



Fitting Instruction

Article-No. : 120K115
Product : **Super Bike Conversion Kit**
Model : **Kawasaki ZZR1400 '06 - '11 (ABS Model only)**
Type : **ZXT40A & ZXT40C**

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!



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, then swap top yoke. To demount the ignition lock you have to drill out the heads of the breakaway screws. Fit the ignition lock with the attached bushings, new screws and corrugated washers, underneath the bolt head, at the LSL-yoke. You should drill out the hexagon sockets of the screws as theft protection. 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-FatBar, flat, Type XN1

Mount new handle bar into the clamps. The offset of the back-set clamps has to face **backwards**. Mount the handlebar clamps evenly and tighten them after the fitment with 25Nm / 18.44lbf ft torque.

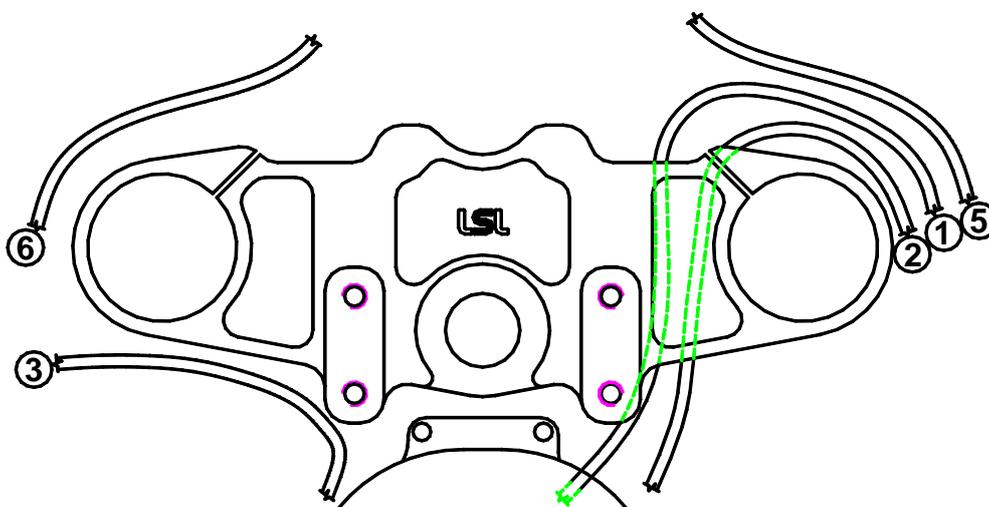
Now you should check the clearance to the tank and fairing, therefore you have to mount all controls provisorily on the handlebar. **Mount throttle housing with cables facing downward**. Readjust handlebar and controls if necessary. Then drill the bores for the controls and fix them finally. The left grip should be installed with glue.

Mount the bracket for the brake fluid reservoir with M6x25 on the brake assys upper clamping. The bracket shows to the left. Fix reservoir on the bracket with original M6x15 and self-locking nut M6.

Mount the bracket for the clutch fluid reservoir with M6x25 on the clutch assys upper clamping. The bracket shows to the right. Fix reservoir on the bracket with M6x35, two washers, spacer (l=18mm) and self-locking nut M6.



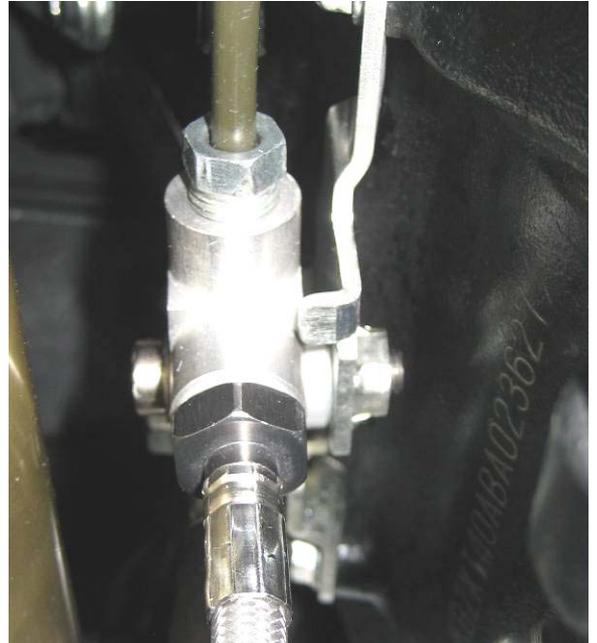
Instruction for rerouting cables hoses and wiring harness:



Throttle cable (1): Route as original. Check throttle cable for free movement on every steering angle.



Brake hose (2): Fit the 2-way manifold with M6x30, washer and spacer (t=4mm) on the original bracket at first. **Connect the steel tube with attached olive** and the hose with one seal-ring to the manifold; then connect the hose to the master cylinder. Mind the mounting instructions that are delivered with the brake hose. **Assure that the brake lever is fully operable and its brake light switch actuator doesn't hit the fitting!**



Clutch hose (3): Reroute the clutch hose behind the left slider-tube as shown in the picture.

Wiring harness (5&6): Route as original. Loose cables from the original guidance on the fairing's inside.



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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