



## Fitting Instruction

Part-No. : 118B040  
Product : Rear Set, adjustable  
Vehicle Manufacturer : BMW  
Model (Type) : S 1000RR (K10) 2010 →

### 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. Test brake and gear shifting indoor, after installing rear set. If anything is not operating properly or braking efficiency is poor, testing on the road may result in death or serious injury!

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:

Remove stock rear sets. The following parts will be used for your new rear set: gear-box lever with ball-joint, brake cylinder with reservoir and rubber damper and fastening for the exhaust.



**Rear sets are delivered pre-assembled! All fastening elements, which are not used for mounting or adjusting the rear set, are fitted with tightening torque and bolt adhesive. Those fastening elements are not mentioned in this instruction. All mentioned fasteners, which are not secured by counter- or self-locking nuts, should be installed with medium bolt adhesive (e.g. Loctite 243).**



The original brake-light switch has to be replaced by a hydraulic one. It replaces the banjo bolt that fixes the brake hose on the brake cylinder. **This is the highest point on brake-system, assure proper air free installation! Use only seal rings according to the brake hose manufactures' instructions.** Please mind that additional work occurs by connecting the brake-light switch to the harness and some material for wiring and connecting may be necessary.

The tightening torques for connections to the frame refers to the manufacturer's instructions. Use the following torques for all the other bolted connections:

M5	=	6Nm	=	4.43lbf ft
M6	=	10Nm	=	7.38lbf ft
M8	=	20Nm	=	14.75lbf ft
M10x1,25	=	30Nm	=	22.13lbf ft

### Maintenance:



Periodically proof all functions during service intervals. Use **particle free (no MoS<sub>2</sub>)** lithium or barium soap grease to maintain lever bushings.

### **Fitting left:**

Adjust length of the shifting rod by adding or leaving out spacers (l=10mm & 20mm)

Screw shifting rod simultaneously onto the ball-joint and quick-shifter. Adjust shifter to the desired height and tighten the counter-nuts.

Mount quick-shifter with M6x45, spacer (22mm) and self-locking nut M6

Screw thread-adapter with thread M8 fully into the quick-shifter and tighten it

Fix hanger with M8x20 on the frame

Adjust peg to your individual position and fix it with both bolts M8x25

Mount footpeg with M5x25 on the stud and use the plastic cap to close the peg

### **Fitting right (step 1):**

Mount brake cylinder with M6x25 and self-locking nut M6

Mount footpeg with M5x25 on the stud and use the plastic cap to close the peg

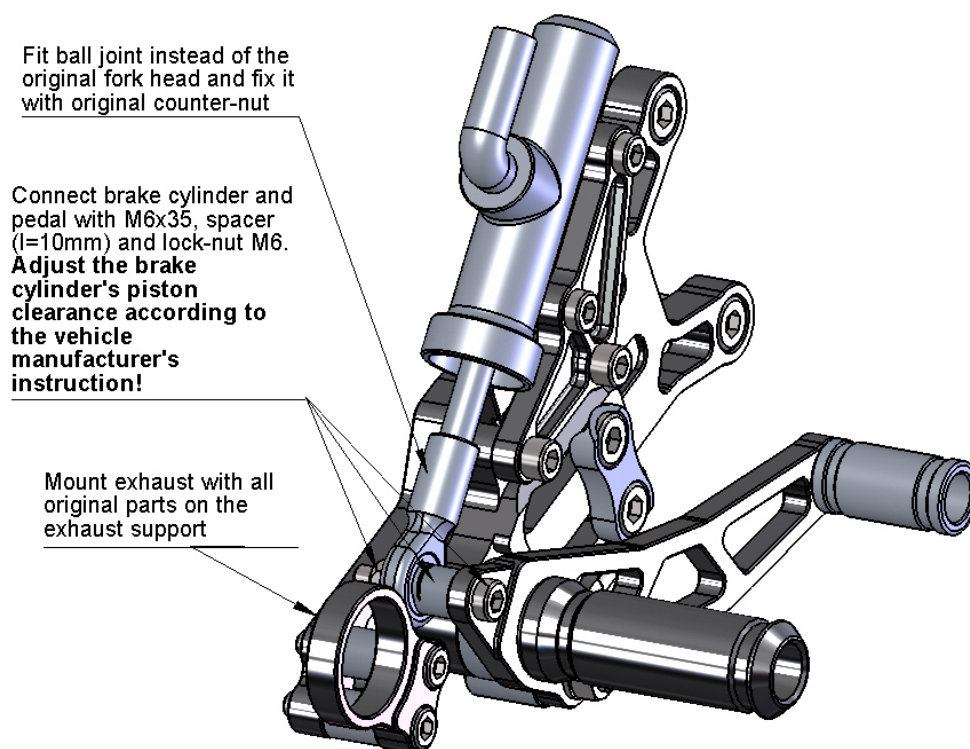
Fix hanger with M8x20 on the frame

Adjust the brake pedal's level by loosening the self-locking nut M6 and turning the inner stud M6

It may be necessary to hang out the retain spring for adjusting the peg. Adjusting should be done before connecting the brake cylinder

Adjust peg to your individual position and fix it with both bolts M8x25

**Fitting right (step 2):**





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