

ABM

ergonomic style

Superbike Kit



Mounting Instructions & Safety Instructions
for
Suzuki GSX-R 1000
from model year 2017 -



Attention



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 Suzuki repair shop 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, riser clamps and triple clamp and replace it if there are any signs of damage.
- Never tie down your motorcycle at the handlebars 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.

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, roll away or similar.
- 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. 4-5 hours
Throttle cable(s):	Original	Fairing trimming:	No
Clutch cable / line:	New, included	Windshield trimming:	No
Brake line:	New, included	Riser/Handlebar	BKH3, 0439
Choke cable:	N/A	Accessory:	ShortCap Bar Ends, included
Scope of Supply:	Upper triple clamp with riser blocks, handlebar, clutch cable, brake line, bracket for brake fluid reservoir, fairing spacer kit , bar ends, mounting kit		

3 Installation



Remove seat, both tank covers and the tank



Remove the upper injection rail and the complete airbox.

Disconnect the ignition lock and the right handlebar control switch from the harness.

Remove both handlebar weights and the left handlebar grip (use air pressure for the grip)



Remove steering stem nut and loosen up the upper pinch bolts for the fork legs

Pull up the upper triple clamp and remove it completely.

Tip: Loosen up the banjo bolt from the master cylinder. This will make it easier later on.

Remove all handlebar controls and switch housings as well as the throttle cables from the clip-ons; relocating those **behind** the fork legs.

Route the clutch cable and brake line **in front** of the fork legs.

Remove clip-ons.

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Replace the stock clutch cable with the supplied clutch cable. Route it in the same way as the stock clutch cable.

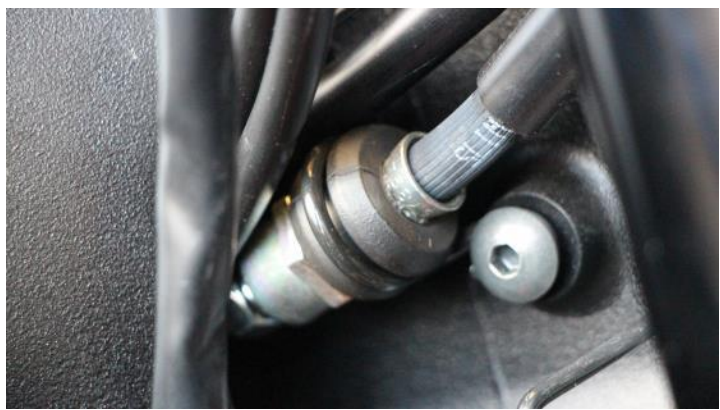
Tip: Loosen up the fairing from the right aft rubber mounting point. Therefore you don't have to remove the fairing completely.



Drain brake fluid out of the master cylinder. Cover up the related work area.

Remove the upper brake line from the master cylinder and the steel brake tube.

Tip: Plug the fitting and master cylinder connection with shop towel paper.



Install the new longer upper stainless steel braided brake line in accordance with the vehicle manufacturer.

Attention: Make sure that there is no line twist during installation.



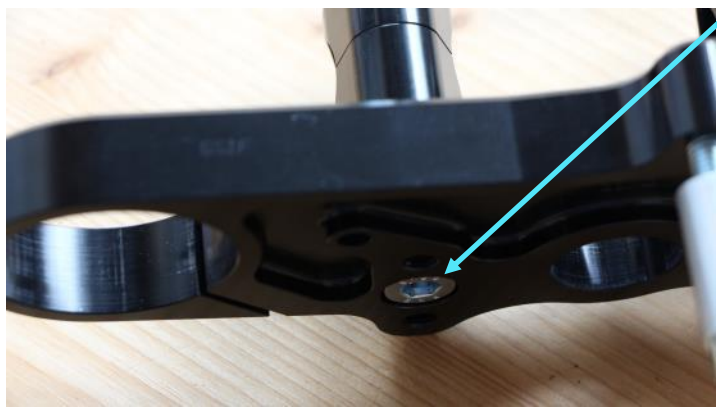
Slide the supplied aluminum spacer ring over the steering stem.

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Remove the ignition lock from the upper triple clamp. Either drill out the bolt heads or remove them with a special tool.

Install the ignition lock with the supplied bushings and bolts (torque 18-21 Nm) at the upper triple clamp.



Install the riser clamps utilizing the supplied the M10 bolts and Schnorr-safety washer at the triple clamp with 28Nm. The wider side of the riser clamps point forwards!

Important: All wires and cables of the switch housings and controls need to be behind the fork legs, also the throttle cables. The clutch cable and the brake line are routed in front of the fork legs.



Install triple clamp with the original steering stem nut and spacer ring. Apply torque settings in reference to the manufacturers shop manual.

Torque 2x M8x20 pinch bolts with 18-21 Nm).

---On the picture the riser clamps are missing, but they need to be installed before installing the triple clamp---



Install switch housings and clutch/brake/throttle cables preliminary (do not tighten by now) onto new handlebar.

Connect the switch housing to the harness. Route the cable from the right switch housing between frame and along the throttle cables.

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Install mirrors and fairing spacer in accordance with the separate instruction sheet.



Mount the original brake fluid reservoir with the supplied bracket using the supplied longer bolt, washer and hex nut. This assembly mounts to the upper pinch bolt of the master cylinder clamp with the original bolt and a supplied washer (washer goes first!). After installation you will need to adjust (bend) the bracket slightly so that the reservoir stands up straight and is not colliding with anything.



Align the master cylinder. Check (with no pressure in the system) the master cylinder if you can pull the lever towards the handlebar without hitting any object. Bleed the ABS brake system in accordance with the manufacturers shop manual.

Connect the clutch cable.

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Use glue to install 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 21Nm.



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.

Install your ShortCap bar ends.

4 Final Check

- Check that at full steering lock (left & right) nothing gets kinked, shaved or pinched. All controls (brake, throttle and clutch) have to function without any problems. This needs to be checked also with compressing the suspension.
- 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.
- Do 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 reservoir.

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

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