

ABM

ergonomic style

Superbike Kit



Mounting Instructions
for
Kawasaki Ninja H2 SX
from model year 2018



Warning



Important Safety Instructions:

- Thank you for purchasing a Spiegler Handlebar riser kit. Please make sure that you read all directions before you start to work on your bike. **If you are not a certified motorcycle mechanic, stop right here and contact your local certified motorcycle repair shop to have the kit installed.** Steering components and brakes are safety related vehicle parts; therefore this work can only be performed by certified mechanics.
- Brake fluid can damage the paint and surface of the fairing and other components. Protect all surfaces properly.
- Use only new brake fluid from a sealed container.
- ABS-brake systems should only be bled and maintained by an authorized repair shop.
- During removal and installation of OE parts follow the Triumph workshop manual especially for the torque settings of fasteners.
- To guarantee safe functioning it is necessary that all contact surfaces of clamping connections are clean, dry and free of damages and oil, silicon or other cleaning solutions.
- It is important that you follow the recommend torque settings. The torque settings are for dry connections. Check the torque settings at each inspection of your bike.
- It is your obligation to check this product on regular intervals to ensure if service or replacement parts are needed.
- This handlebar riser kit is a safety related part of your motorcycle. After an accident or crash check the handlebar and replace it if there are any signs of damage.
- Never tie down your motorcycle at the handlebar during transportation on a trailer, truck etc.
- This product was developed for the stock motorcycle. ABM® Fahrzeugtechnik GmbH excludes any liability or warranty for damages which resulted from a combination with other aftermarket parts which might have been improperly installed or from a lack of maintenance.

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1 Preparations

- Read and understand the 'Important Safety Instructions'.
- During the upcoming work your motorcycle could fall over. Make sure that your motorcycle is secured on an even floor and cannot fall over or roll away.
- Keep children and pets out of the work area.
- Protect dismantled parts from getting damaged.
- Under no circumstances remove the upper triple clamp without relieving the front wheel; otherwise you could damage the lower triple clamp.
- During dismantling of the motorcycle watch how the parts were mounted and use the same bolts again when installing the parts back onto the motorcycle so far no other instructions are provided.

2 Content and recommended Accessories

Needed special tools?	Torque wrench	Labor time:	approx. 3-4 hours
Throttle cable(s):	Original	Fairing trimming:	No
Clutch line:	New, included	Windshield trimming:	No
Brake line to master cylinder:	New, included	Riser/Handlebar	BKH4/0429
Choke cable:	N/A	Accessories:	Bar ends
Scope of Supply:	Upper triple clamp adapter with riser blocks, handlebar, clutch line, brake line, 4 zip ties, 1x M10x1.0 banjo bolt, handlebar ends		

3 Installation



Remove right fairing and the cover underneath the headlight.



Remove all controls and the throttle cables from the original handlebars.

Tip: Loosen slightly the banjo bolt from the master cylinder (make sure it doesn't leak!), it will make it easier later to remove it.



Remove the left handlebar grip.

Tip: Use a heat gun to warm up the clip-on and the grip.

Remove both clip-ons.

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Remove the riser plates.



Install the riser clamps utilizing the supplied the M10 bolts and Schnorr-safety washer (use also thread locker) at the triple clamp with 28Nm.

The wider side of the riser clamps points forwards!



Install both adapter clamps.

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Align the handlebar with the adapter clamps and tighten slightly up the riser clamps.

Install switch housings and controls preliminary (do not tighten by now) onto new handlebar.

Tighten both M8 bolts of the adapter clamps to the fork legs, torque 21 Nm.



Release the brake fluid in the front brake system and the clutch line.

Remove the top front brake line (master cylinder) and clutch line.

Install the new brake line and new clutch line.



The brake line routes from the ABS unit straight to the master cylinder.

Attention: The banjo fittings for the brake line and clutch line can be rotated to eliminate any line twist, see mounting instructions.

Reconnect the switch housing connectors.

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After installation of the brake line and master cylinder the brake fluid reservoir bracket has to be aligned in order to be level.



Bleed the brake system and clutch in reference to the manufacturer's instructions.



Glue on the left handlebar grip.

Before you tighten up the handlebar in the riser clamps make sure that there is no contact with other body parts at full steering lock (LH & RH) such as the tank or fairing. Tighten riser clamp bolts with 21 Nm

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The harness of the switch housings routes in front of the fork legs.

Reinstall all of the removed parts.



For the proper alignment of the switch housings you will need to drill the holes for the locator pins into the handlebar.

Therefore wrap some electrical tape around the handlebar at the pin location and align the switch housings. Now apply pressure to the switch housing and center punch the indentations in the tape.

Drill the holes accordingly to the diameter of the locator pins.

Install the LH & RH switch housings.

4 Final Check

- **Check that nothing is kinked, shaved or pinched at full steering lock (left & right). All controls (brake, throttle and clutch) have to function without any problems. This needs to be checked also with compressing the suspension.**
- **Make sure that both fluid reservoirs are level at the handlebar.**
- **All bolts have to be tightened to the recommended torque specifications.**
- **Make sure that the handlebar, switch housings have enough free play at left and right steering stop. The handlebar has to move from left to right steering lock freely. Check the play of the throttle cables, the rpm should not increase when moving the handlebar to left and right.**
- **After finishing the install check all components for leaks and function. Ensure that the brake fluid level in the reservoir is to specs. Check that the front wheel spins freely. Check the brake system and electrical systems.**
- **Go for a test ride! After this test ride check again on all fasteners, leaks, proper install of all movable parts, enough clearance and a proper brake fluid level in the**

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reservoir. Check again that the front wheel spins freely. Check the brake system for any overheating.

- After approximately 100 mi check all screw connections for proper torque specs. Check the handlebar and all controls again.

