

Model: BMW R1200S	Year: 2006→
Type: 366	

Important: If you are not a trained motorcycle mechanic stop now. Ask a local motorcycle shop to do the work for you.

Please read the LSL-Superbike- Kit Fitting instructions.

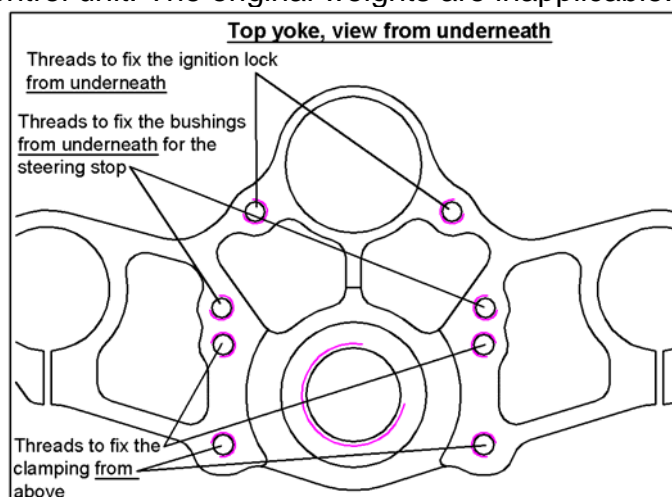
Recommended bar: **Type N1 (LN1)**

	Length:	Laying
Throttle cable (1):	original	
Clutchline (2):	original	
Brakeline (3)	original	
Harness, left unit (4)	original	
Harness, right unit (5)	original	

Fairing and the fairing screen need no operation!

Specials:

BMW special tools are needed for this montage, so it's recommended to consult a BMW workshop. The bushings (l=20mm) have to be mounted underneath the top yoke as steering stop, with bolts M8x30. Fit the ignition lock with the attached bushings (l=29mm), new bolts M8x45 and corrugated washers underneath the bolts heads, at the LSL-yoke. As the top yoke tilts when there is load on the motorcycle, you have to check for clearance to the tank and fairing under all circumstances. Also the ignition lock should only be locked when no load is on the Motorcycle. You have to drill two additional bores (Ø3.5mm) into the left side of the handlebar to fix the control unit. The original weights are inapplicable.



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LSL–Superbike-Kit Fitting Instructions

- 1.) To avoid scratches and dents when re-routing hoses and cables remove the gas tank first. Remove fairing bracket and mirrors if necessary. **Always disconnect battery ground before working on electric wiring and switches!**
- 2.) Remove handlebar controls, clutch lever bracket and brake cylinder assy, then remove the original handlebar.
- 3.) Mount the adaptor on standard top yoke (or swap new yoke depending on kit type). To demount the ignition lock you mostly have to drill out the heads of the breakaway screws. After mounting the ignition lock with the attached bushings and new screws at the LSL-yoke you have to drill out the heads of the screws as theft protection, if your bike is not equipped with an immobilizer. If the crown nut had to be removed tighten up to original torque. Mount the new handlebar without tightening the screws of the clamps too strong. Re-route cables and hoses if necessary. Please refer to "specific mounting instructions" for re-routing.
- 4.) Remove brake-hose(s). **Caution: avoid brake fluid on painted surfaces!** Mount enclosed brake-hose(s) with new gaskets.
Caution: Any work on the brake system or bleeding the system should be done by an authorized dealer or a qualified mechanic! Pump brake lever until proper pressure is felt on lever. Test brakes at slow speed!
- 5.) Now mount the handlebar controls and clutch/brake assy. Set drillings to fix controls on the handlebar. If other than LSL handlebars are chosen, use tapes or metal sheets under the controls to fix them on the handlebar. Now tighten handlebar clamps equally up to 20 Nm torque. Make sure that no cable is bended and stays tension-free when turning the handlebar.
- 6.) Shorten fairing and screen, if necessary, to allow full steering movement of handlebar with sufficient space at levers and switches. Please refer to "specific mounting instructions" for shortening. Check throttle, choke and clutch cables function and clearance on left and right steering angle. Adjust or re-route if necessary. After finishing check all connections.
- 7.) 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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