

Fitting instructions for handle bar vibration diminishers LS Classic and LS 1000

Content:

1. General information
2. Warnings
3. Fitting
4. List of models

Updated references via Internet:
www.kellermann-online.com

High Quality!

1 General Information

Dear customer,
 Thank you very much for purchasing the LS Classic or LS 1000. We have taken the greatest possible care in the development and manufacturing of this product.
 We would like you to enjoy riding with the LS 1000 or LS Classic and therefore you should consider several important instructions. Please read these fitting instructions thoroughly and carefully. Then you can decide whether you wish to mount the LS Classic or LS 1000 yourself or if you wish to entrust this task to a trained person. Please bear in mind that only correct fitting can ensure safe operation.

We wish you a pleasant and safe journey at all times!

Your
 Team Kellermann

2 Warnings

Attention! Before fitting please read the fitting instructions!
Attention! If you are not sure how to attach the indicators, please take them to your local dealer for fitting. Only correct installation will ensure trouble free service. An incorrect fitting can lead to accidents.
Attention! Always check before departing on a journey that your vibration diminishers are still fitted tightly.

3 Fitting

3.1 Removal

First, if necessary, remove your original handle bar vibration diminishers. Usually they have screws, which can be loosened for this purpose. Afterwards you can remove the vibration diminishers from your handle bar.

3.2 Installation

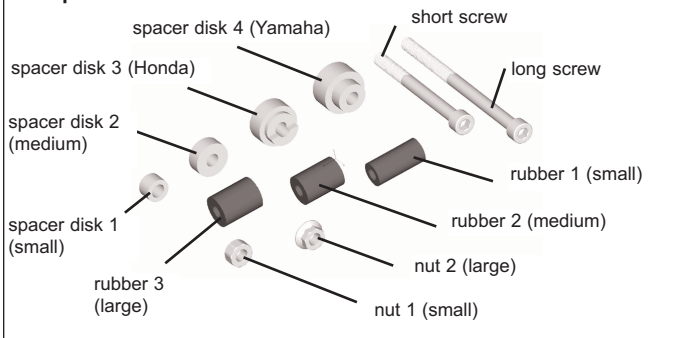
Please look up your motorcycle model in the list of models in chapter 4 before installation. According to the model type, fitting instructions of either chapter 3.2.1, 3.2.2 or 3.2.3. are applicable and must be followed. If your motorcycle type is not included in the list, take a look at the inside of your handle bar and measure the internal diameter. Then decide which chapter is applicable for you.

3.2.1 Cylindrical inner handle bar tube without insets

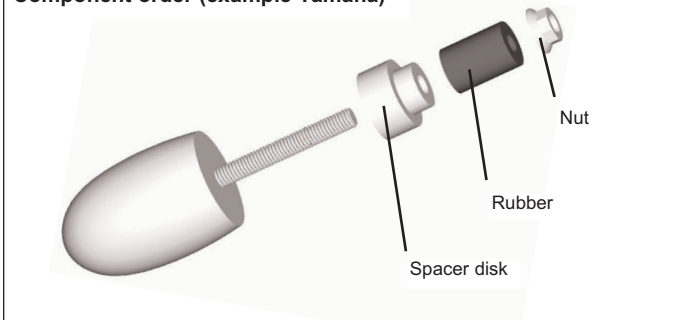
The adapters listed in this chapter should be used for handlebars with cylindrical inner tube without insets.
 According to the specific adapter rubber that fits your handle bar, all other parts required are listed in the table below. In case you do not have measuring tools at hand, select an adapter rubber by pushing each rubber into the handle bar tube. The appropriate rubber is the largest one possible that still fits into your handle bar tube.

Rubber 1 (small)	Rubber 2 (medium)	Rubber 3 (large)
-spacer disk 1 (small)	-spacer disk 1 (small)	-spacer disk 2 (medium)
-nut 1 (small)	-nut 2 (large)	-nut 2 (large)
-long screw	-long screw	-long screw

Component overview



Component order (example Yamaha)



Lead the screw through the existing drill hole of the vibration diminisher. Then screw the spacer disk, the rubber and the nut onto the screw in the order shown in picture "component order (example Yamaha)". Now turn the nut until the rubber begins to thicken and suck itself to the insides of the handle bar tube.
 Now push the vibration diminisher into the handle bar end until the front only has approximately 1-2mm distance to the rubber grip. Fasten the screw. After checking the tight fit of the vibration diminisher, check if the accelerator grip can be operated without increased resistance and if it flips back into idle after releasing it. If this is not the case, then the drill hole in the rubber grip is not large enough and needs to be enlarged. If necessary, the opening can be increased with help of a cardboard or carpet cutter. However, it is also possible that the front of the vibration diminisher slows down the accelerator grip rubber due to a too small distance between the two parts. The gap of at least 1-2mm should remain.
 After a successful inspection of the accelerator grip's ability to function properly, installation is completed.

3.2.2 Inner handle bar tube with insets

The adapters listed in this chapter should be used for handlebars with cylindrical inner tube with the following insets:

Screw thread M6 (small) Stepped sideways (Honda)	Screw thread M6 (small)	Screw thread M16 (large) (YAMAHA)
-spacer disk 3 (Honda)	-without spacer disk	-spacer disk 4 (Yamaha)
-short screw	-short screw	-Rubber 2 (medium)
		-Nut 2 (large)
		-Long screw

For the M6 thread: Lead the screw through the existing drill hole of the vibration diminisher. Then screw the spacer disk (if applicable) onto the screw and push the vibration diminisher into the handle bar end. Fasten the screw. Especially by Honda it is important that the half moon shaped notch on the spacer disk is fitted exactly into the counterpart in the handle bar tube.
 After checking the tight fit of the vibration diminisher, check if the accelerator grip can be operated without increased resistance and if it flips back into idle after releasing it. If this is not the case, it is possible that the drill hole in the rubber grip is not large enough and needs to be enlarged. If necessary, the opening can be increased with help of a cardboard or carpet cutter. However, it is also possible that the front of the vibration diminisher slows down the accelerator grip rubber due to a too small distance between the two parts. In this case, the enclosed washer should be inserted between vibration diminisher and spacer disk/handle bar end in order to create a gap of at least 1-2mm between vibration diminisher and accelerator grip rubber.
 After a successful inspection of the accelerator grip's ability to function properly, installation is completed.

For the M16 thread: Lead the screw through the existing drill hole of the vibration diminisher. Then screw the spacer disk, the rubber and the nut onto the screw in the order shown in picture "component sequence/order". Now turn the nut until the rubber begins to thicken and suck itself to the insides of the handle bar tube. Push the vibration diminisher into the handle bar end until the front only has approximately 1-2mm distance to the rubber grip. Fasten the screw.
 After checking the tight fit of the vibration diminisher, check if the accelerator grip can be operated without increased resistance and if it flips back into idle after releasing it. If this is not the case, it is possible that the drill hole in the rubber grip is not large enough and needs to be enlarged. If necessary, the opening can be increased with help of a cardboard or carpet cutter. However, it is also possible that the front of the vibration diminisher slows down the accelerator grip rubber due to a too small distance between the two parts. The gap of at least 1-2mm should remain.
 After a successful inspection of the accelerator grip's ability to function properly, installation is completed.

3.2.3 Installation of BMW-/ Kawasaki- types

The adapters listed in this chapter should be used for handlebars with cylindrical inner tube with the following insets:

Gewinde M 8 (BMW)	Gewinde M 8 (Kawasaki)
-ohne Distanzscheibe	- mit Distanzscheibe

Lead the screw through the existing drill hole of the vibration diminisher. Then screw the spacer disk (if applicable) onto the screw and push the vibration diminisher into the handle bar end. Fasten the screw. After checking the tight fit of the vibration diminisher, check if the accelerator grip can be operated without increased resistance and if it flips back into idle after releasing it. If this is not the case, it is possible that the drill hole in the rubber grip is not large enough and needs to be enlarged. If necessary, the opening can be increased with help of a cardboard or carpet cutter. However, it is also possible that the front of the vibration diminisher slows down the accelerator grip rubber due to a too small distance between the two parts. In this case, the enclosed washer should be inserted between vibration diminisher and spacer disk/handle bar end in order to create a gap of at least 1-2mm between vibration diminisher and accelerator grip rubber.
 After a successful inspection of the accelerator grip's ability to function properly, installation is completed.

