

# Installation Instructions: Suzuki GSX-R 600/750 '11-

## 1

### General Information



If you are not a trained motorcycle technician, **stop here** and contact your local motorcycle shop to perform this work.

Brake fluid can cause damage to painted surfaces. Cover/protect all painted surfaces to avoid accidental contact with brake fluid.



After completing the work, it is necessary to perform a test drive to verify that all components are tight and leak free. All moving parts must be checked to be certain that there is sufficient clearance. All electrical systems and anti-theft devices must also be checked for proper function.

Make sure that the motorcycle is secure before starting any work to avoid personal injury. Keep children and pets away from the work area.

When dismantling the motorcycle, pay attention to the hardware for each component. The hardware will be reused unless noted otherwise.

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### Contents and Accessories

Throttle cable:	original	Shortening of the fairing	none
Clutch cable:	original	Shortening of the windscreen	none
Brake line:	new	Special tools required	none
Choke cable:	n/a	Installation time	3-4 hours
Recommended accessories:	Handlebar ends, superbike windscreen.		

Conversion kit contents:	1 Base plate <u>GS7E</u>	Hardware
	2 clamping blocks (upper and lower for each)	Brake line(s)
	2 spacers for the ignition	Steering stop
	Fairing pad	

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### Assembly

Remove the front and rear seats and the left and right side panels. Remove the tank, air filter assembly, triple clamp, handlebars, grips/controls and brake lines.

Remove the ignition lock by drilling out the screws with a ¼ inch drill bit. We recommend unplugging the ignition lock and immobilizer. (Located under the air filter assembly.)

Fasten the ignition lock to the triple clamp with the supplied spacers and bolts. Torque them to 18-21 Nm, or 13-15 ft. lbs.



Place the supplied spacer ring on the steering stem.

Fasten the triple clamp with the original nut and washer (torque to manufacturer's specifications and the 2 M8x20 bolts to 18 Nm, or 13 ft. lbs.



Pre-assemble the handlebars and controls.



Original clutch cable from the outside.



Relocate inside and use the holder that was previously used for the throttle cable. This holder will need to be twisted slightly.



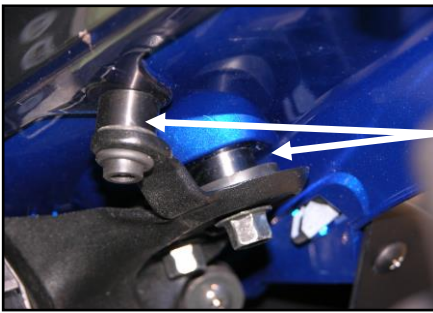
Route the new steel braided brake lines according to the assembly instructions.



Secure the brake reservoir with the provided bracket and bolt.

The bracket will need to be slightly bent.

Bleed the brake system in accordance to the Suzuki workshop manual.



Remove both mirrors and electrics on the bike according to the workshop manual.

Loosen all screws for the fairing and windscreen.

Carefully insert the aluminum sleeve and lining underlay between the lining and the rubber.



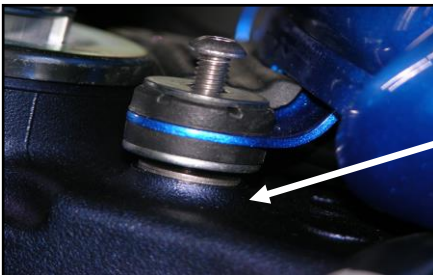
Guide the turn signal wire through the middle hole of the underlay and then route it inwards through the cut out between the rubber and the underlay so that it is not pinched.

Tighten the mirrors using the original nuts and a thread locking agent (such as blue Loctite.) along with the supplied plastic screw.

Reconnect all electrics.



Attach the steering stop to the stop with the supplied adhesive.



Install the K-washers under the tank mount with the provided bolts.



Route the wiring for the right and left controls under the tank and in front of the airbox.

The routing for the ignition lock wiring will stay the same.



For the final assembly of the controls it is necessary to drill holes for the centering pins. To do this, align the controls and mark the position of the centering pins (use a center punch to mark the location) and then drill a hole. Make certain the hole diameter and depth correspond to the centering pin.

On final assembly of the handlebars, make sure there is nothing sticking out when the steering is fully turned both ways.

Reassemble dismantled parts according to the workshop manual.

