

Mounting Instructions

Handlebar Riser Kit ZX-6R, 2003-2004

Thank you for buying a Spiegler Handlebar riser kit for your ZX-6R. Please make sure you read all the directions before you start to work on your bike. We highly recommend that you have a certified mechanic install this kit.

- Remove upper triple clamp, controls at handlebars, handlebars, brake lines, tank and air box.
- Drill out the bolt heads (use ¼ drill bit) for the ignition lock and remove the ignition lock from the stock upper triple clamp.
- Assemble the back angled handlebar risers to the triple clamp using the M10x25 (30Nm) bolts and Loctite blue.
- Mount the two M6x25 stud bolts to the new triple clamp (use Loctite red for all connections at the ignition lock); next mount the threaded bushings onto the stud bolts. Mount ignition lock with M6x16 (10Nm) to the bushings. Slide the new triple clamp over the forks and steering stem. Use the stock hex nut and washer and tighten it to Kawasaki specs. Torque the two M8x20 Allen head bolts to 20Nm.
- Assemble provisional handlebar, controls and switches.
- Reroute the cables and wiring as described in the attached sketch. Remove the bracket from the clutch cable at the lower triple clamp to gain more length. It is recommended to remove the right inner fairing panel. Remove the harness from the right bracket at the right inner fairing so that you can utilize the full length of the harness. Route the harness for the left switch housing behind the triple clamp (on top of frame) and then between the steering stem and the right fork leg. Use a zip tie to hold the harness at the top of the right fork leg. Use electrical tape to insulate the connectors. See also sketch

You will have to reroute the throttle cables. Re-

secure the wiring harness and cables in such a way that they do not limit steering lock or kink or chafe at full lock.

- Install the longer stainless steel braided brake lines. The longer brake line routes from the master cylinder to the right caliper, the shorter line from the master cylinder to the left caliper. Use the included double banjo bolt to connect both brake lines at the master cylinder. Bleed the lines according to the service manual/installation instructions on the packaging.
- Fasten the brake fluid reservoir with the included M6 stud bolt. In order to do this you might have to shorten the reservoir hose. Take out the upper bolt from the master cylinder bracket at the handlebar and replace it with the M6 stud bolt, spacer, washer and 2x M6 nuts. See also the picture in the package.



Spiegler Performance Parts

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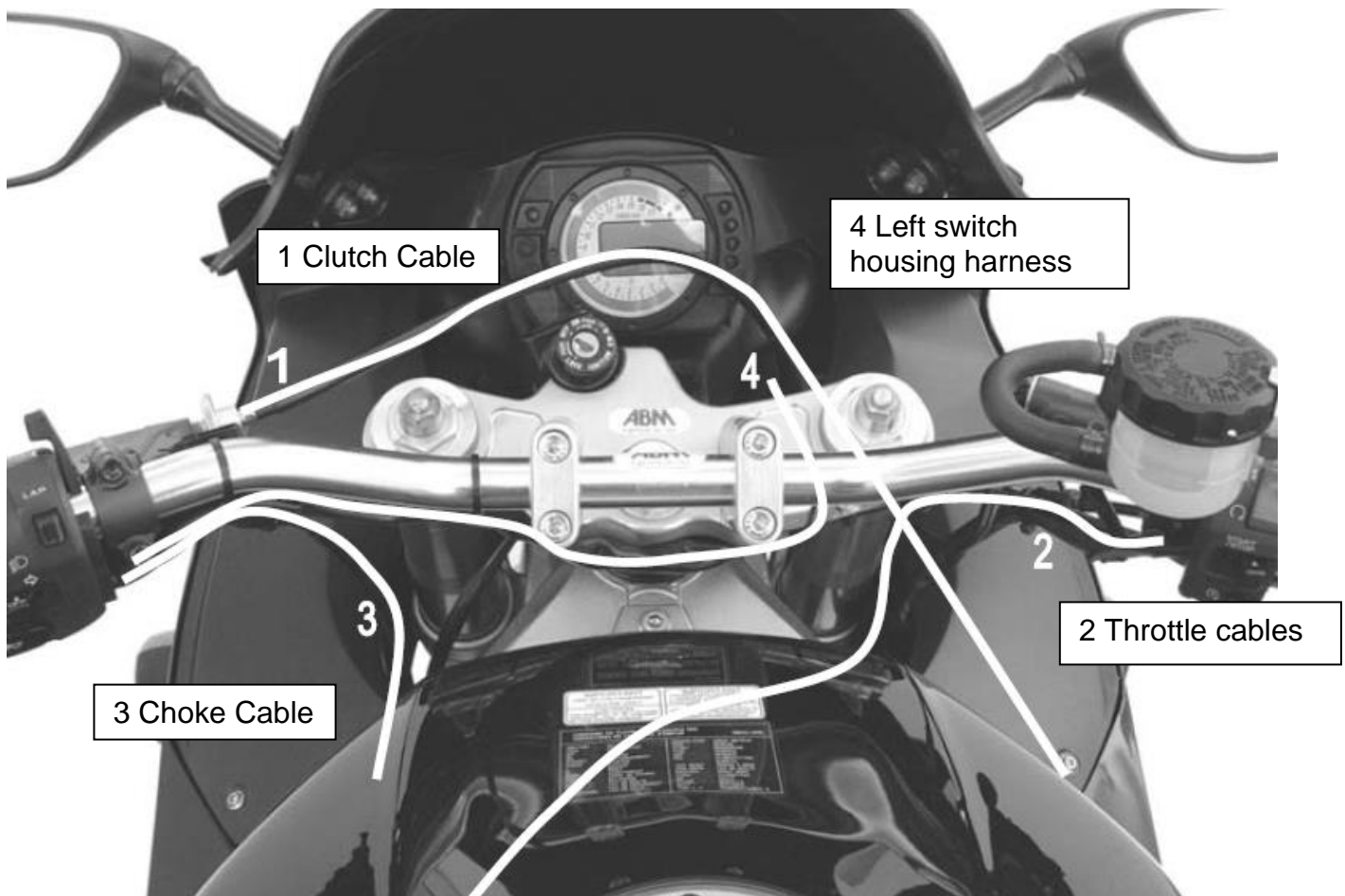
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Performance Parts

- Trim windscreen (and eventually fairing, depending on handlebar position) in a way that the handlebar controls do not hit the fairing or windscreen at full lock. Make a template from cardboard and mark the fairing/windscreen on both sides identically. A metal saw blade (shorten it) works good for cutting, after that smooth the edges with a file and sand paper. If you are experienced with a Dremel tool that will work too.
- In order to mount the switch housing it is necessary to drill positioning holes into the handlebars. Align the switches, mark it and center punch the hole location. Drill the holes in accordance to the dimensions of the pins.
- When tightening the handlebars and controls check for clearance and make sure that nothing gets kinked or chafed at full lock.
- Mount all other parts in accordance with the service manual.
- Attention: With this handlebar conversion kit you cannot flip up the tank to the back anymore. For service work you will have to remove the rear tank bracket in order to remove the tank (or the handlebar).



If you have any question please call us at 937-291-1735.

Thank you,

Your Spiegler Team