multiClip™ Sport

Installation and safety information

for

HONDA CBR 1000 RR-R

from model year 2020

• ***www.ab-m.de*** ••• ***info@ab-m.de*** •

Caution

Important safety advice:

- Work undertaken on the steering and the brake system poses a safety risk. This work may only be carried out by appropriately qualified personnel. Faulty work can have serious consequences and may pose a threat to life and health. Only undertake this installation if you are sufficiently qualified and have an official workshop manual as well as all relevant service notifications available. Otherwise, we strongly recommend that the installation is carried out or at least checked in a specialist workshop.
- Any work in relation to the installation, removal and tightening torque of original parts should always be carried out in compliance with the workshop manual.
- Caution: The material of the fairing is brittle in low temperatures, only carry out the assembly when the fairing and ambient temperature is at least 22 °C!
- To ensure safe functioning of the *multiClip*, it is essential that all contact areas of clamp connections are clean, dry and damage free during installation. Important: Make sure that nothing gets onto these contact surfaces which decreases friction (e.g. oil, silicone, care products, etc.).
- It is essential that all clamp screws are tightened with torque according to the image on page 3. The torque specifications refer to dry screws and threads. The tight fit of all screw connections of the *multiClip* must also be checked at every inspection.
- It is your responsibility to check the product regularly and to determine if a service or replacement is required.
- Please bear in mind that the *multiClip* is a safety-relevant part of your vehicle. After a fall or an impact, check the handlebar and if there is even the slightest indication of damage, completely replace it.
- Never tie the vehicle at the handlebar.
- The *multiClip* requires registration.
- This product has been designed for a standard vehicle. ABM® Fahrzeugtechnik GmbH makes no warranty or guarantee of any kind for any damages whatsoever arising out of the combination with other component parts not tested by ABM, as a consequence of improper installation or inadequate maintenance.

1 Preparation

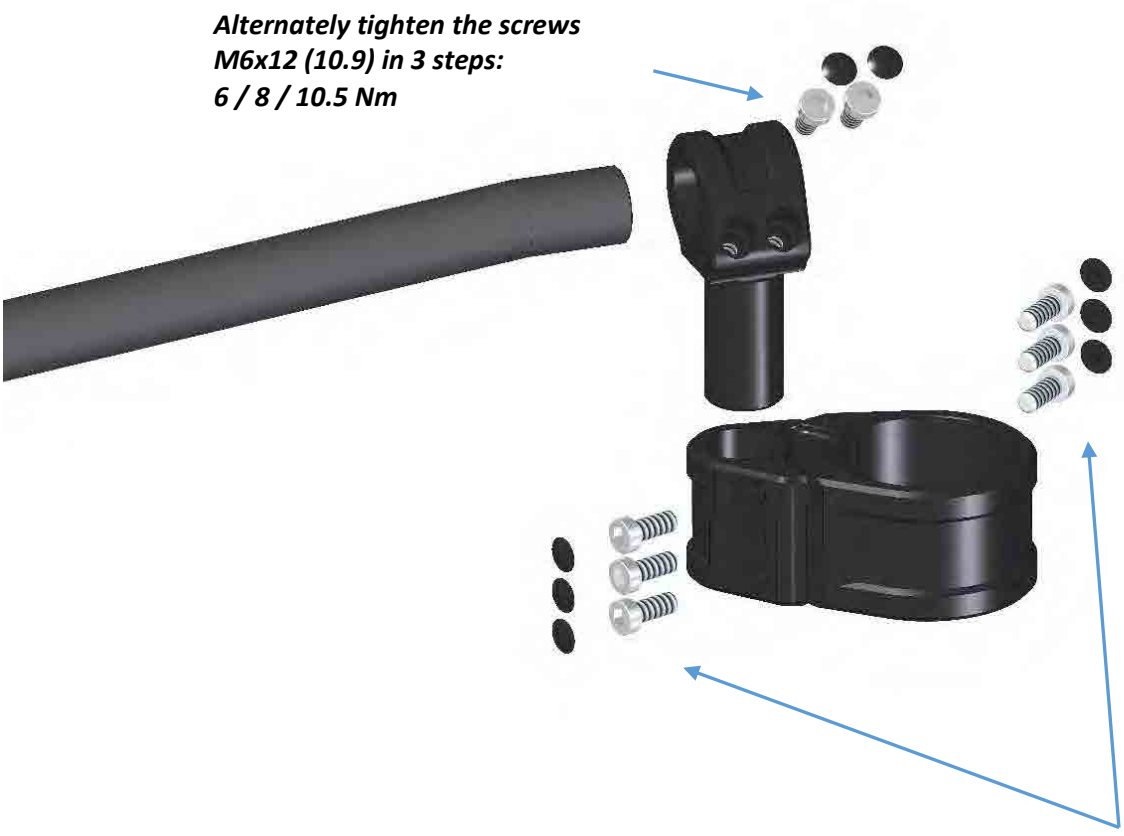
- Please read the entire safety information and installation manual carefully.
- A motorcycle not securely positioned can fall over during the following work. Therefore, make sure that the motorbike is positioned on solid, flat ground and is secured against falling over and rolling away.
- Keep children and pets away from the work area.
- Protect removed parts from damage.
- Never remove the upper triple clamp without first removing load from the front wheel as this could damage the lower triple clamp.
- When disassembling parts take note of how they are attached. Unless specified otherwise, reuse parts and screws when assembling.

2 Content and recommended accessories:

Special tool required?	Torque wrench	**Modification time:**	approx. 4h
Fairing pad	yes	**Mirror pad:**	no
Accelerator cable/cables/lines:	original	**Shorten fairing:**	no
Clutch cable/line:	new	**Shortening of windshield:**	no
Brake line:	new	**Choke cable:**	not available
Difference to original:	approx. 70 mm higher / approx. 10 mm wider		
Recommended accessories:	*shortCap* handlebar ends		

Caution: The multiClip <u>Tour</u> cannot be installed with this model.

Alternately tighten the screws M6x12 (10.9) in 3 steps: 6 / 8 / 10.5 Nm



Alternately tighten the screws M6x20 (10.9) in 3 steps: 6 /12 / 14.5 Nm

3 Installation

Remove the front tank fairing and the steering lock cover.

Unplug the connectors of the indicators behind the speedometer.

Remove both mirrors.

Remove the left and right side covers, the plastic covering under the head-lamps as well as the windscreen and front fairing according to manufacturer's specifications.

Caution: The material of the fairing is brittle in low temperatures. Only disassemble when the fairing / ambient temperature is at least 22 °C!

Remove the original rubber bearing at the fairing holder.

Pre-assemble the front fairing without the rubber bearing again.

Caution: All fairing screws in the front area must be loosened or must remain loose until the mirrors are attached.

Remove all four spacer sleeves from the fairing holder.

Screw the provided rubber buffer into the fairing pad from above.

Carefully slide the fairing pad between the holder and the fairing.

Caution: Observe L and R marking.

Insert the indicators on both sides as per original, place the mirrors from above and loosely screw in the provided nuts and washers (with thread-locking fluid) into the fairing holder from beneath.

Tighten the nuts. Make sure that the elevation on the mirror is positioned exactly in the notch of the fairing.

Tightening torque: 5 Nm

Push the plastic coverings onto the nuts.

Reattach all previously removed fairing parts and loosened screw connections according to manufacturer's specifications.

Remove both handlebar ends. Remove the left-hand rubber grip from the handlebar with compressed air.

Cover all parts in the handlebar area (tank cover, speedometer, left and right side cover).

Loosen the head tube nut and the screws of the top yoke at the fork.

Remove load from the fork using a jack.

Tip: Lightly loosen the fixing screw of the brake line at the hand pump and reattach by hand.

Pull off the top yoke.

Unclip the clutch cable at the lever.

Loosen the switch units and unplug the horn cable.

Remove both handlebars.

Drain the brake fluid of the brake system from the container and brake line according to manufacturer's specifications.

Remove the brake pump according to the workshop manual.

Remove both locking rings on the fork.

Fully insert both arms into the clamp. Make sure that the ABM logo is legible for the driver and that the marking is visible on the outside.

We recommend the basic setting 0 (0°) when installing the arm for the CBR from the construction year 2020 onwards.

Lightly attach the clamp screws of the arm.

Slide the clamps of the multiClip onto the fork.

In doing so, make sure that the screws for attaching the arm are visible for the driver (image).

Right (R) and left (L) must not be mixed up.

Attach top yoke with the original nut and the two screws for the fork (torque according to manufacturer's specifications).

Push the clamps up until they rest against the top yoke.

Lightly attach the screws of the clamps.

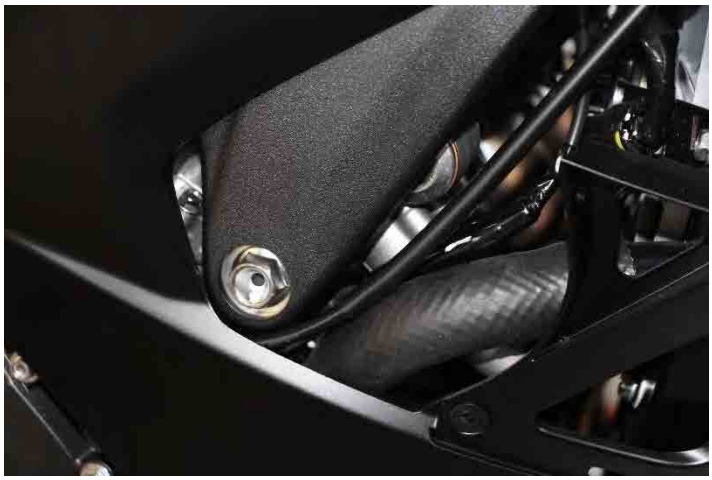
Fully push both steering shafts into the clamp and attach using the four short screws.

TIP: First, push the throttle grip and switch units onto the stub.

We recommend the basic setting 0 (0°) when installing the steering shafts for the CBR from the construction year 2020 onwards.

Insert the provided clutch cable.

TIP: For this, the fairing must not be removed.



The clutch cable is laid under the motor mount.

Align the throttle grip and switch units on the handlebar.

Mount the hand pump onto the handlebar.

Mount the enclosed brake line.

Caution: A sealing lens must also be used between the original steel pipe at the cooler and the accompanying manifold.

Caution: To ensure a twist-free installation, the cable connections can be aligned once to their compressions. Always use new seals when installing.

Vent the brake system according to the workshop manual and check for leaks.

Check the pressure point of the brake.

The lever must never come into contact with other parts.

Mount the original container onto the lower fixing point of the brake pump using the enclosed screw and spacer sleeve.

Then, align the holder in such a way that the container is positioned vertically.

On the left, slide clutch lever and switch unit onto the handlebar and stick on the rubber grip.

Clip in clutch cable and adjust.

Connect the cable extension for the horn to the original cable harness.

If necessary, cut the scoring protection for the display and stick it on its border.

First, clean the surface of the black display border.

Increase the bigger hole (Ø 6.5 mm) of the holder provided to Ø 8.0 mm with a drill. Attach the holder to the left top yoke screw.

Attach the clutch cable to the holder using a cable tie.

Connect the cable extension to the horn.

Set the *multiClip* as follows

Adjusting the handlebar

Evenly align both handlebars on their arms.

Evenly align both arms in the clamps.

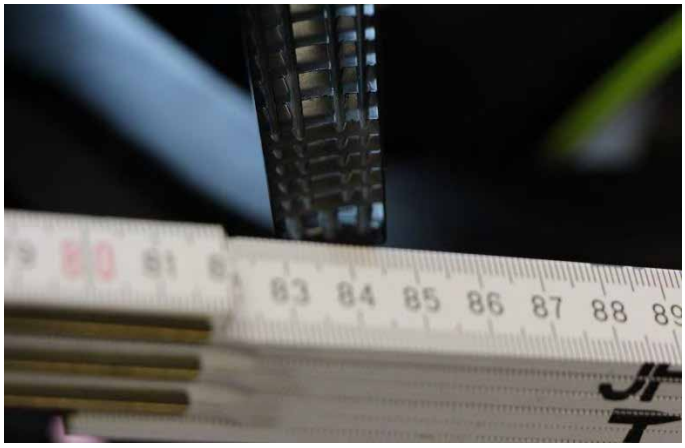
Align the fork centrally to the vehicle.

Adjust the distances between the fork centres and the tank cap screws.

(The image differs from the vehicle type)

Evenly adjust the distances of the handlebar ends on both sides …

(The image differs from the vehicle type)



… to a fixed point on the vehicle (e.g. pillion footrests).

Finally, tighten the screws in the clamps using the specified torque.

(The image differs from the vehicle type)

Reassemble the missing, previously disassembled, parts.

After the final assembly, check the freedom of movement of all cables and lines and fasten them only to such an extent that they are not bent or do not chafe in maximum angle of turn and over the entire spring travel.

Tighten all screws with torque according to the specifications.

Before the final fixing of the handlebar and the switch units, make sure that there is no contact with any other parts when the handlebar is in its maximum steering angle.

(The image differs from the vehicle type)

The final assembly of the operating elements requires the drilling of holes for the centring pins. To do this, align the operating elements and mark the positions for the centring pins (push onto the pins using grease). Now, centre-punch the marked position and drill a hole (diameter and depth are based on the centring pin).

Attach the cover caps provided onto the screw heads.

4 Final check

- Make sure that all operating elements present on the handlebar are adequately positioned, even in maximum steering angle. The brake pump and the storage tank must be located in an adequate operating position.
- Pay attention to the freedom of movement of the handlebar, its mounted parts and adequate steering angle to each side. The handlebar must be able to be moved easily from steering angle to steering angle. Check the free play of the accelerator cables: In maximum steering angle to both sides and with the engine running, the motor speed must not change.
- After completing the work, the firm fit, function and tightness of all components and screws must be checked. Make sure that there is sufficient brake fluid in the reservoir. Also check the front wheel's freewheel and the functionality of the brake system. Further, the function of the clutch, the throttle grip, the electric system and the anti-theft devices must be checked.
- Afterwards, a test drive must be done! After completion of the test drive, all screw connections must be re-checked for firm fit, tightness and all movable parts for adequate freedom of movement. Re-test the front wheel's freewheel and check the brake system for overheating. Check the brake fluid level in the reservoir for significant changes.
- After ca. 100km, the firm fit of all screw connections of the handlebar must be re-checked against the specified tension values.

