



Fitting Instruction

Article-No. : **150B040**
Product : **Tour Match Kit**
Vehicle-Manufacturer : **BMW**
Model : **S 1000RR 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.

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



If not otherwise mentioned in text or pictures, the following tightening torques are recommended: M5 = 5Nm/3.7lbf ft; M6 = 10Nm/7.4lbf ft; M8 = 20Nm/14.8lbf ft.



The battery ground should be disconnected before working on electric wiring and switches!

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!

Stick the lower clamping parts onto the slider-tubes w/o tightening them and remount top yoke. To fix top yoke, first tighten steering head nut up to 15Nm / 11lbf ft, then fix the slider tube clamp bolts. Now tighten steering head nut up to the required torque, tightening torques refer to the vehicle manufacturer's instruction. Now slip the upper clamping parts onto the slider-tube and connect them to the lower parts (use medium threadlocker!). To make a first, provisorily adjustments align the gaps of top yoke and clip-on and then tighten them slightly. Now install the tubes using M6x22 and tighten them.

Modify the steering stop: To gain more clearance between clip ons and fairing you have to modify the steering stop. Use suitable glue to fix the aluminium shims (t=1mm) on the steering stop.

Fairing: Remove the cockpit-fairing completely and fix headlights on the upper mounting points with spacers (5mm), M5x20 and big washer. Then remount the fairing and fit mirrors with spacers, according to the drawing underneath.

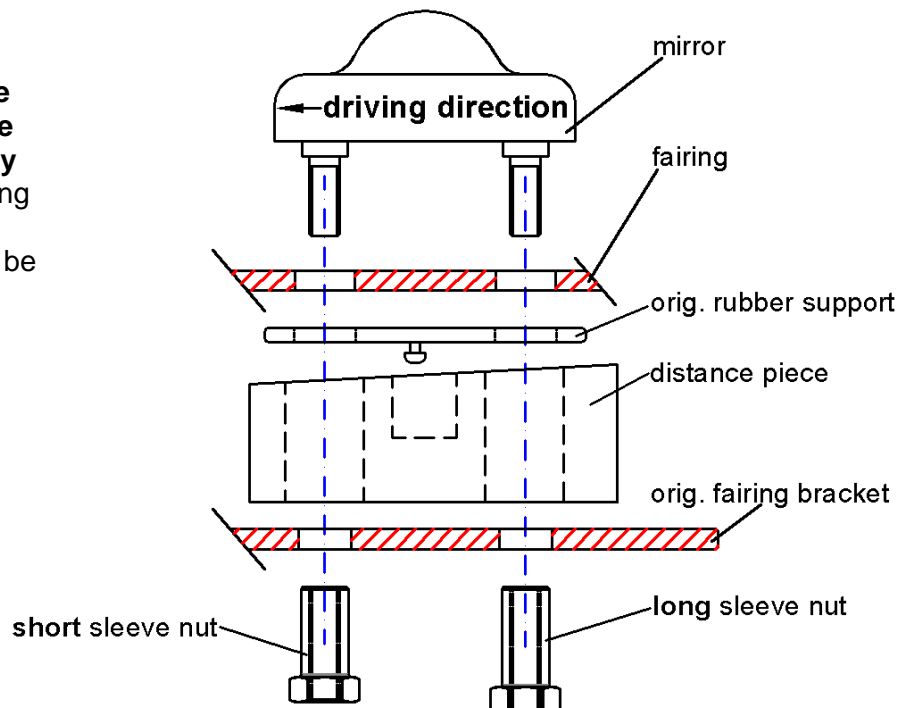
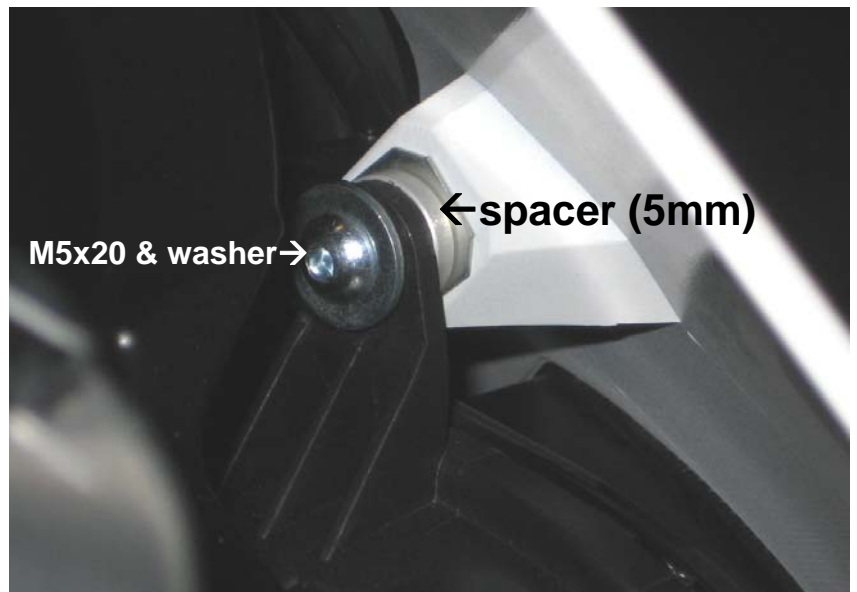
Now you should check the clearance to the tank and faring, therefore you have to mount all controls provisorily on the clip-on.



Brake cylinder and clutch lever holder need to be mounted with a gap of approximately 15mm to the other controls.

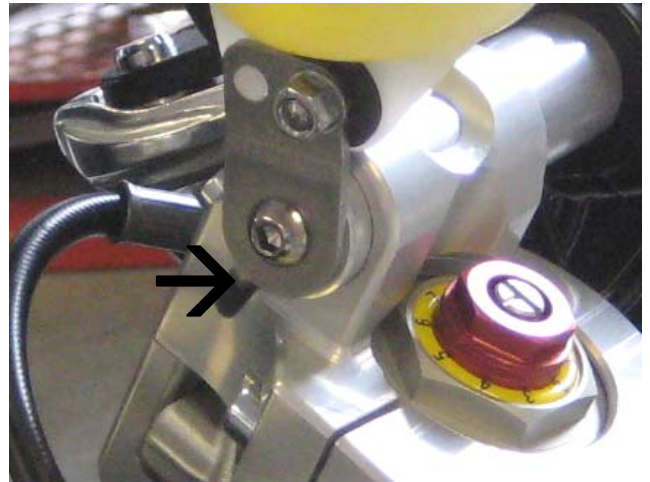
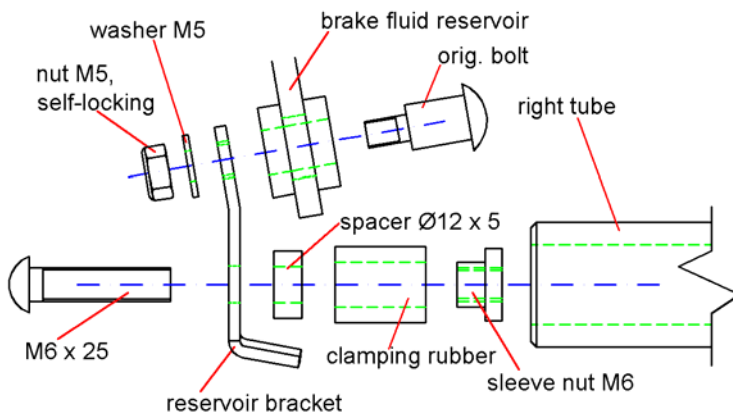


Assure (without brake pressure) whether the brake lever can be pulled up to the grip and doesn't contact any other parts before. (Loosening one calliper and wobble it to push the pistons back should be the easiest way.)



Fit new reservoir bracket into the right tube and assure that the anti-twist device is located in the clamping gap (see →). **Don't try to tighten the bracket with too much torque until the bolt is blocked, the clamping rubber would be destroyed!** Close the right hole of the left tube with attached plastic plug to prevent water from getting into it.

View from rear!



Adjust clip on by turning the Match clamps on the slider tubes, then tighten the clamping bolts finally. **Assure that the upper clamp is flush mounted on the top yoke!** Now adjust the controls and fix them finally. To fix the left grip with the original bolt you need to drill a 4mm through-hole into the tube.



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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