

Fitting instruction Superbike-Kit

Part no.: 120K084

Model: Kawasaki ZX-9R

Year: '98-99

Type: ZX900C1/D1

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 01 (A01 / E01 / L01)

Brake hose:

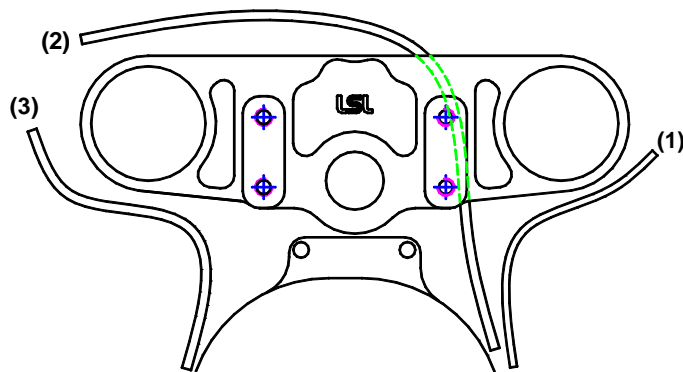
38cm (38BB)

Rerouting cables:

Throttle cable (1): right from steering head, behind slider tube

Clutch cable (2): lock at the Instructions

Choke cable (3): left from steering head, behind slider tube



Faring and the fairing screen need to be cut.

Instructions:

Demount the original top yoke. Place the bushing $\varnothing 40\text{mm}$ on the top of the steering head and then mount the LSL top yoke with original nut and thinner washer.

Mount the 90° bracket for the brake fluid reservoir with washer and screw $M6 \times 30\text{mm}$ at the brake unit. To make sure that the hose of the brake fluid reservoir is not fold up shorten it by 45mm.

Exchange the original clutch cable against the longer clutch cable. The lead is as original.

Lead the throttle cables through the right side frame eye.

Cut the fairing to the level of the fixing points of the original mirrors.

To mount new mirrors at the handlebar, you have to order clamping pieces separate.



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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 25Nm / 18.4lbf ft 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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