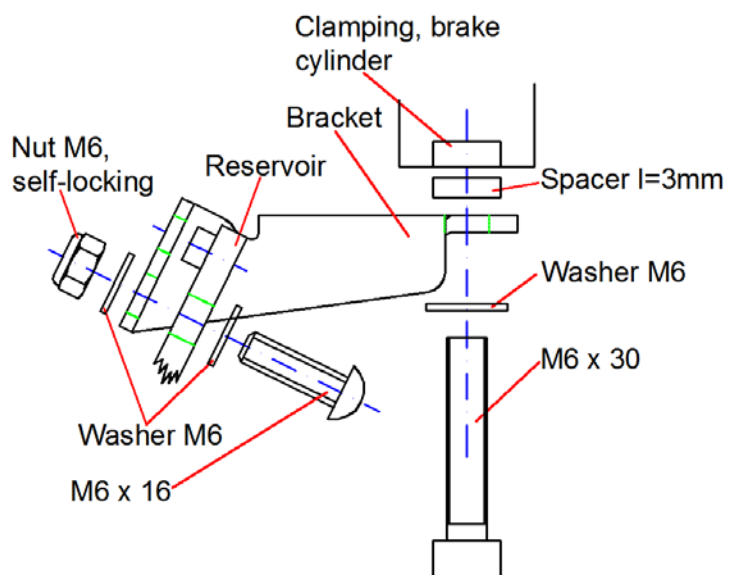
i **For a proper alignment it's necessary to use bar ends (part-no.: 135-004.. or 135-001A..) and align the controls in a way that the grips project over the bar ends. Brake cylinder and clutch bracket need to be mounted with a gap to the other controls of approximately 10mm on the right and 5mm on the left.**



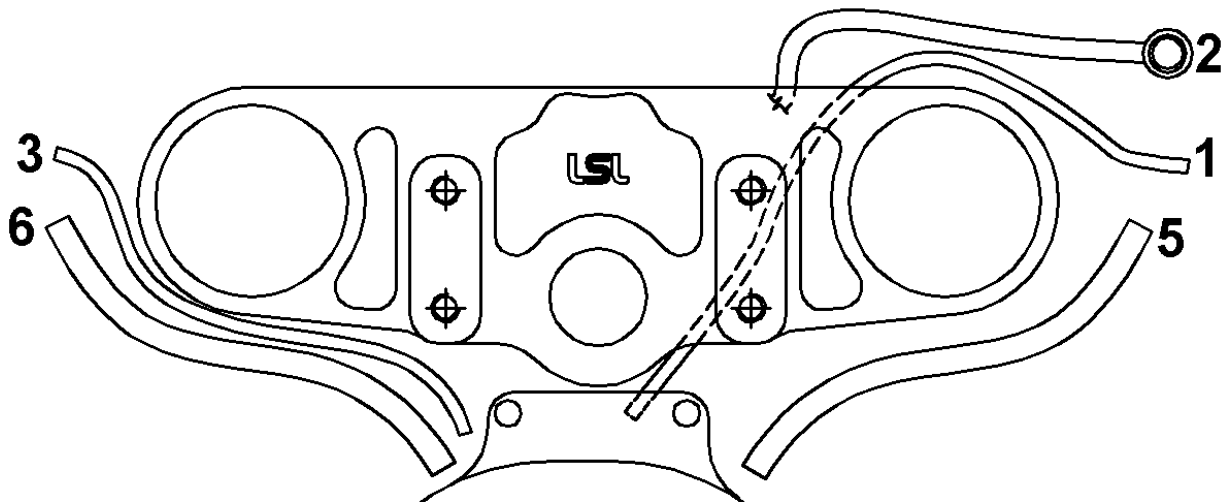
! **Assure (without brake pressure) that the brake lever can be pulled up to the grip and doesn't contact any other parts before.** (Loosening one calliper and wobble it to push the pistons back should be the easiest way.)

Brake fluid reservoir: Fit the attached bracket on the upper bolt of the brake cylinder's clamping as shown. The bracket faces to the left and backwards. Fix reservoir with M6x16, washers and self-locking nut M6 as shown.

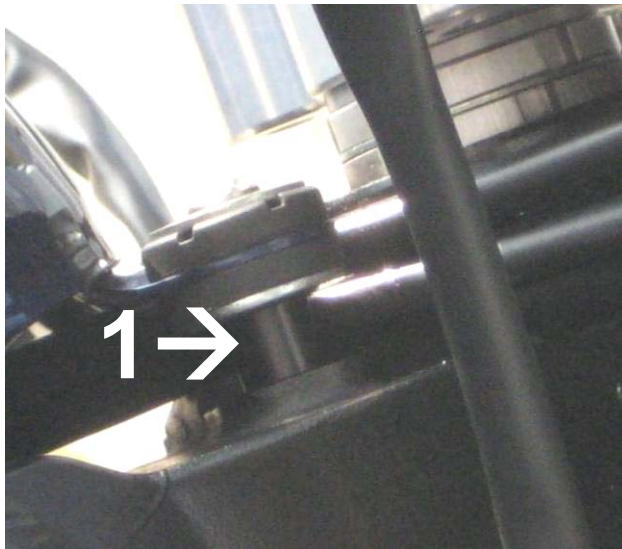
Readjust handlebar and controls if necessary. Then drill the bores for the controls and fix them finally. The left grip should be installed with glue.



Instruction for rerouting cables hoses and wiring harness:



Throttle cable (1): Re-route cables as shown and lead them between the tank fixing points. Therefore the tank needs to be supported with spacers (l=10mm) at those fixing points using bolts M6x35 (see 1→). Put some grease on the cables where they touch the bearing cover (see 2→). Check throttle cable for free movement on every steering angle.



Brake hose (2): Fit the attached hose with new seal-rings. Mind the mounting instructions that are delivered with the brake hose. Mount the brake hose (79cm) with 90 degree sideward bended fitting on the brake cylinder as shown and fix it with a cable tie at the slider-tube. Route hose as original through the guidance at the bottom yoke.



Clutch cable (3): Route clutch cable as shown and protect it, with the attached shrink hose, from chafing on the marked spot (see →).

Wiring harness (5&6): Remove harnesses from the original guidance and re-route them tension-free behind the slider-tubes.



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!

