



Fitting Instruction

Article-No. : 120H125
Product : Super Bike Conversion Kit
Model : Honda CBR 1000RR 2008 →
Type : SC59

Important:

Read this instruction manual carefully and mind all warnings and tips. You should do this work only if you're qualified; otherwise we recommend this mounting to be done by a qualified workshop. Improperly mounting of this kit can reduce the driveability of the motorcycle and may be a risk to your health and life.

Special works are marked with the following signs. Please take special care on these works.



Warning! Important mounting instruction. It shows risks to your life and health.



Tips for mounting and maintenance or to avoid damage.

Fitting:

Mounted conversion kit



-  The battery ground should be disconnected before working on electric wiring and switches! The tank cover needs to be removed.
-  Remove brake-hose(s). **Caution:** avoid brake fluid on painted surfaces! **Any work on the brake system or bleeding the system should be done by an authorized dealer or a qualified mechanic!**
- Remove handlebar controls, clutch lever bracket and brake cylinder assy, then remove the original handlebar.
-  **Assure that the front wheel is free from any load when dismantling top yoke, also have a look on page 3 because now it's easy to re-route.** Then swap top yoke. Fit the ignition lock with

the attached bushings (l=17mm) and new bolts (M8x40) at the LSL-yoke. The ignition lock cover and steering damper are fitted as original. To fix top yoke, first tighten steering head nut up to 15Nm / 11lbf ft, then fix the slider-tubes clamping bolts with 20Nm / 14.75lbf ft. Now tighten steering head up to the original torque that refers to the manufacturer's instruction.

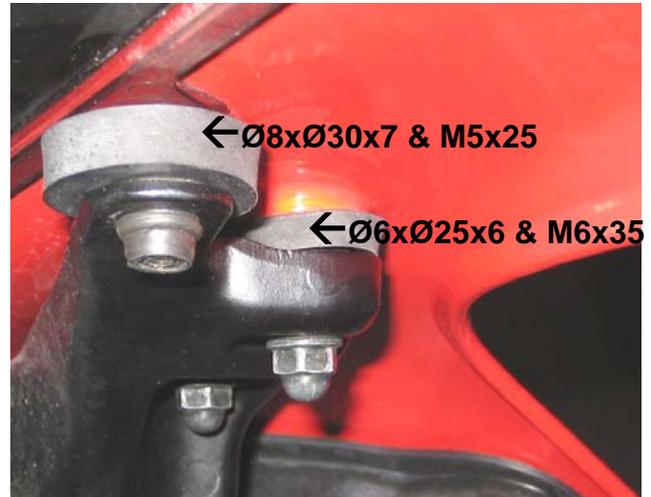


Recommended handlebar type: LSL-Superbike, flat, Type N1

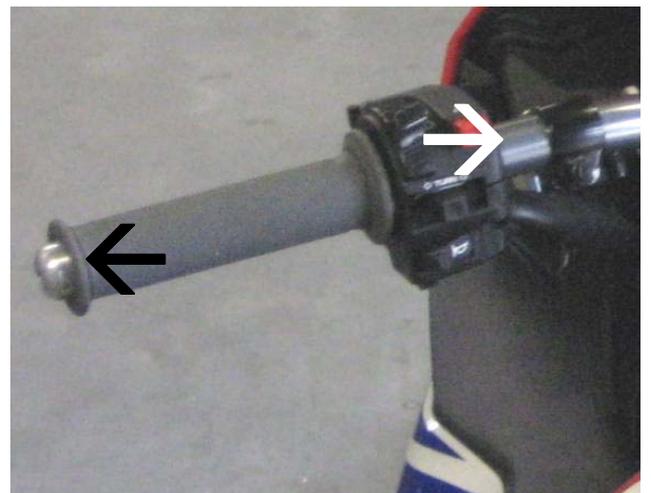
Mount new handlebar into the clamps. Mount the handlebar clamps evenly and tighten them after the fitment with 25Nm / 18.44lbf ft torque.

Modify the steering stop! To gain more clearance between handlebar and fairing you have to modify the steering stop. Use suitable glue to fix the aluminium shims (t=2mm) on the steering stop.

Lift up the fairing: The backward mirror mounting point is supported with a rubber washer $\varnothing 6 \times \varnothing 25 \times 6$, using attached bolt M6x35. The fairing mounting point is supported with a rubber washer $\varnothing 8 \times \varnothing 30 \times 7$, using bolt M5x25.



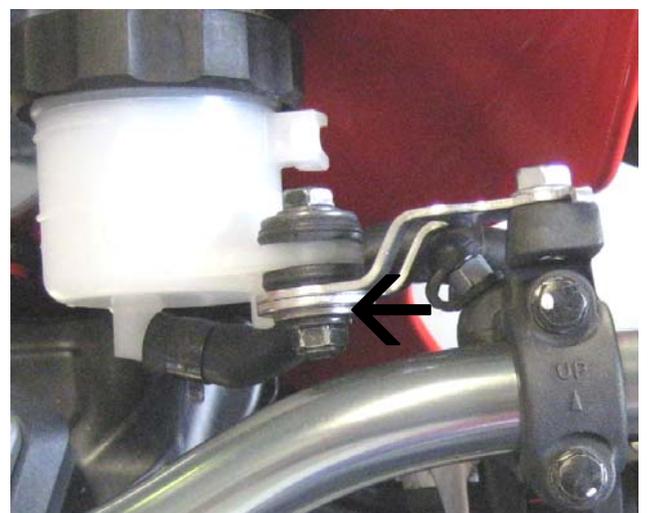
Now you should check the clearance to the tank and fairing, therefore you have to mount all controls provisorily on the handlebar and the tank cover needs to be remounted. **For a proper alignment it's necessary to use bar ends** (part-no.: 135-004.. or 135-001A..) and align the controls in a way that the grips project over the bar ends. The throttle case has to be mounted with the cables facing downward. Brake cylinder and clutch bracket need to be mounted with a gap of approximately 25mm to the other controls.



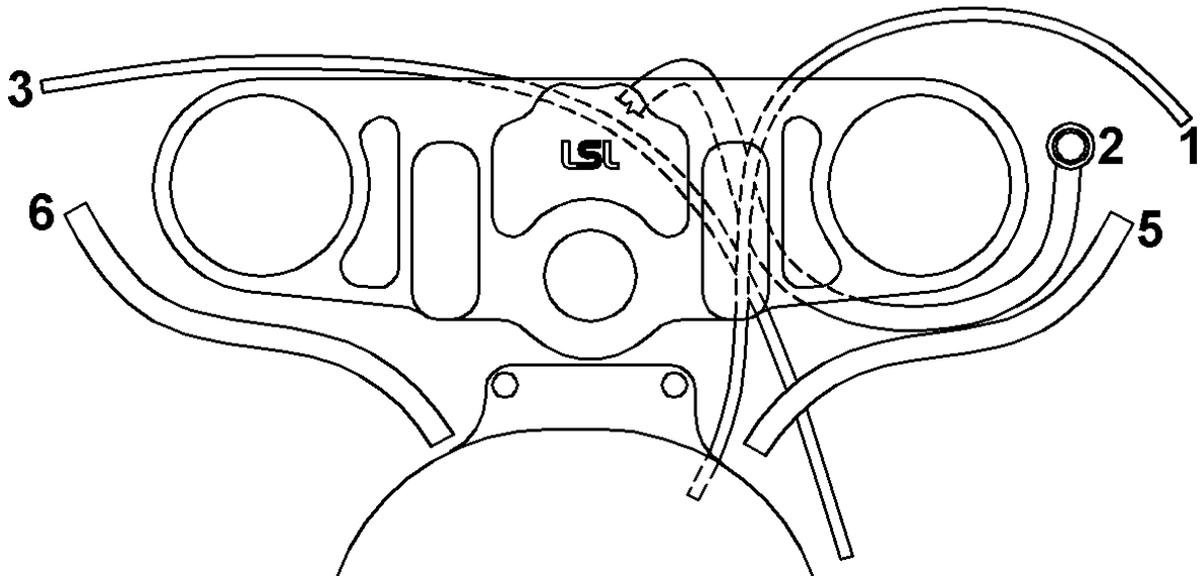
Assure (without brake pressure) whether the brake lever can be pulled up to the grip and doesn't contact any other parts before. (Loosening one calliper and wobble it to push the pistons back should be the easiest way.)

Mount the new bracket for the brake fluid reservoir with original bolts. Fit reservoir on the bracket using bush $\varnothing 11.7 \times 2.75 \times 3.8$ and big washer M6 (see →).

Readjust handlebar and controls if necessary. Then drill the bores for the controls and fix them finally. The left grip should be installed with glue.



Instruction for rerouting cables hoses and wiring harness:



Throttle cable (1): Laying as original. The throttle case has to be mounted with the cables facing downward. Check throttle cable for free movement on every steering angle.



Brake hose (2): Connect the new brake-lining to the master cylinder, as shown, and fix it on the bottom yoke with the attached tube clamp. **Mind the mounting instructions that are delivered with the brake hose.**



Clutch cable (3): Use the new clutch cable and route it as the original.

Wiring harness (5&6): Re-route cables behind the slider-tubes.



Make sure that no cable, hose or harness is bended and stays tension-free over the whole steering angle.

The conversion kit is now completely mounted. Always check local laws and your manufacturer's warranty conditions for using aftermarket parts on your bike!

Ride safe and have fun!



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