

ABM

ergonomic style

Superbike Kit



Installation and safety information
for
Kawasaki ZX-10 R
from model year 2016

• 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.
- Brake fluid is toxic and may damage the surfaces of the fairing and other components. Use suitable means to protect all parts against damage. Please observe the safety information of the brake fluid manufacturer.
- Use only fresh brake fluid taken from a sealed container. Always use new sealing rings which comply with the specifications of the cable manufacturer. Never combine copper sealing rings with aluminium connections.
- ABS brake systems should be vented solely in a garage authorised by the vehicle manufacturer.
- 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.
- To ensure safe function, 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. The torque specifications refer to dry screws and threads. The tight fit of all screw connections 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 remember that the top yoke is a safety-relevant part of your vehicle. Check the handlebar as well as the rise and top yoke after a fall or collision and replace them completely at the slightest indication of damage.
- Never tie the vehicle at the handlebar.
- The *Superbike Kit* 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

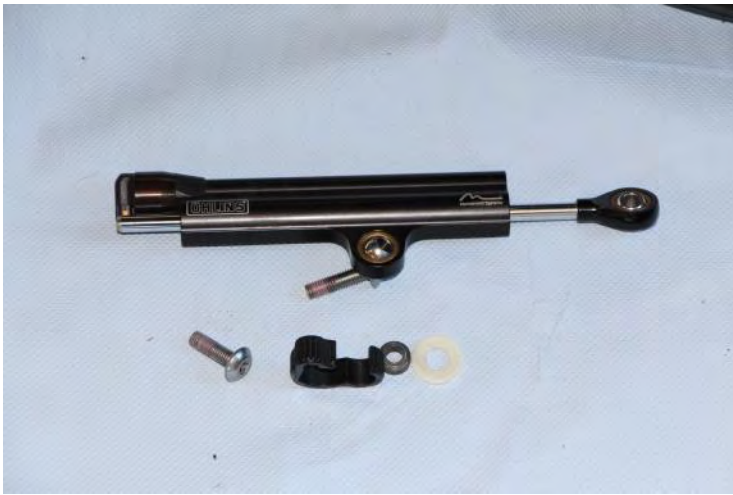
- Please read the entire safety information and installation manual carefully.
- A motorcycle not securely positioned can fall over during the following work. Therefore, make sure that the motorbike is positioned on solid, flat ground and is secured against falling over and rolling away.
- Keep children 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.
- Please note when disassembling individual parts which screws are used to fasten them. Keep these parts and screws and unless specified otherwise, reuse when assembling.

2 Content and recommended accessories:

Special tool:	Torque wrench	Shorten fairing:	yes
Accelerator cables:	original	Steering stop	yes
Clutch cable / line:	new, enclosed	Shortening of windshield:	no
Brake line:	new, enclosed	Riser/handlebar	BK3/0439
Choke cable:	not available	Handlebar extension	yes
Fairing pad	yes		



3 Installation



Remove steering damper.



Remove both handlebar ends and the left-hand rubber grip from the handlebar.



Remove the nut and washer and loosen the clamp screws of the top yoke.

Unscrew the brake fluid reservoir holder.

Remove the safety screws of the handlebars beneath the top yoke.



Tip: Remove load from the front wheel and cover the fairing.

Unclip the clutch cable at the lever.

Pull off the top yoke and place it onto the side fairing on the left.



Drain the brake fluid of the brake unit according to the manufacturer's specifications.

Disconnect the brake line from the brake pump.

Remove the switch units, armatures and the brake pump on both sides.

Remove both original handlebars.



Tip:

Release the reservoir bracket, open the hollow screw and let the fluid drip out of the brake pump and brake line up to the manifold at the radiator.

Close the fittings and the hand pump with paper towels (see image).



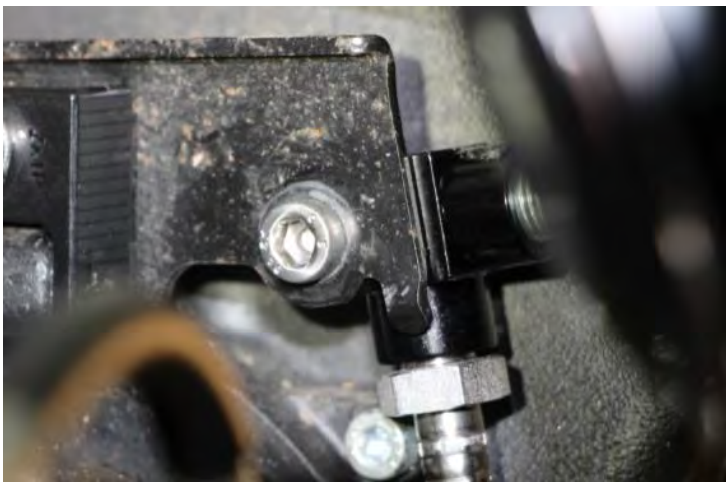
Loosen the brake line and manifold above the *radiator* and remove the complete line.



Mount the provided brake line to the manifold, align as per the original and fasten.

Put some grease onto the sealing, insert it into the manifold and install the original steel cable.

Tightening torque 18 Nm



Attach the manifold to the bracket with the screw and nut provided.

For this, slightly bend the holder.

Tip: For this release the holder.

Caution: To ensure a tension-free installation, the brake line fittings can be aligned once at the crimping.



Release the bracket and remove the screw.

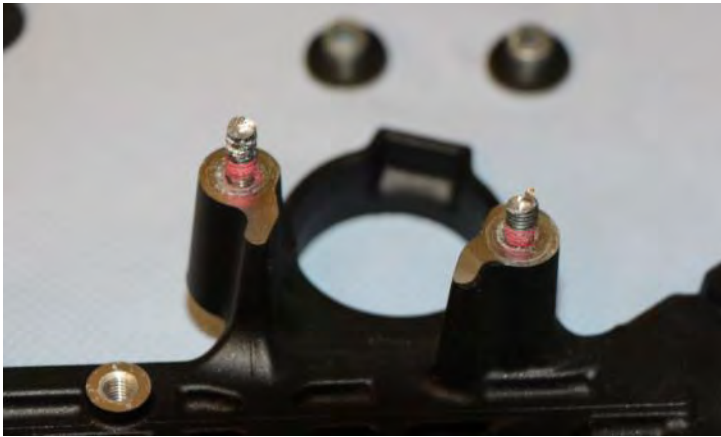
Attach the steering stop and the bracket to the frame using the screw, safety washers provided.

Use thread-locking fluid (medium strength).



In doing so, push the steering stop completely forwards in the direction of travel.

Tightening torque 6 Nm



Loosen the screws of the ignition lock using a special tool or drill out.

Tip: Centre-punch and pre-drill using a drill (3mm). Then drill out the screw head (8mm).

All the original parts for attaching the ignition lock are no longer needed.



Attach the clamps with screws (M10) and safety washers onto the top yoke.

Use thread-locking fluid (medium strength).

Tightening torque 28 Nm

Caution: The wide side of the clamps must face forward.



Caution: The screws must not protrude into the clamp area of the handlebar.



For attaching the ignition lock drill out both holes to \varnothing 11 mm.



Attach the ignition lock to the top yoke using the spacer bushings, screws and washers provided.

Tightening torque 18-21 Nm.

Align all parts before attaching.



Slightly drill out the screw heads (hexagon socket) for theft protection.



Mount the two clamp screws to the top yoke.



Caution:

The lines of the armatures, switches and operating elements must be routed between the tank and fork.



The clutch cable, the accelerator cables and the brake line must be routed between the fairing and fork.



Slide on the top yoke and attach using the original nut and washer and the two clamp screws (M8x20) (torque according to manufacturer's specifications).

Tightening torque 18Nm



Slide the throttle grip onto the handlebar. Insert the handlebar into the clamps, align and attach lightly.



Slide the handlebar extensions with the handlebar ends into the handlebar. Align the writing and then fasten it.



Slide all operating elements and armatures onto the handlebar...



... and provisionally pre-assemble.



Remove the front tank fairing.

Attach the steering damper at the tank using the provided shorter spacer bushing and screw.



When doing this, the original sleeve and plastic washer are also screwed in again.

Tightening torque 18 Nm



Attach the steering damper onto the top yoke using the provided longer spacer bushing and screw.

Caution: With the electric steering damper (model 2016 and later), the sleeve provided (5mm) must also be used between spacer bushing and screw.

Tightening torque 18 Nm



Lay the cable under the tank fairing so that it can be attached with the bracket to the damper as per original.

Screw in the tank fairing.



Attach the original brake fluid reservoir on the brake pump using the provided holder (see image).



After the final installation of the hand pump, slightly bend the reservoir holder in such a way that the reservoir is straight and cannot touch the fairing.



Remove the left and right plastic covering according to the workshop manual.

Unscrew the black Phillips screws on both sides completely.

Disconnect the plug connectors of the indicators.



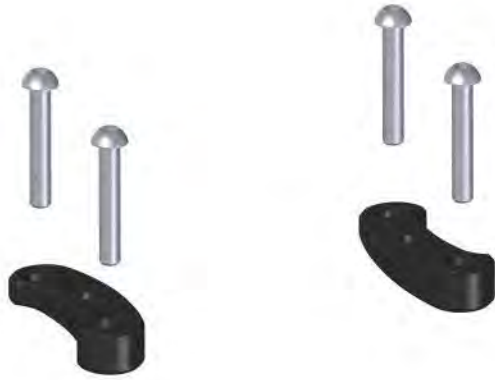
Remove the two mirrors.



Slightly lift the fairing and ...



... insert and align the fairing pads between holder and fairing.



Reattach the mirror using the longer screws provided.

Tightening torque 6 Nm

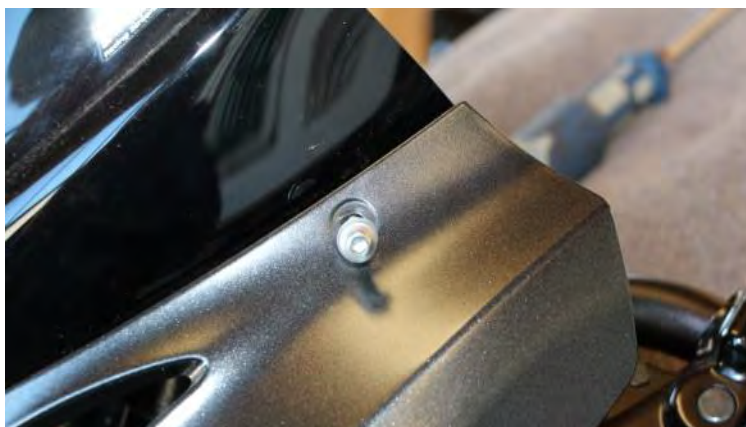


Reconnect the plugs of the indicators and check their functionality.

Insert the black Philips screws on both sides. Install the left and right plastic covering according to the workshop manual.



Cut out the template (page size in DIN A4).



To mark the cutting line remove the upper screws of the windshield...



... place the template on the fairing and align it with the screw.



Mark the cutting line.

Remove template and reinsert the screw of the windshield.



Cover vehicle.

Shorten the fairing on the right and left side along the marked line.

Tip: Use a jigsaw or a grinder.

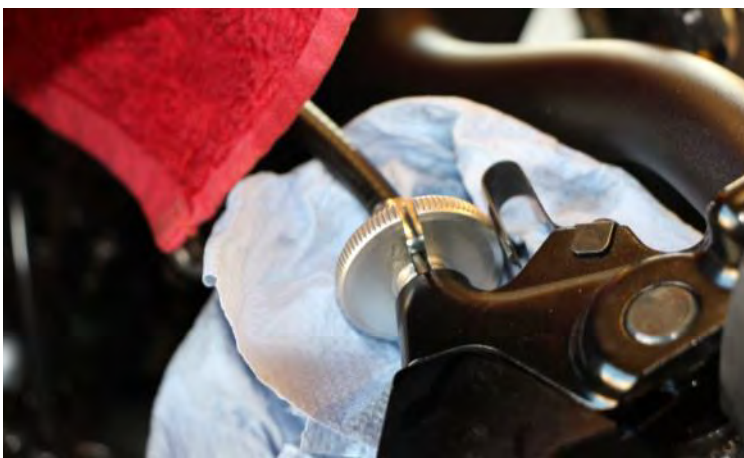
Deburr the edges using a file or sandpaper.

If required, paint the edges.



Before bleeding the brake, check that the brake lever can be pulled up to the handle and under no circumstances touches other parts.

After mounting the brake line and the hand pump, the complete brake system must be bled according to the installation instructions of the manufacturer.



Install the provided clutch cable.



TIP: Unclip the cable, unscrew the holder from the engine and...



... remove it from the original cable.



Connect the new to the old clutch cable with a cable tie.

Pull the old cable through the fairing, thus pulling in the new cable at the same time.



Clip in the clutch cable again. Attach and adjust it with the holder.



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).



Before the final fixing of the handlebar and the armatures, make sure that the handlebar does not come into contact with any other parts (e.g. fairing or tank), even in maximum steering angle. Clip the clutch cable into the armature.

Then tighten the screws of the clamps.

Tightening torque 24 NM

Assemble the cover caps.

- **Make sure that all operating elements present on the handlebar are adequately positioned, even in maximum steering angle. The hand brake cylinder 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 left to right. 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.**



