



Fitting Instruction

Article-No. : **120B032**
Product : **Super Bike Conversion Kit**
Model : **BMW F800S**
Type : **E8ST**

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



Remove the cowling first to avoid scratches and dents when re-routing hoses and cables. The battery ground should be disconnected before working on electric wiring and switches!

 Remove brake-hose from the brake cylinder. **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.

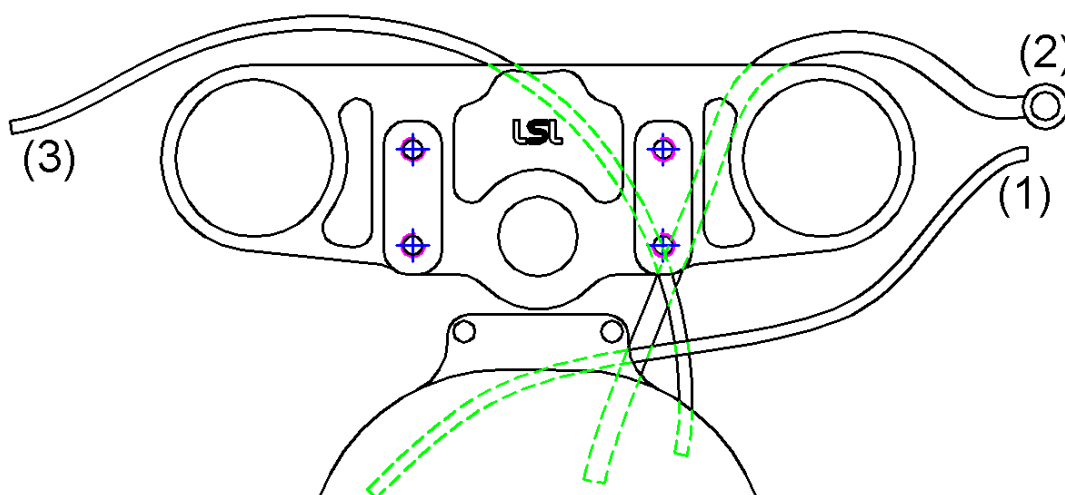
 Assure that the front wheel is free from any load when dismounting top yoke, then swap top yoke. To demount the ignition lock you have to drill out the heads of the breakaway screws. Fit the ignition lock with the attached bushings, new screws and corrugated washers underneath the bolt head at the LSL-yoke. 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 stanchion clamp bolts with 20Nm / 14.75lbf ft. Now tighten steering head up to the original torque that refers to the manufacturer's instruction.

 **Required handlebar type: LSL-Superbike / Type 01**

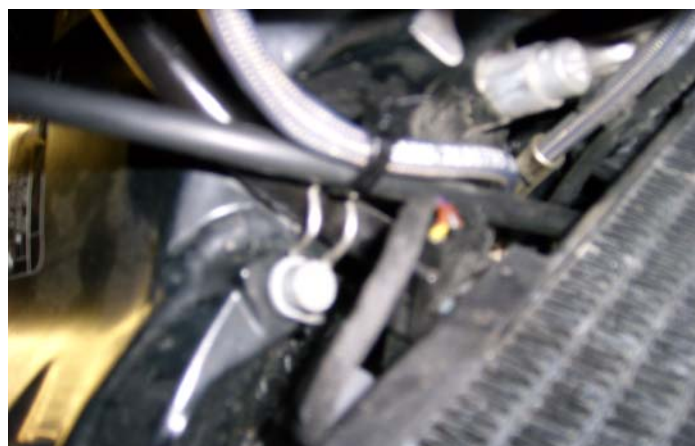
Mount new handle bar into the clamps. Tighten the handlebar clamps evenly with 20Nm / 14.75lbf ft torque.

Remount and adjust the handlebar controls, clutch lever bracket and brake cylinder assy now. To mount the left grip you have to drill additional bores with Ø3.5mm. Remember to check clearance between cowling and handlebar, therefore you have to remount the cowling.

Instruction for rerouting cables hoses and wiring harness:



Throttle cable (1): To reroute the throttle cable it's necessary to loose the steering damper and the radiator. Route the cable to the right side and guide it behind the right stanchion to the control unit. Use the fastener for the clutch cable, underneath the steering head, to fix the throttle cable and the brake hose. Check throttle cable for free movement on every steering angle.



Brake hose (2): Reroute the brake hose above the bottom yoke and in front of the stanchion to the brake cylinder. Fix the original fastener to the clutch cable with the attached cable tie.

Clutch cable (3): Fix the clutch cable loosely at the left slider-tube with the attached cable tie.



Wiring harness (5&6): Routed as original but not fixed with the original cable ties.



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!