

ABM

ergonomic style

Superbike Kit™



Installation and safety information
for
Yamaha YZF-R1
model year 2015-2019

• www.ab-m.de ••• info@ab-m.de •



Caution



Important safety advice:

- Work undertaken on the steering and the brake system poses a safety risk. This work may only be carried out by appropriately qualified personnel. Faulty work can have serious consequences and may pose a threat to life and health. Only undertake this installation if you are sufficiently qualified and have an official workshop manual as well as all relevant service notifications available. Otherwise, we strongly recommend that the installation is carried out or at least checked in a workshop with appropriately trained personnel.
- Brake fluid is toxic and may damage the surfaces of the fairing and other components. Use suitable means to protect all parts against damage. Please observe the safety information of the brake fluid manufacturer.
- Use only fresh brake fluid taken from a sealed container. Always use new sealing rings which comply with the specifications of the brake lines manufacturer. Never combine copper sealing rings with aluminium fittings.
- ABS brake systems should be bled solely in a garage authorised by the vehicle manufacturer.
- Any work in relation to the installation, removal and tightening torque of original parts should always be carried out in compliance with the workshop manual.
- Attention: The material of the fairing behaves brittle at low temperatures, only carry out the installation if the fairing and ambient temperature are at least 22°C!
- To ensure safe function, it is essential that all contact areas of clamp connections are clean, dry and damage free during installation. Important: Make sure that nothing gets onto these contact surfaces which decreases friction (e.g. oil, silicone, care products, etc.).
- It is essential that all clamp screws are tightened with the specified torque. The torque specifications refer to dry screws and threads. The tight fit of all screw connections must also be checked at every inspection.
- It is your responsibility to check the product regularly and to determine if a service or replacement is required.
- Please remember that the yokes are safety-relevant parts of your vehicle. Check the handlebar as well as the risers and yokes after a fall or collision and replace them completely at the slightest indication of damage.
- Never tie down the vehicle at the handlebar.
- The *Superbike Kit* requires registration.
- This product has been designed for a standard vehicle. ABM® Fahrzeugtechnik GmbH makes no warranty or guarantee of any kind for any damages whatsoever arising out of the combination with other component parts not tested by ABM, as a consequence of improper installation or inadequate maintenance.

1 Preparation

- Please read the entire safety information and installation manual carefully.
- A motorcycle not securely positioned can fall over during the following work. Therefore, make sure that the motorbike is positioned on solid, flat ground and is secured against falling over and rolling away.
- Keep children and pets away from the work area.
- Protect removed parts from damage.
- Never remove the top yoke without first removing load from the front wheel as this could damage the lower yoke.
- Please note when disassembling individual parts which screws are used to mount them. Keep these parts and screws and unless specified otherwise, reuse when reassembling.

2 Content and recommended accessories:

Special tool required?	Torque wrench	Modification time:	approx. 4 hours
Throttle cable/cables/lines:	new, enclosed	Shortening the fairing:	yes
Fairing elevation:	yes	Steering Stop:	yes
Clutch cable / line:	new, enclosed	Shortening the windshield:	no
Brake line:	new, enclosed	Choke cable:	nonexistent
Recommended accessories:	<i>shortCap</i> Bar Ends		

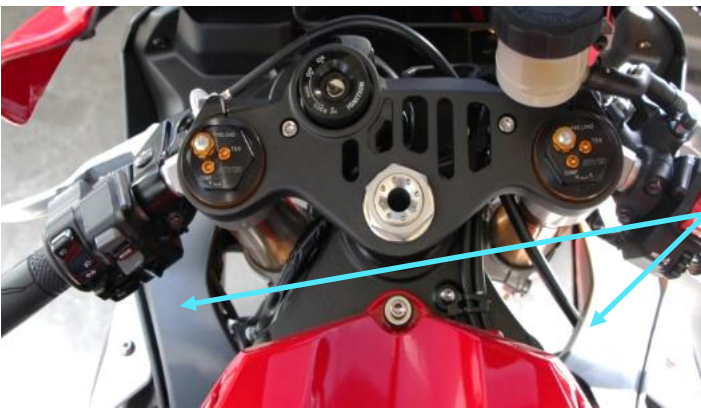


3 Assembly



Park the vehicle safely.

Remove the left and right-side panels.



Disassemble the left and right interior trim as well as the seat.



Loosen the tank, lift it or dismantle it completely.



Remove the complete air filter housing...

Installation manual



... and cover the intake

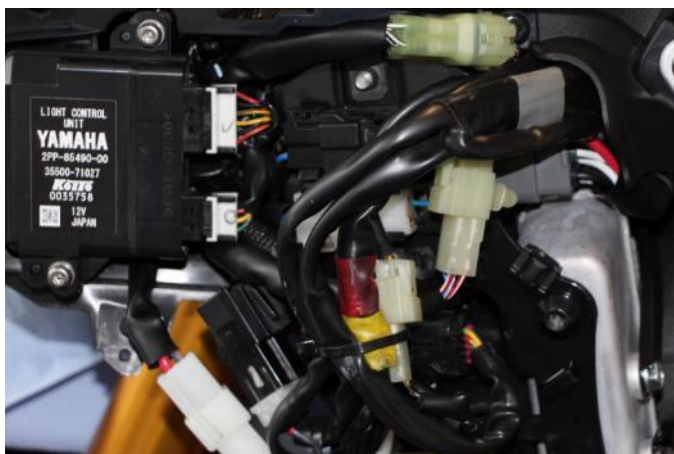


Disassemble the nuts of the mirror on both sides, unplug the cables of the indicators and remove the mirrors upwards.



Remove the two screws of the front fairing.
Remove the fairing.
Remove both rubber pads and the four bushings from the fairing holder.

Note: The guide sleeves and the bushings of the fairing are no longer needed.



Unhook and disconnect all plugs of the fittings and ignition switch from the brackets.

Installation manual



Remove the screws securing the clip-on handlebars.

Unhook the clutch cable from the fitting and pull it out of the guide on the triple clamp.

Unscrew the brake fluid reservoir from the bracket and remove the bracket from the triple clamp.



Remove the head tube nut with washer and loosen the screws to clamp the fork.

Drain the brake fluid and disconnect the brake line connection from the brake pump.

Disassemble the grips and all controls from the clip-on handlebars.



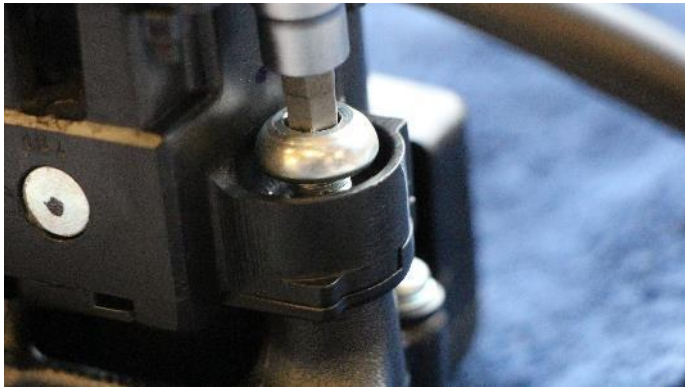
Relieve the front wheel with a jack.

Remove the triple clamp and place it on a padded pad (see figure).



Loosen the clamping screws of the two clip-on handlebars and remove them from the fork.

Installation manual



Unplug all plugs of the ignition switch.

Loosen the screws of the ignition switch with a special tool.

Alternatively, grit the screws in the middle, pre-drill them and drill out the screw heads.



Screw the risers to the triple clamp with the enclosed screws (M10) and safety washers (tightening torque 28Nm).

Use threadlocker (medium strength).



The wide side of the risers must be oriented forwards.

Attention: The screws must not protrude into the clamping area of the handlebar.



Attach the ignition switch with the enclosed screws with washers and spacers, as well as the original sheet metal tab (see picture), ...

Installation manual

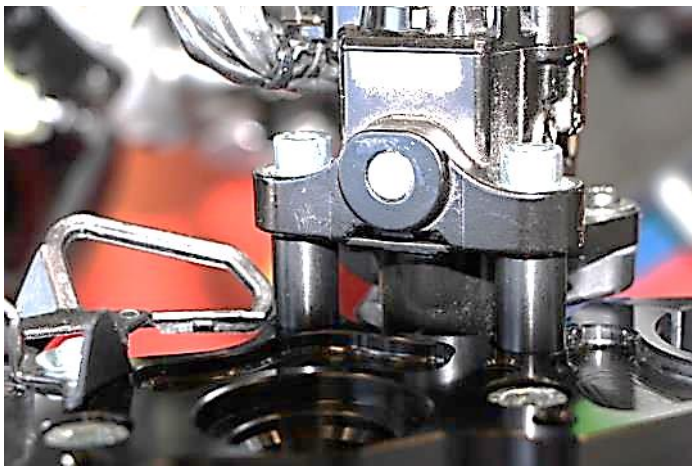


... to the triple clamp.

Align all parts in the middle.

Tightening torque 18-21 Nm

Use threadlocker (medium strength).



For theft protection, drill out the screw heads (hexagon socket).



Mark the original clutch cable holder at the marked line (see picture) and remove the throttle cable guide with a knife or grinder.



Attach the clutch cable holder as shown with the enclosed bracket, ...

Installation manual



... washers, screws and nut.



Put on the triple clamp and attach the head tube nut with washer (torque according to manufacturer's specifications).

Fasten the two side screws to clamp the fork (M8x20).

Tightening torque 18Nm

Remove the jack and check that the ignition lock engages.

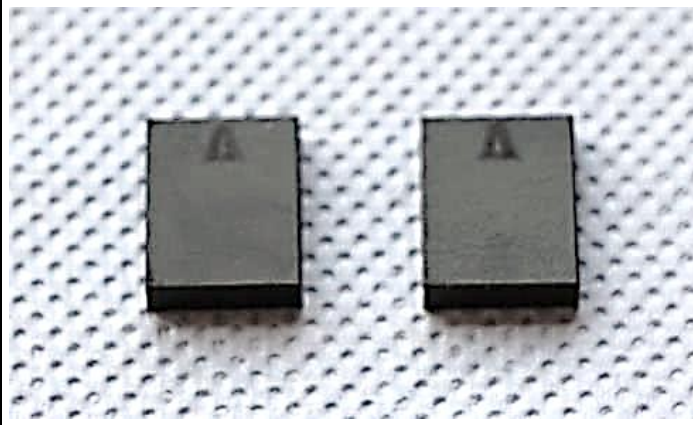


Insert and align the handlebar and attach them lightly with the upper parts of the risers .



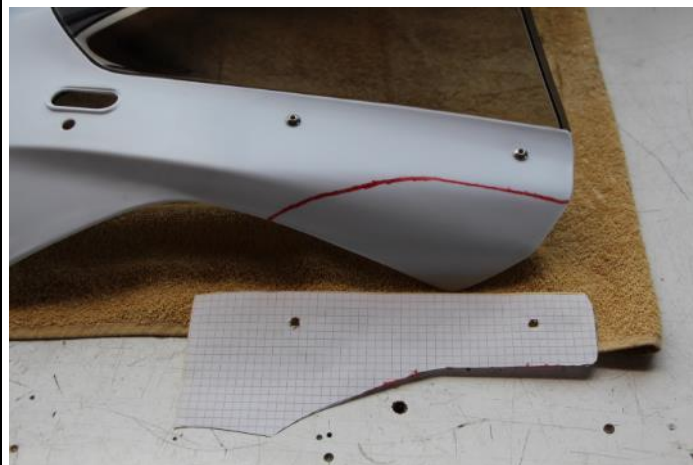
Clean the surfaces of the two steering stops on the frame.

Installation manual



Remove the adhesive foil from the enclosed plastic plates and stick them on with the arrow pointing forward.

Press down firmly.



Print out the cutting template (DIN A4) and cut it out.

Attention: Check the scale.

Place the cutting template on the fairing, mark it and shorten it.



The best way to shorten the fairing is to use a grinder or a blade.

Then round off the edges with a file and sand them with fine sandpaper.

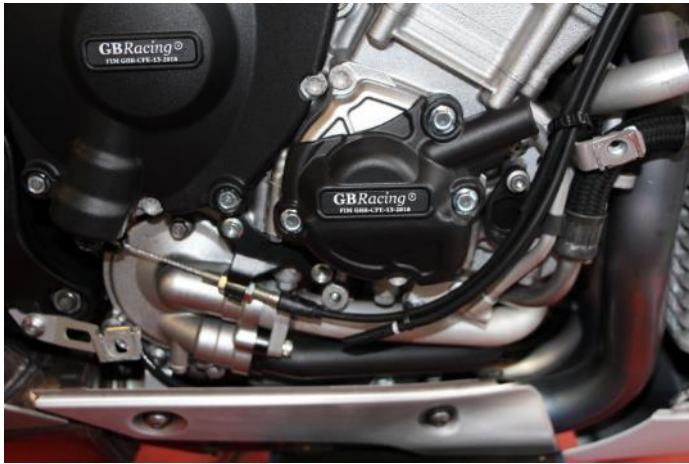


Pre-assemble all controls and grips.

Glue the left grip rubber.

Align the left switch and clutch lever and fasten it lightly.

Installation manual



Replace the clutch cable with the enclosed one as shown.



Pass the cable through the bracket on the triple clamp at the top and hook it into the clutch lever.



Adjust the clutch clearance as original.

The clutch cable must not be bent or pinched, even in maximum steering angle.



Align the right switch and gas grip and fasten it easily.

Check that the brake lever (pressure free) can be pulled up to the handle and under no circumstances touches other parts.

Installation manual



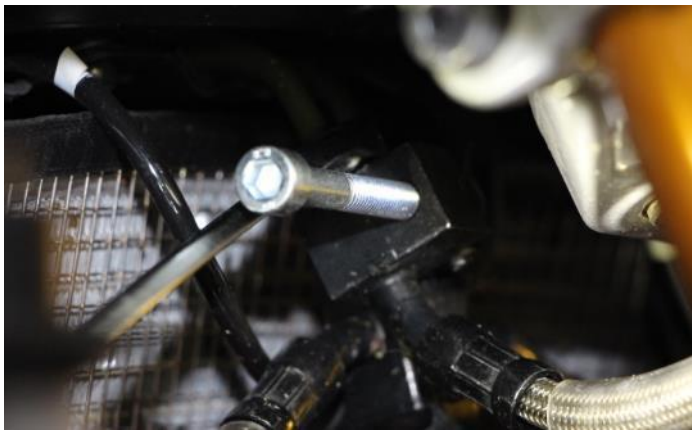
Attach the brake fluid reservoir to the triple clamp using the original holder and screw.

Adjust the enclosed brake fluid hose and secure it with the new clamps.

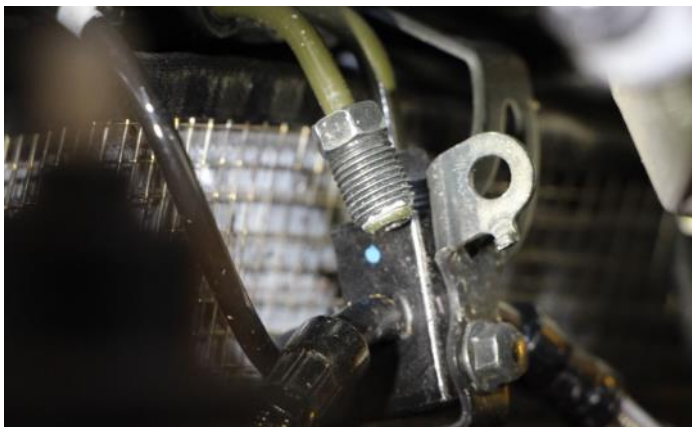


Remove the original brake line from the brake pump to the brake line distributor.

To do this, loosen the distributor.

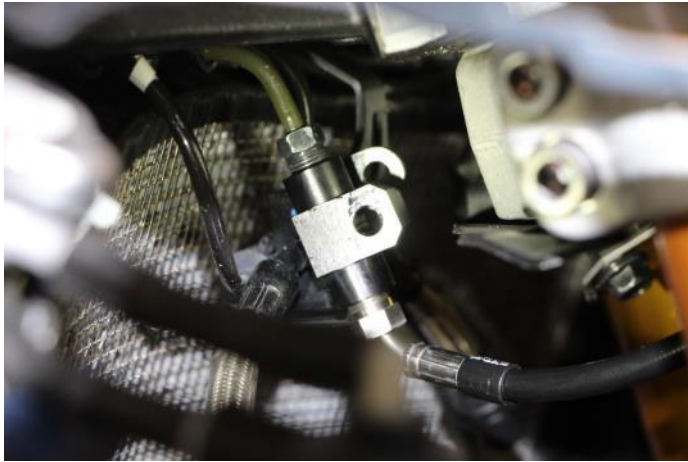


Tip: Screw the enclosed long screw into the distributor from the left as a holding aid.



Bend the tab on the original holder straight.

Installation manual



Screw the brake line into the enclosed distributor. To do this, carefully clamp the distributor into a vice with plastic jaws. When tightening, adjust the angle as original.

Caution: To ensure a twist-free installation, the fittings can be aligned once at the crimping.

Lay the brake line from the brake pump to the steel line, following the installation instructions of the cable manufacturer.



Screw the distributor with sealing lens onto the original steel line.

Always install a seal between the original steel line and the distributor!

Insert the enclosed long screw back into the distributor as a holding aid and fasten it.



Attach the distributor with the enclosed screw (M5), washers and nut.

Use the original tab again for guidance.



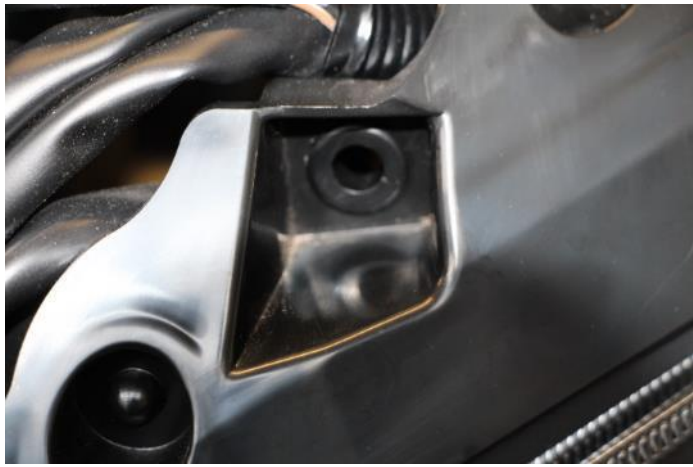
Align the connection of the brake line and attach it to the hand pump.

Tightening torque 18-21 Nm

After installing the brake line and the brake pump, the brake system must be bled according to the installation instructions of the vehicle manufacturer.



Remove the original rubbers from the fairing holder...



... and replace with the enclosed grommets.

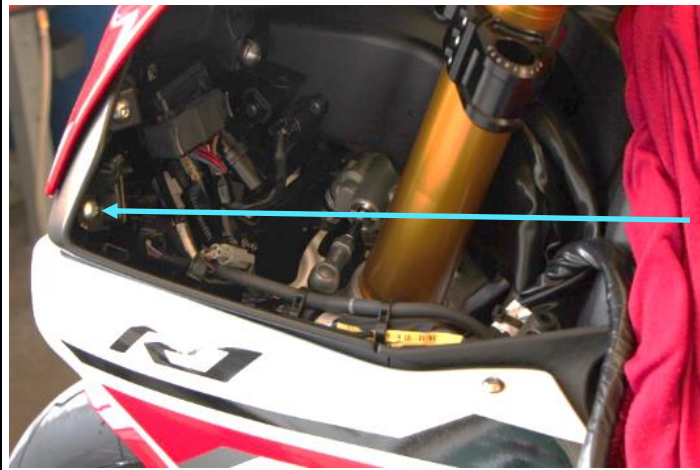


Finally, insert the front fairing into the rubber guide...



... and lightly fasten with the screws with washers and bushings provided.

Installation manual



Attention: The screws will be tightened after the installation of the fairing riser and mirrors.



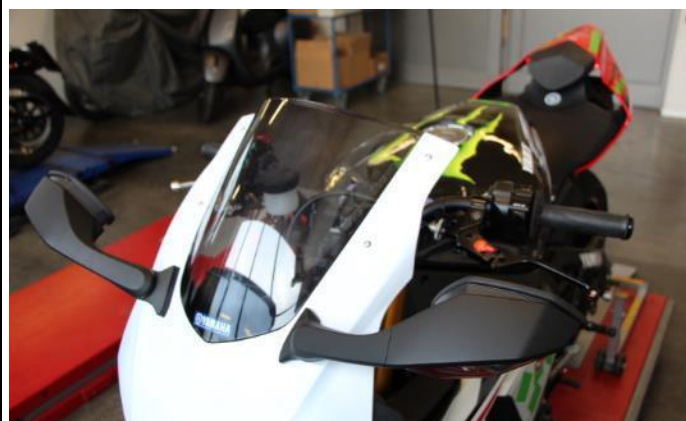
Push the two original rubber pads into the fairing riser.

Pay attention to the marking of the fairing riser on the lower side.



Loosen all remaining screws of the fairing slightly to minimize tension in the fairing.

Insert the fairing riser with the rubber pad between the holder and the fairing. To do this, carefully lift the fairing.

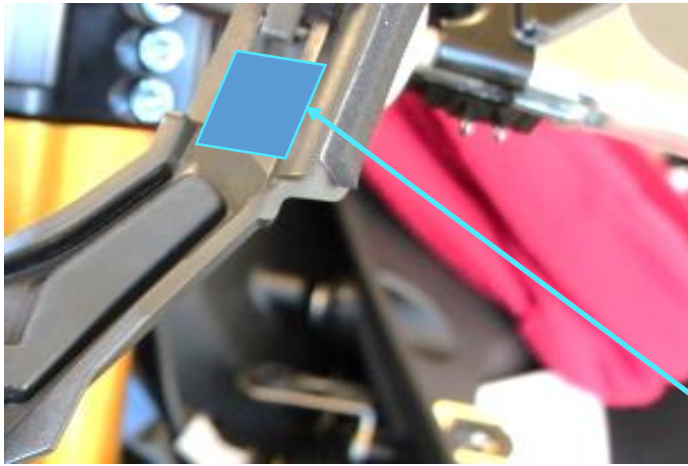


Mount the mirrors from above and secure them with the sleeve nuts and washers provided.

In doing so, push the fairing up slightly.

Attention: Install the longer sleeve nut at the back!

Installation manual



Then tighten all the screws of the fairing again.

Tightening torque sleeve nut 8 Nm

Attach the enclosed cover caps to the sleeve nut.

Reconnect the indicators.

Insert the enclosed foam rubber pads between the fairing and the holder at the point shown.



Replace the original throttle cables with the enclosed ones.

The installation is carried out as original. Then reassemble the air filter housing and tank.



Attach the wiring harnesses of the controls to the handlebar with the enclosed cable ties and route them to the left side panel.



The wiring harness of the right-hand controls is first routed downwards behind the triple clamp and then between the ignition switch and the frame (see picture).

Installation manual



The wiring harness of the left controls is routed directly from the handlebar to the plugs (see picture).



Connect all plugs.

Relocate the plug of the right controls...



... from the left to the right side of the left interior panel.



Before finally fixing the handlebar and controls, check that they do not come into contact with other components, even in maximum steering angle.

Align the handlebar and finally tighten the screws of the risers.

Tightening torque 21 Nm

Attach the cover caps.

Tighten all parts that are still lightly attached.



The final assembly of the operating elements requires the drilling of holes for the centring pins. To do this, align the operating elements and mark the positions for the centring pins (push onto the pins using grease). Now, centre-punch the marked position and drill a hole (diameter and depth are based on the centring pin).



Reinstall the missing, previously dismantled parts.

After final assembly, check that the brake lines and cables are free to move and only fix them to such an extent that they do not bend or chafe even in maximum steering angle and over the entire suspension travel.

Fasten all screws with torque.

Final

- Make sure that all operating elements present on the handlebar are adequately positioned, even in maximum steering angle. The brake pump and the storage tank must be located in an adequate operating position.
- Pay attention to the freedom of movement of the handlebar, its mounted parts and adequate steering angle to each side. The handlebar must be able to be moved easily to the maximum steering angle on both sides. Check the free play of the accelerator and clutch cables: In maximum steering angle to both sides and with the engine running, the motor speed must not change.
- After completing the work, the firm fit, function and tightness of all components and screws must be checked. Make sure that there is sufficient brake fluid in the reservoir. Also check the front wheel's freewheel and the functionality of the brake system. Further, the function of the clutch, the throttle grip, the electric system and the anti-theft devices must be checked.
- Afterwards, a test drive must be done! After completion of the test drive, all screw connections must be re-checked for firm fit, tightness and all movable parts for adequate freedom of movement. Re-test the front wheel's freewheel and check the brake system for overheating. Check the brake fluid level in the reservoir for significant changes.
- After approx. 100 km, the firm fit of all screw connections of the handlebar must be re-checked against the specified tension values.