



Fitting instruction

Article-No. : 120S127
Product : **Super Bike Conversion Kit**
Brand : **Suzuki**
Model (Type) : **GSX-R 600/750 (C3/C4) 2011 →**

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!



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 controls, clutch lever bracket and brake cylinder assy, then remove original clip-ons.



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. To demount the ignition lock you need to drill out the secured bolts. Fit the ignition lock with attached bushings (l=31mm), bolts (M8x55) and corrugated washers at the LSL-yoke. Place shim-ring Ø30xØ40x3mm underneath top yoke, on the steering head's counter nut. 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, which refers to the manufacturer's instruction.



Recommended handlebar type: LSL-Superbike, Type 01

Fit new handlebar into the clamps. Mount the handlebar clamps evenly and hand-screwed first. After the fitment is done tighten them with 25Nm / 18.44lbf ft torque.

Modify the steering stop! To gain more clearance for the handlebar you need to modify the steering stop. Use suitable glue to fix aluminium shims (t=2mm) on the steering stop.

Fairing: Loosen the mirrors and install rubber washers as shown underneath.

Now you should check the clearance to the tank and fairing, therefore you have to mount all controls provisorily on the handlebar. **The Brake cylinder needs to be mounted with a gap of approximately 15mm to the other control.** Twist handlebar if necessary and tighten clamps again.



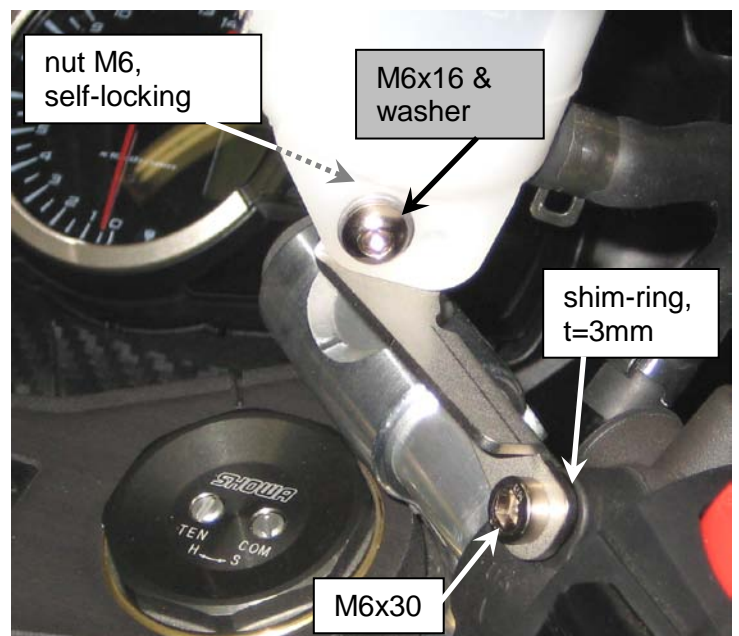
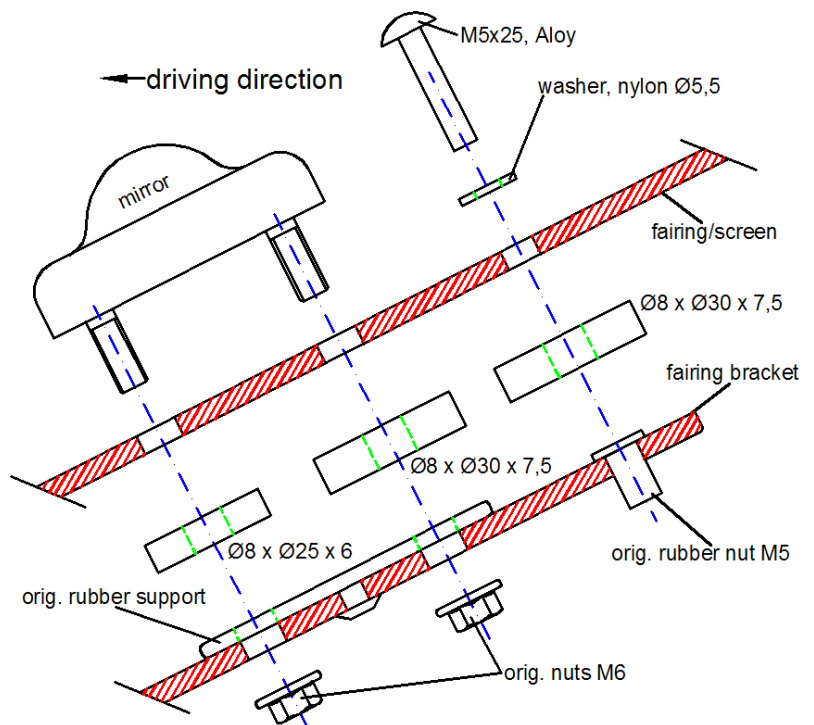
Assure (without brake pressure) that the brake lever can be pulled up to the grip and doesn't contact any other parts before.



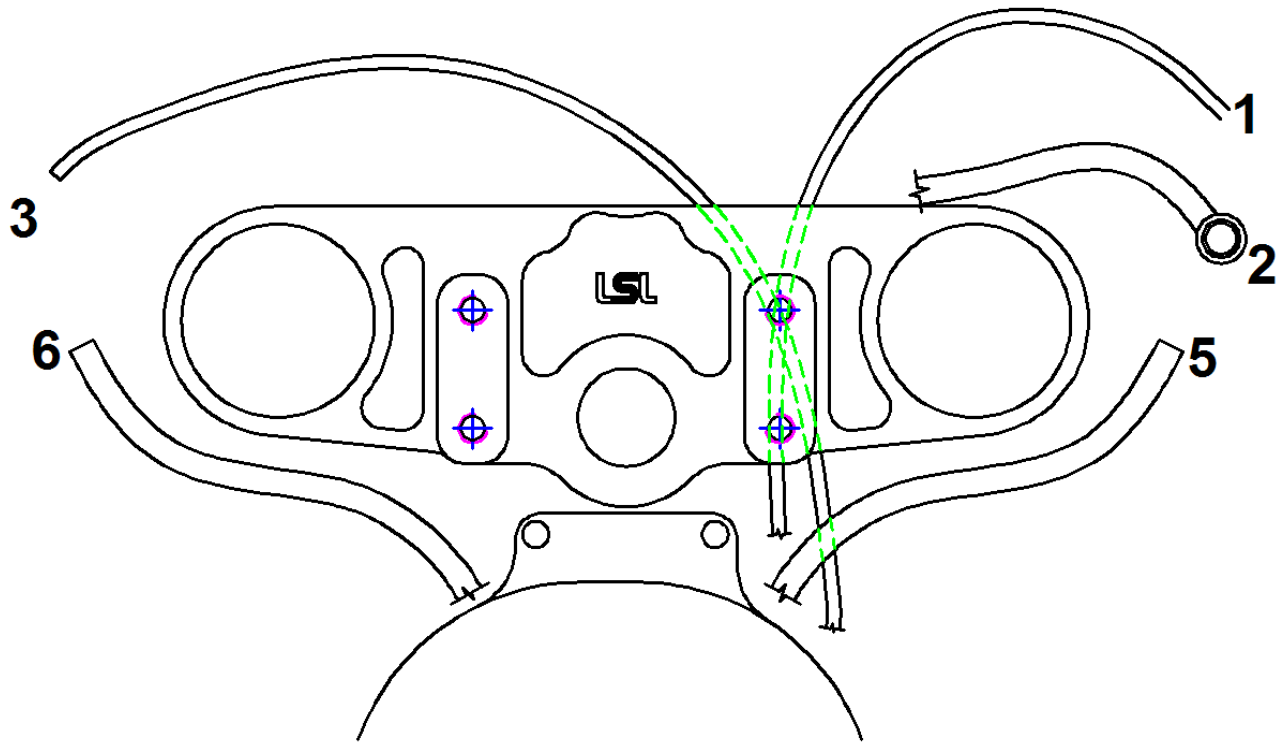
Now drill the bores for the controls and fix them finally. **On handlebars with 22mm diameter you might use our drill guidance for a clean and precise bore with 5mm diameter (LSL-P/N: 902DT01).** The left grip should be installed with glue.



Fit new reservoir as shown on the right. Mount the reservoir bracket with M6x30 and shim-ring (t=3mm) instead of the upper clamping bolt first. Then fix reservoir with bolt M6x16, washer and self-locking nut M6.



Instruction for rerouting cables hoses and wiring harness:



Throttle cables (1): Route as original. Check throttle cables for free movement over the whole steering angle and readjust the cables' slackness, if necessary.

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 hose (74cm) with the most angled fitting on the right brake-calliper and the one w/o angle on the master cylinder. **Make sure, that the brake lever's extension (brake light switch actuator) won't touch the fitting when lever is pulled.** Fit the brake hose with rubberized clamp and original bolt on the original fixing point at the bottom yoke.



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

Wiring harness (5&6): Take both harnesses out of original guidance and reroute 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!



LSL-Motorradtechnik GmbH • D-47809 Krefeld

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