



Sportego Handlebar Conversion

BMW S1000 RR Part number 8601414, 8601418, 8601419

Installation instructions

Before proceeding with the installation, it is recommended that you first carefully review these instructions. We accept no liability for damages caused by improper installation.



All steering and brake components are safety related items. Therefore all requisite work must be carried out by experienced and qualified personnel only. Depending on the country where your bike is registered, it may be necessary to demonstrate the proper installation and function of this part to the appropriate technical safety authority after installation has been completed, otherwise operational permits may become nullified.

Tip: The motorcycle must be properly supported throughout the installation process. Use a suitable stand to prevent the bike from rolling or falling over. Always protect all parts to ensure that nothing comes in contact with brake fluid.

This kit contains the following components:

- Upper fork bridge with associated fasteners
- Steering stop
- Brake fluid reservoir holder
- Hose for brake fluid reservoir
- Brake lines
- Clutch cable with adjuster
- Fairing spacer kit

Assembly of the fork bridge

Remove the following: Seat, bar end weights, grips, combination switches, tank, left and right fairing panels with plastic covers, brake line(s), handlebars, original upper fork clamp. The electrical connectors need to be unplugged and on ABS models, the brake line needs to be disconnected at the SBS control unit, located under the seat.

Remove the ignition switch from the original fork bridge. To do this, drill a hole in the center of the bolt heads and gradually increase the drill bit size until the bolt head separates.



Attach the ignition switch assembly, spacers and ignition switch ring to the new fork bridge with the supplied screws and torque to 18-21 NM (13-16 ft/lbs)



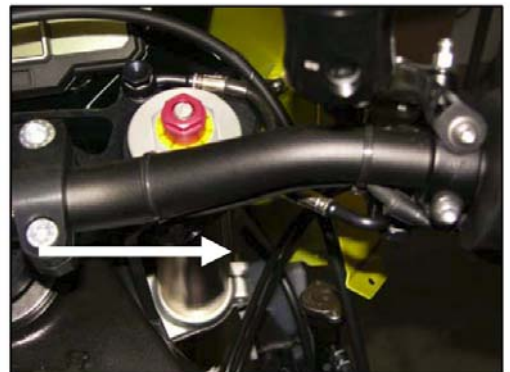
Drill out the inside of the allen bolts so that they can not be removed with a wrench. (anti-theft measure)



Place the aluminum spacer ring onto the steering stem.



Tip: Before installing the Sportego fork bridge, re-route the throttle cable to the front of the fork tube.



Slide the Sportego fork bridge over the steering stem and fork tubes.

Tip: Lightly lift at the front wheel to align if needed.

Install the original steering stem nut and torque to 120NM (88 ft/lb.) Torque the four pinch bolts to 12-14NM (9-10 ft/lb.)

Please Note: Check to make sure the steering lock functions properly before proceeding.



Installation of the upper fairing spacers:

Unscrew the four nuts and remove both mirrors. Remove the rubber pieces from between the bracket and the fairing.

NOTE: Left and right rubbers are different! Note which is which when removing.

NOTE: All fasteners of the main fairing and the headlight need to be loosened.

Press the previously removed rubber pieces into the fairing spacers.

Insert the fairing spacers together with the rubbers between the bracket and fairing.

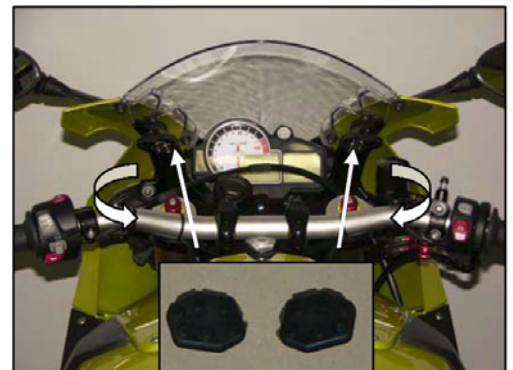
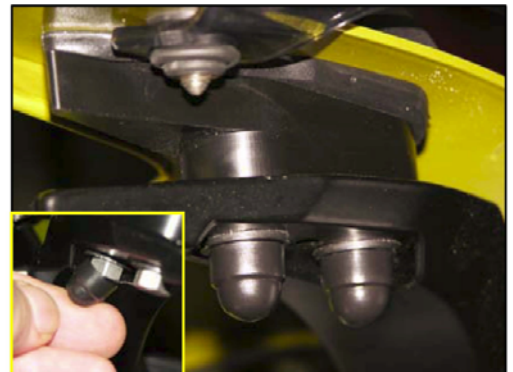
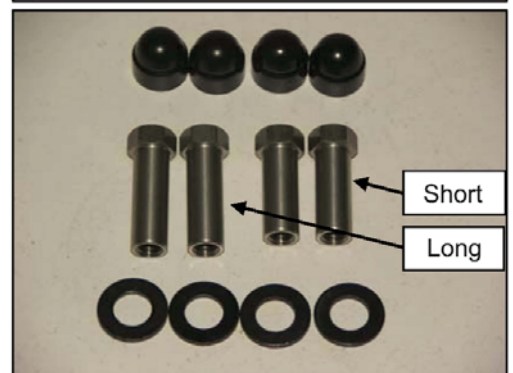
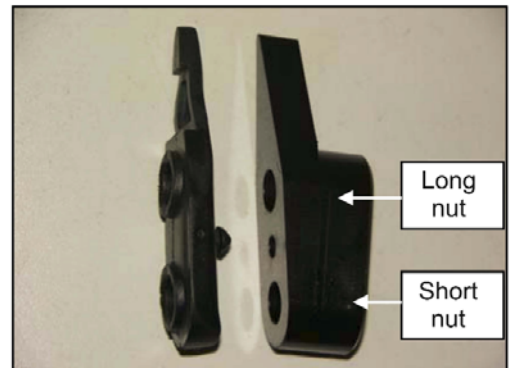
Please note that the special nuts provided for reattachment of the mirrors are different in length. In direction of travel, the short nuts together with a washer belong in front and the long nuts together with a washer, belong in the rear.

All four nuts must be secured with a medium strength thread locking fluid and then torqued from beneath to 10-12NM (8-9 ft/lb.)

Place the plastic caps onto the nuts. Re-tighten all fairing and headlight bolts.

After installing the upper fairing spacers, the forward rubber pieces between bracket and fairing must be removed as they are no longer needed.

Tip: Remove by pulling outward to the side.



Installation of the steering stops:

Remove the lower left and right screws of the air intake.

Steering stops are to be installed, left and right, with components in this order:

Screw, lock washer, steering stop and flat washer.
The screws must be secured with a high strength thread locking fluid before installation!
The stops point forward, in the direction of travel.
Torque to 13-15NM (10-11 ft/lb.)

Installation of the handlebar:

Install the handlebar, evenly spaced, as shown in the image. After installation is complete and the proper handlebar position has been determined, torque the bolts as follows:

M10: 35NM (26 ft/lb)

M8: 25NM (18-19 ft/lb)

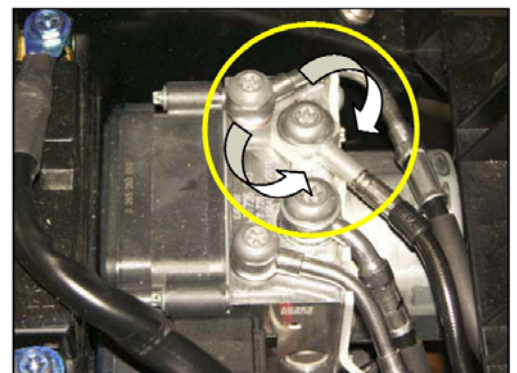
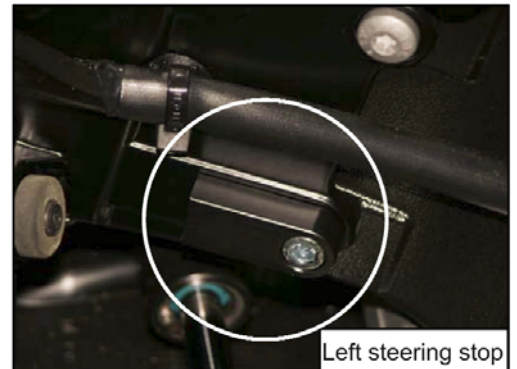
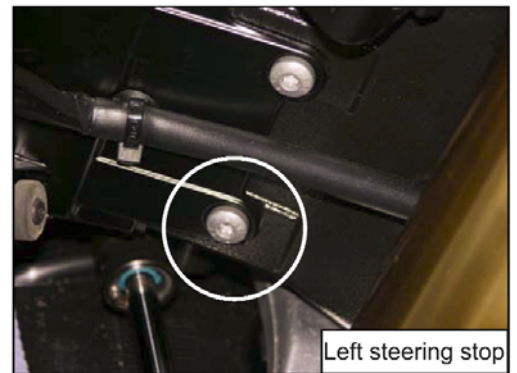
Installation of the brake lines:

Connect the long brake line to the BBS control unit and route it the same way as the original, up to the air filter.

Tip: Removing the air filter and the forward small housing is all that needs to be removed to facilitate the replacement of the brake line. Secure the line with the original banjo bolt, using new crush washers. Tighten to 21NM (15-16 ft/lb.)

Tip: The ends of the brake lines can be turned for alignment purposes if needed.

Past the air filter, the brake line is routed through the frame opening on the right, and between the frame and fork tube. Attach with cable ties.



Attach the lower brake line to the underside of the Sportego fork bridge with the supplied banjo bolt and crush washers. Torque to 18-21NM (13-16 ft/lbs)
Tip: The ends of the brake lines can be turned for alignment purposes if needed.

Installation of the clutch cable

Remove the original clutch cable.

Attach the supplied cable to the clutch end and route the cable under the frame. Drill a hole in the plastic covering (Ø 10-20mm or 7/16"-3/4") in such a way that the cable passes through cleanly and straight up. Attach the clutch lever assembly to the handlebar and attach the cable to the lever. Adjust the freeplay of the clutch cable. The tank and side fairing panels can now be re-installed.

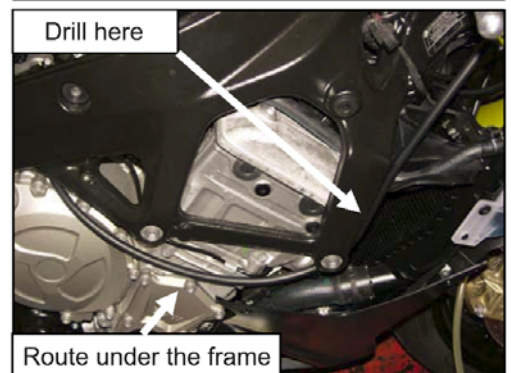
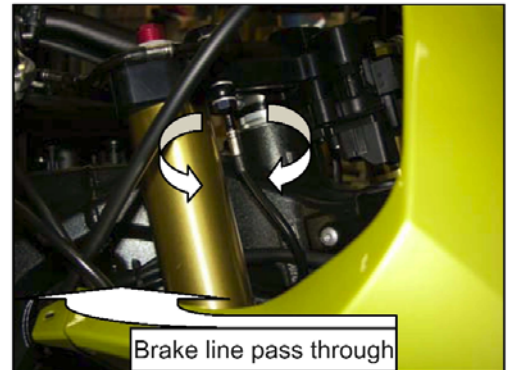
Final assembly

Loosely attach the handlebar controls and grip assemblies.

The throttle cables must be routed differently to avoid bending.

Remove the screw that attaches the radiator and the plastic covering on the upper right of the radiator. Lightly push the radiator and covering forward and pull the throttle cables to the right, out of the guide.

Push the radiator and covering forward to pull the throttle cables out so that they are hanging free and the re-attach the radiator and covering.



Attach the short brake line to the Sportego fork bridge with the supplied banjo bolt, crush rings and route it as shown in the image. Attach to the front brake master cylinder using the original banjo bolt and new crush washers. Attach the original brake fluid reservoir using the supplied bracket, attached to the upper perch of the brake cylinder. The brakes must be bled in accordance with BMW procedures and specifications.



In order to attach the left and right combination switches to the handlebar using the original screws, drill a 3.5mm hole. **IMPORTANT:** Do not drill more than one hole in each end of the handlebar!



Route the electrical wires to the combination switches in front of the fork tubes, and re-connect. Attach to the handlebar with cable ties.



All wires, lines and cables must be positioned and routed such that they do not kink or bind when the steering is moved from lock to lock.



Attach handlebar end weight. Reinstall and attach remaining pieces removed in accordance with BMW specifications.



Final assembly and quality control:

- All fasteners must be torqued to BMW specifications.
- Check brake hydraulics for leaks
- Re-fill hydraulic system with new, high quality brake fluid that meets BMW specifications.
- After completed installation, the bike must be thoroughly test ridden and thereafter, re-check all fasteners for proper tightness.
- Test the function of all electrical components, lights and signals.
- Beware that the seating position has changed from before.
- Do not modify any of the supplied components under any circumstance.

