





## Fitting instruction

Article-No. : **120S108**  
Product : **Super Bike Conversion Kit**  
Model : **Suzuki GSX-R 600/750 2006 →**  
Type : **WVCE/WVCF/WVCV/WVCW**

### 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**



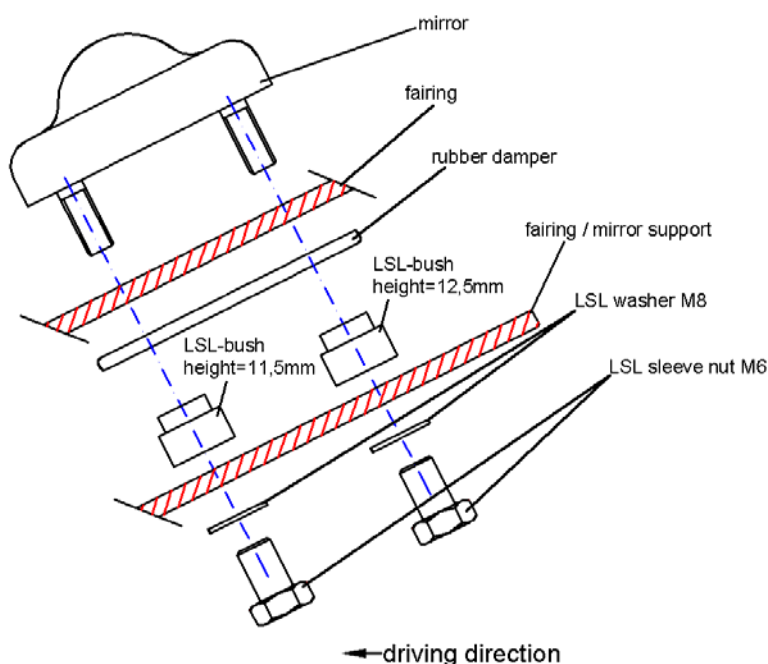
❗ To avoid scratches and dents when re-routing hoses and cables remove the fuel tank first. Remove fairing bracket and mirrors if necessary. The battery ground should be disconnected before working on electric wiring and switches!

⚠ 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!**

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

❗ Assure that the front wheel is free from any load when dismantling top yoke, then swap top yoke. To demount the ignition lock you have to use a special torx-key. Fit the ignition lock with the attached washer(h=31mm)and the screws on the yoke. Use as protection for the screws the corrugated washers. Fit the washer Ø30xØ40x3mm under the top yoke and on the counter nut of the steering head. To fix top yoke, first tighten steering head nut up to 15Nm / 11lbf ft, then fix the stanchion clamp bolts with 20Nm / 14.75lbf ft. Now tighten steering head up to the original torque, that refers to the manufacturer's instruction.

Fairing: Demount the instrument unit and the fairing screen to loosen the cables of the indicators. Loosen also the mirror-screwing and fit the front-spacer (h=11,5) and the rear-spacer (h=12,5) between fairing bracket and original rubber damper. Mount the mirrors with the attached sleeve nuts and the washers. Replace the central fairing screen screws by the longer screws M5x25 and the nylon-discs 5 mm. Fit the rubber-discs (Ø25,h=6 mm) between fairing and fairing support.



❗ **Required handlebar type: LSL-Superbike, flat / Type N1**

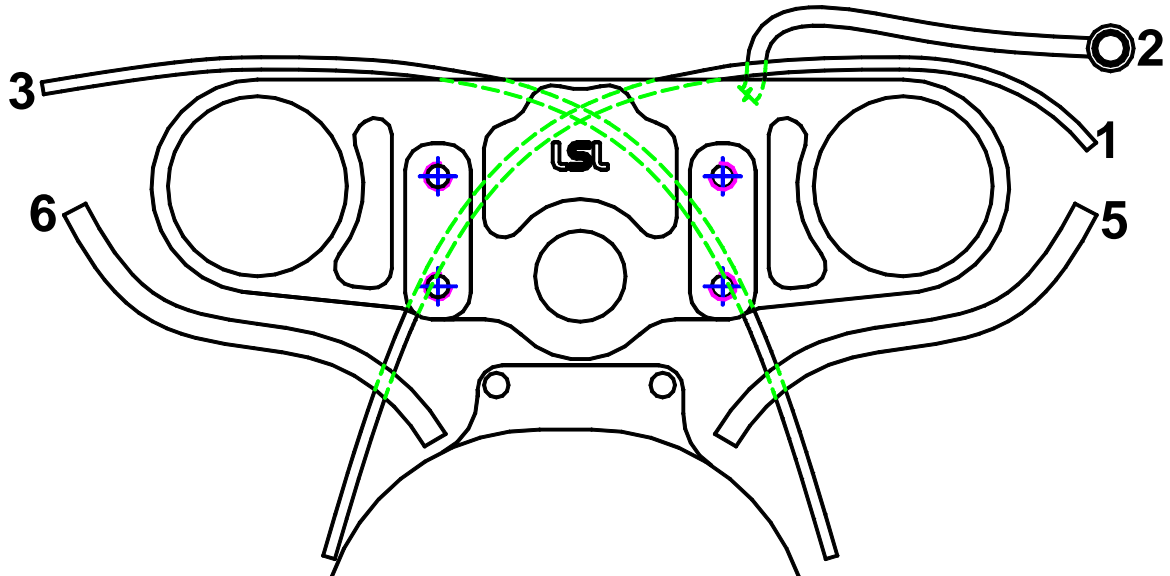
Mount new handle bar into the clamps. Tighten the handlebar clamps evenly with 20Nm / 14.75lbf ft torque.

❗ **. Brake fluid reservoir:**

Fit the attached bracket for the brake fluid reservoir with the screw M6x25 on the upper fixation of the right clamp angle. The jib must show to left and to the rear. The stainless steel spacer Ø9x3mm has to be used as distance between angle and bracket; the disc M6 must stay under the head of the screw. Fit the brake fluid reservoir from exterior side to the bracket and fix it with the disc M5 and the nut M5ss.

Mount the grips on the handlebar, necessary bores can be made in the LSL handlebars. Use suitable glue. Remember to check clearance between fuel tank and handlebar, therefore you have to remount the fuel tank.

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



**Throttle cable (1):** Route the throttle cable in front of the right stanchion and afterwards under the spacer of ignition lock, between ignition lock and steering head tube, back to the instruments. Fix the cable with cable strap on the steering head tube (upper fixing point of the cockpit bracket). Make sure, that no cable is bended, also with full steering.

**Brake hose (2):** Mount attached brake hose with new seal rings. Mind the mounting instructions that are delivered with the brake hose. Fit the brake line with the most angled fitting on the right brake-calliper and the one without angle on the hand-brake-pump in the following way: Make sure, that the jib of the brake lever (in use brake light switch) with pulled lever will not touch the fitting. Fit the brake hose with the rubber clamp and the original screw on the original fixing point.

**Clutch cable (3):** Use the new cable (127 cm), route it as original.

**Wiring harness (5&6):** Take the wiring harness out of the frame-routing of the left and right wiring and route them behind the stanchion to the wiring.



**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!