

bitubo
 RACE SUSPENSION

 QUALITY SYSTEM CERTIFICATED
 UNI EN ISO 9001:2000
 Nr. 50 100 5953

Codice/Code: S 0082 XXZ 31

SUZUKI GSX1300R HAYABUSA

Rev. 00

Mod. ISTR. MONT. XX

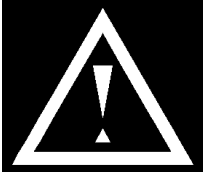
del 15/01/2021

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PRIMA LA TUA SICUREZZA !

ATTENZIONE !



L' Ammortizzatore è un importante componente della Moto e in questo manuale è descritto il metodo corretto per il montaggio di esso.

NOTA BENE: l'Ammortizzatore deve essere installato unicamente presso un'officina specializzata; in caso di dubbi sulle istruzioni qui contenute, Vi preghiamo di contattare subito un tecnico Bitubo.

ATTENZIONE !



Bitubo non potrà essere responsabile di modifiche apportate Prodotto che non sono contenute in questo manuale, e che non sono autorizzate per iscritto. Bitubo inoltre non potrà essere responsabile di una non corretta installazione del Prodotto.

Leggete attentamente questo manuale, per ottenere dall'Ammortizzatore il massimo delle prestazioni e del rendimento.

NOTA BENE: la garanzia dell'Ammortizzatore cessa nel caso in cui venga montato in maniera errata, o modificato, senza l'approvazione scritta da Bitubo.

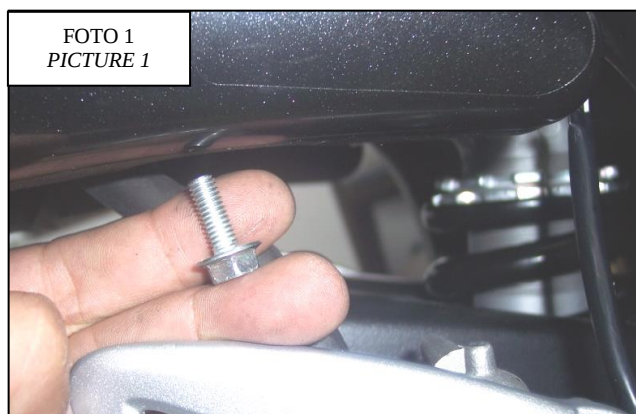
Bitubo non potrà essere responsabile di danni al prodotto o alle persone, in caso le istruzioni contenute in questo manuale non vengano seguite esattamente, o in caso il montaggio dell'Ammortizzatore non venga effettuato presso una officina specializzata, e da personale qualificato.

BITUBO RACCOMANDA

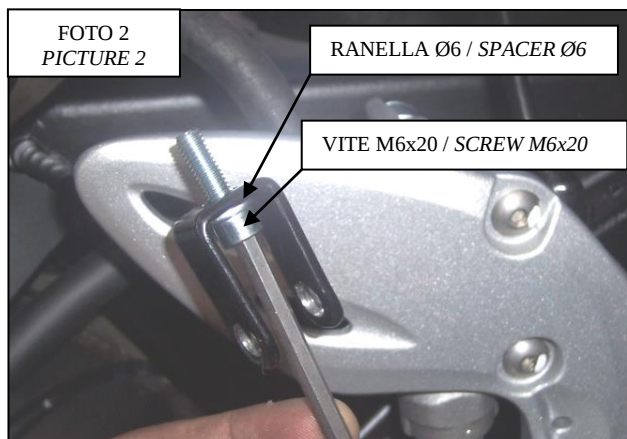

immagini e le indicazioni riportate sono a titolo indicativo; C.d.a. Bitubo si riserva la facoltà apportare qualsiasi modifica o variazione senza alcun preavviso.

ISTRUZIONI DI MONTAGGIO

1. Mettere la moto su appositi supporti idonei a scaricare il peso dall'asse posteriore, mantenendo sollevata la ruota posteriore da terra. Per lo smontaggio e dell'ammortizzatore e dei particolari originali, attenersi alle indicazioni della Casa costruttrice del veicolo (Libretto Uso/Manutenzione – Manuale di Officina).
2. Seguire la procedura di montaggio descritta

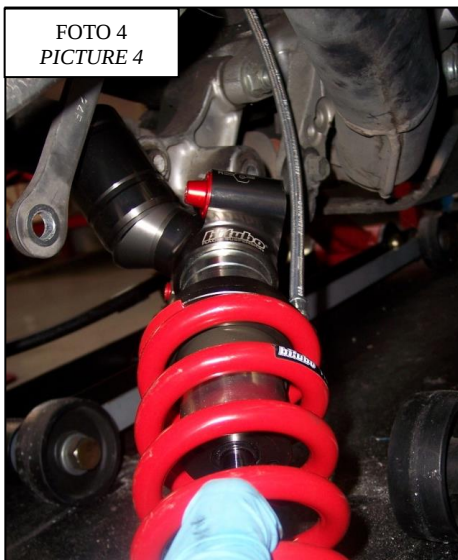


-RIMUOVERE LA VITE ORIGINALE DI FISSAGGIO DEL
SUPPORTO BATTERIA
-REMOVE THE ORIGINAL SCREW THAT FIXES THE BATTERY
SUPPORT



-MONTARE LA STAFFETTA FISSANDOLA CON L'APPOSITA VITE M6x20 E LA RANELLA Ø6, COME DA FOTO 2 E 3, NEL FORO
DELLA VITE ORIGINALE PRECEDENTEMENTE RIMOSSA
-FIT THE CLAMP AND FIX IT WITH THE PROPER M6x20 SCREW AND THE Ø6 WASHER, AS FOR PICTURE 2 AND 3, INSIDE THE HOLE OF
THE ORIGINAL SCREW WHICH HAS TO BE BEFORE REMOVED

FOTO 4
PICTURE 4



-INSERIRE L'AMMORTIZZATORE BITUBO DAL BASSO COME RAPPRESENTATO IN FOTO
-INSERT BITUBO SHOCK DOWNWARDS AS FOR THE PICTURE

FOTO 5
PICTURE 5



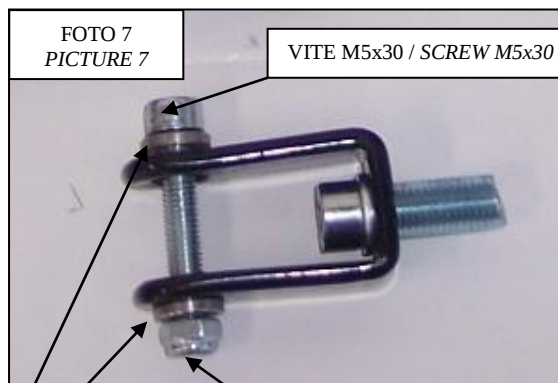
-POSIZIONARE L'AMMORTIZZATORE BITUBO NEGLI ATTACCHI PREVISTI PER L'AMMORTIZZATORE ORIGINALE FACENDO PASSARE IL TUBO FLESSIBILE DEL PRECARICO IDRAULICO COME RAPPRESENTATO (PER IL MOMENTO NON SERRARE GLI ATTACCHI)
-POSITION ON BITUBO SHOCK IN THE ATTACHMENTS OF THE ORIGINAL SHOCK AND TURN THE FLEXIBLE HOSE OF THE HYDRAULIC PRELOAD AS FOR THE PICTURE (DO NOT SCREW THE ATTACHMENTS FOR THE TIME BEING)

FOTO 6
PICTURE 6



-FISSARE IL MANETTINO DI REGOLAZIONE DEL PRECARICO MOLLA SULLA STAFFA PRECEDENTEMENTE MONTATA SULLA MOTO CON LA VITE M5x30, LE DUE RANELLE Ø5 E IL DADO M5 DISPOSTI COME NELLA FOTO 7
-FIX THE ADJUSTMENT KNOB OF THE SPRING PRELOAD TO THE CLAMP WHICH WAS MOUNTED BEFORE ON THE MOTORBIKE WITH THE M5x30 SCREW AS WELL AS THE Ø5 WASHERS AND THE M5 NUT AS FOR PICTURE 7

FOTO 7
PICTURE 7



VITE M5x30 / SCREW M5x30

RANELLE Ø5 / SPACERS Ø5

DADO M5 / NUT M5

3. Appoggiare il veicolo a terra, quindi serrare i bulloni con le coppie di serraggio prescritte dalla Casa costruttrice del veicolo; per rimontare i particolari originali rimossi, attenersi alle indicazioni della Casa costruttrice del veicolo (Libretto Uso/Manutenzione – Manuale di Officina).
4. Verificare che durante il movimento della sospensione l'ammortizzatore non interferisca con alcuna parte del veicolo. In caso contrario allentare il controdado della testina superiore e ruotare opportunamente il corpo dell'ammortizzatore, quindi serrare il controdado.

MOUNTING INSTRUCTION XXZ 31

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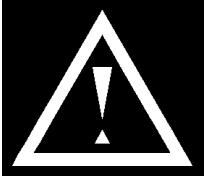
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FIRST YOUR SAFETY !

WARNING !



The rear Shock is an important component of the motorcycle and this manual describes the correct way to assemble it.

NOTE: The Rear Shock must be installed exclusively in a specialised workshop; if you have any doubts regarding these instructions, please contact a Bitubo engineer straight away.

WARNING !



Bitubo cannot be held responsible for any modifications to the Rear Shock not described in this handbook or not authorised in writing. Moreover Bitubo cannot be held responsible for the incorrect installation of shock absorber.

Read this handbook carefully so that you can get the best performance and efficiency out of the Shock absorber.

NOTE: The warranty for the Shock absorber will be invalidated by incorrect installation or modifications carried out without Bitubo's written authorisation.

Bitubo cannot be held responsible for any damages to the product or injuries to people if the instructions of this handbook are not followed to the letter or if the Fork Spring Kit is not fitted in a specialised workshop or by qualified personnel.

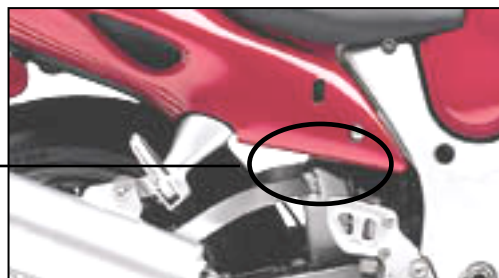
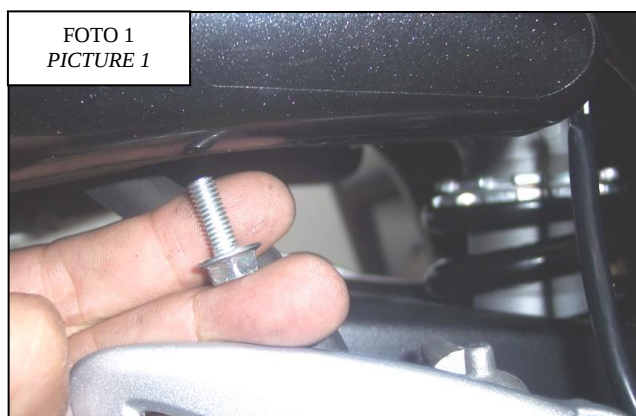
BITUBO RECOMMENDS



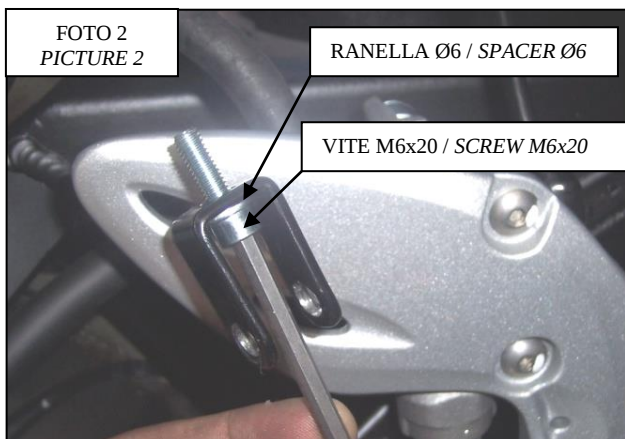
Pictures and notes reported are purely as an indications; C.d.a. Bitubo reserves the faculty to make any modification or changes.

ASSEMBLY INSTRUCTIONS

1. Place the bike on a proper support in order to lift it and the rear swing arm without weight apply on it. For disassembling the original shock and the original part of the motorbike refer to the vehicle constructor indications (Use/Service manual – Machine shop manual).
2. Follow the described mounted procedure

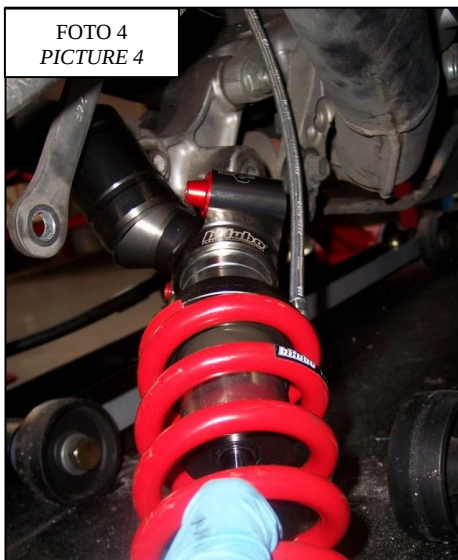


-RIMUOVERE LA VITE ORIGINALE DI FISSAGGIO DEL
SUPPORTO BATTERIA
-REMOVE THE ORIGINAL SCREW THAT FIXES THE BATTERY
SUPPORT



-MONTARE LA STAFFETTA FISSANDOLA CON L'APPOSITA VITE M6x20 E LA RANELLA Ø6, COME DA FOTO 2 E 3, NEL FORO
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-FIT THE CLAMP AND FIX IT WITH THE PROPER M6x20 SCREW AND THE Ø6 WASHER, AS FOR PICTURE 2 AND 3, INSIDE THE HOLE OF
THE ORIGINAL SCREW WHICH HAS TO BE BEFORE REMOVED

FOTO 4
PICTURE 4



-INSERIRE L'AMMORTIZZATORE
BITUBO DAL BASSO COME
RAPPRESENTATO IN FOTO
-INSERT BITUBO SHOCK DOWNWARDS AS
FOR THE PICTURE

FOTO 5
PICTURE 5



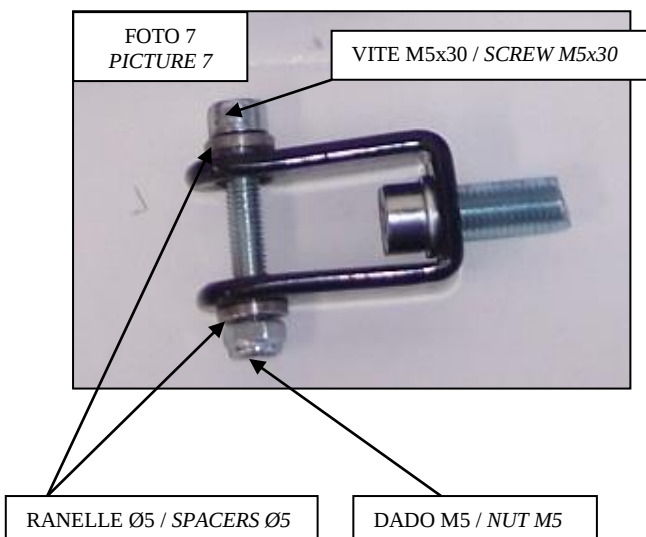
-POSIZIONARE L'AMMORTIZZATORE BITUBO NEGLI
ATTACCHI PREVISTI PER L'AMMORTIZZATORE
ORIGINALE FACENDO PASSARE IL TUBO FLESSIBILE DEL
PRECARICO IDRAULICO COME RAPPRESENTATO
(PER IL MOMENTO NON SERRARE GLI ATTACCHI)
-POSITION ON BITUBO SHOCK IN THE ATTACHMENTS OF
THE ORIGINAL SHOCK AND TURN THE FLEXIBLE HOSE OF
THE HYDRAULIC PRELOAD AS FOR THE PICTURE (DO NOT
SCREW THE ATTACHMENTS FOR THE TIME BEING)

FOTO 6
PICTURE 6



-FISSARE IL MANETTINO DI REGOLAZIONE DEL
PRECARICO MOLLA SULLA STAFFA PRECEDENTEMENTE
MONTATA SULLA MOTO CON LA VITE M5x30, LE DUE
RANELLE Ø5 E IL DADO M5 DISPOSTI COME NELLA FOTO 7
-FIX THE ADJUSTMENT KNOB OF THE SPRING PRELOAD TO
THE CLAMP WHICH WAS MOUNTED BEFORE ON THE
MOTORBIKE WITH THE M5x30 SCREW AS WELL AS THE Ø5
WASHERS AND THE M5 NUT AS FOR PICTURE 7

FOTO 7
PICTURE 7



VITE M5x30 / SCREW M5x30

RANELLE Ø5 / SPACERS Ø5

DADO M5 / NUT M5

3. Put down the vehicle and tighten the bolts with the torque forces advised by the vehicle constructor.
4. Check that during the shock damping it does not interfere with any part of the bike. Otherwise unscrewing the lock nut of the upper head shock and turn properly the body of shock absorber, after screw the lock nut.

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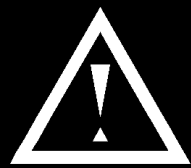
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IHRE SICHERHEIT GEHT VOR!

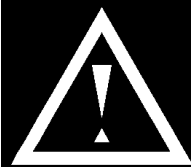
WARNING !



Das Federbein ist eine wichtige Komponente des Motorrads und diese Anleitung beschreibt wie das Federbein richtig eingebaut wird.

ANMERKUNG: Das Federbein darf ausschließlich in Spezialwerkstätten eingebaut werden; sollten sie irgendwelche Zweifel bezüglich dieser Anleitung haben, kontaktieren Sie bitte einen Bitubo Techniker.

WARNING !



Bitubo kann für Modifikationen des Federbeins, die nicht in dieser Anleitung oder nicht schriftlich zugelassen wurden, nicht in Haftung genommen werden. Ferner kann Bitubo nicht für unsachgemäßen Einbau des Federbeins in Haftung genommen werden.

Lesen Sie diese Anleitung aufmerksam durch um die beste Performance und die maximale Leistung aus dem Federbein herauszuholen.

ANMERKUNG:

Die Garantie für das Federbein verfällt bei unsachgemäßem Einbau oder Modifizierung ohne eine schriftliche Genehmigung von Bitubo.

Bitubo kann nicht für Schäden am Produkt oder Verletzungen von Personen verantwortlich gemacht werden, wenn die Instruktionen in dieser Anleitung nicht detailliert befolgt werden oder das Gabelfeder Set nicht in einer Spezialwerkstatt oder von qualifiziertem Personal eingebaut wird.

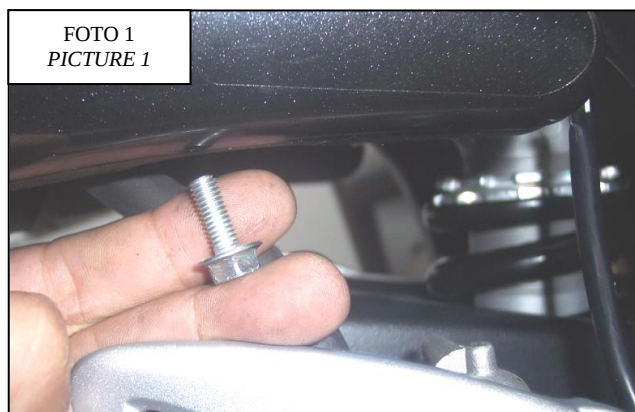
BITUBO EMPFIEHLT



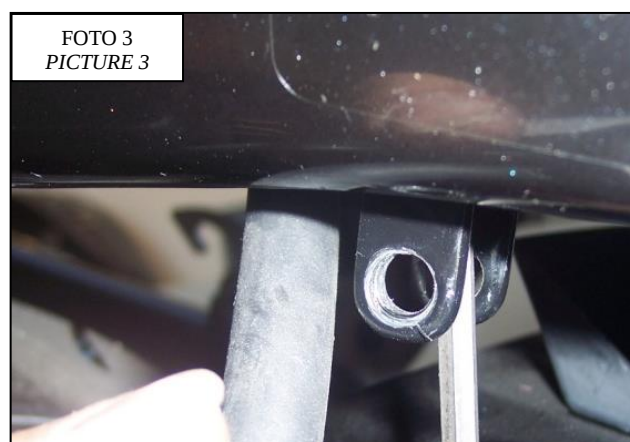
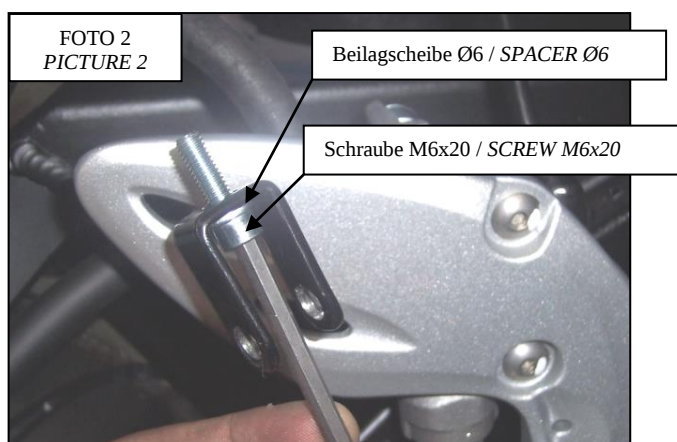
Bilder und Anmerkungen sind nur als Hinweise zu verstehen; C.d.a. Bitubo behält sich das Recht vor Modifikationen und Änderungen vorzunehmen.

EINBAUANLEITUNG

1. Stellen Sie das Motorrad sicher auf einen Montageständer oder ein geeignete Vorrichtung um das Hinterrad anzuheben und die hintere Schwinge komplett zu entlasten. Ziehen Sie zum Ausbau des original Federbeins die Bedienungsanleitung des Fahrzeugherstellers zu Rate.
2. Befolgen Sie die folgenden Schritte:

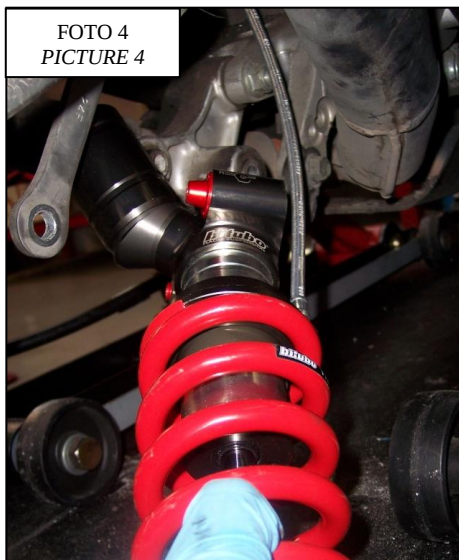


- LÖSEN SIE DIE ORIGINALSCHRAUBE, DIE DAS
BATTERIEFACH FIXIERT
-REMOVE THE ORIGINAL SCREW THAT FIXES THE BATTERY
SUPPORT



-- IN DIESES LOCH NUN DEN HALTEBÜGEL MIT DER M6X20SCHRAUBE UND DER Ø6 DISTANZSCHEIBE MONTIEREN, WIE IN BILD 2 UND 3 GEZEIGT.
-FIT THE CLAMP AND FIX IT WITH THE PROPER M6x20 SCREW AND THE Ø6 WASHER, AS FOR PICTURE 2 AND 3, INSIDE THE HOLE OF THE ORIGINAL SCREW WHICH HAS TO BE BEFORE REMOVED

FOTO 4
PICTURE 4



-WIE IM BILD GEZEIGT DAS BITUBO
FEDERBEIN VON UNTEN POSITIONIEREN
-INSERT BITUBO SHOCK DOWNWARDS AS
FOR THE PICTURE

FOTO 5
PICTURE 5



-DAS BITUBO FEDERBEIN IN DEN AUFNAHMEN DES
ORIGINALFEDERBEINS POSITIONIEREN UND DEN
FLEXIBLEN SCHLAUCH DER HYDRAULISCHEN
FEDERVORSPANNUNG WIE IM BILD DREHEN (DIE
HALTERUNG MOMENTAN NOCH NICHT FESTZIEHEN)
-POSITION ON BITUBO SHOCK IN THE ATTACHMENTS OF
THE ORIGINAL SHOCK AND TURN THE FLEXIBLE HOSE OF
THE HYDRAULIC PRELOAD AS FOR THE PICTURE (DO NOT
SCREW THE ATTACHMENTS FOR THE TIME BEING)

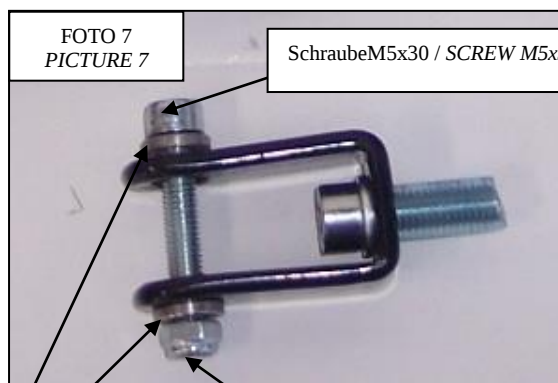
FOTO 6
PICTURE 6



--DEN EINSTELLKNOPF DER HYDR. FEDERVORSPANNUNG
AN DEM HALTEBÜGEL BEFESTIGEN, DER ZUVOR MIT DER
M5X30 SCHRAUBE UND DER Ø5 DISTANZSCHEIBE UND DER
M5MUTTER AM MOTORRAD ANGEBRACHT WURDEN WIE IN
FOTO 7 DARGESTELLT.

-FIX THE ADJUSTMENT KNOB OF THE SPRING PRELOAD TO
THE CLAMP WHICH WAS MOUNTED BEFORE ON THE

FOTO 7
PICTURE 7



Schraube M5x30 / SCREW M5x30

Distanzscheibe Ø5 / SPACERS Ø5

Mutter M5 / NUT M5

3. Nehmen Sie das Fahrzeug vom Montageständer und ziehen Sie die Schrauben mit dem vom Fahrzeughersteller empfohlenen Drehmoment an.
4. Stellen Sie sicher, dass das Federbein beim Dämpfen nicht mit anderen Teilen des Fahrzeugs in Berührung kommt. Ist dies doch der Fall, lockern Sie die Kontermutter am oberen Teil des Federbeins und drehen sie dieses. Anschließend die Kontermutter wieder anziehen.

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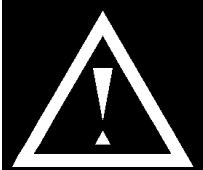
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LA SECURITE AVANT TOUT!

ATTENZIONE !



L'amortisseur est un composant fondamental de la moto. Ce manuel décrit le montage correct de l'amortisseur Bitubo XXF 11/31.

AVERTISSEMENT : l'amortisseur doit être assemblé uniquement par un professionnel. En cas de doute, veuillez consulter un technicien Bitubo

ATTENZIONE !



Bitubo ne pourra être tenu responsable de toute modification apportée au produit qui n'est pas décrite dans ce manuel, ou n'a pas été autorisée par écrit. Bitubo ne pourra être tenu responsable d'un montage incorrect de l'amortisseur.

Lisez attentivement ce manuel pour profiter au mieux du rendement de l'amortisseur.

NOTE: la garantie de l'amortisseur cesse en cas de montage incorrect et/ou de modifications apportées sans approbation écrite de Bitubo.

Bitubo ne pourra être tenu responsable des dommages au produit et/ou aux personnes si les instructions de montage n'ont pas été suivies exactement, ou si le montage n'a pas été effectué dans un garage spécialisé par un personnel qualifié.

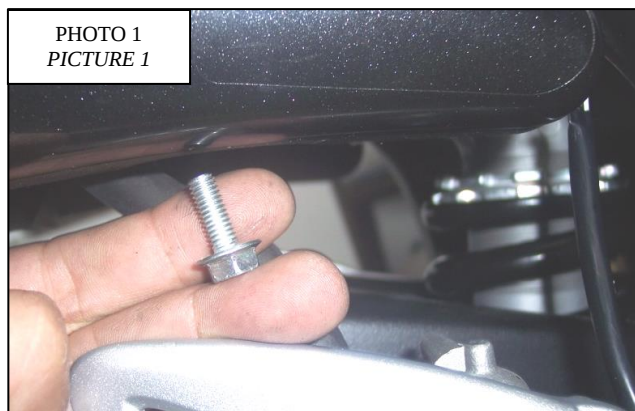
BITUBO RECOMMANDE



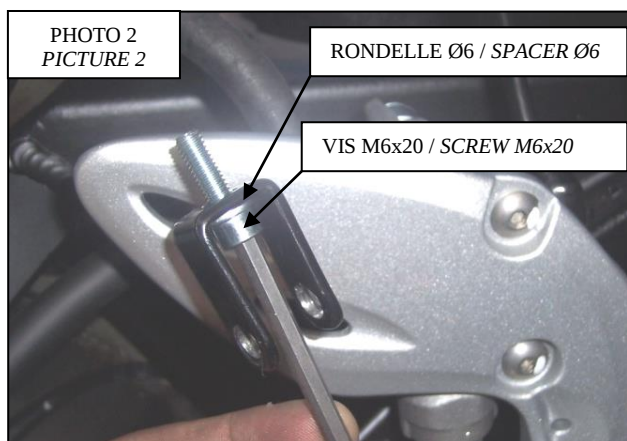
es et les indications sont indicatives; C.d.a. Bitubo se réserve le droit de modifier ce manuel sans préavis.

INSTRUCTIONS DE MONTAGE

1. Placer un support sous la moto afin de délester la roue arrière et le bras oscillant.
Pour retirer l'amortisseur d'origine, veuillez suivre les instructions fournies par le constructeur (manuel d'entretien).
2. Suivez les instructions ci-dessous :

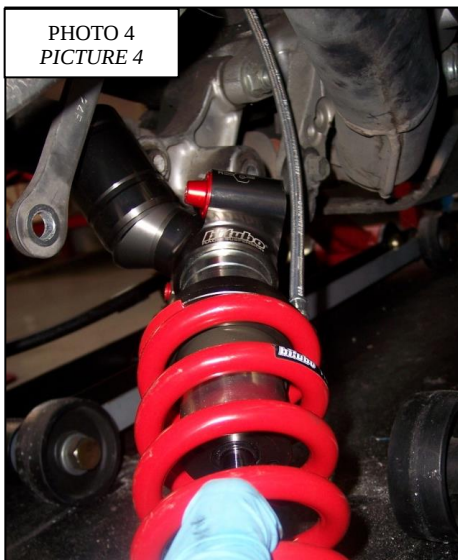


-DEVISSEZ LA VIS DE FIXATION DU SUPPORT DE LA BATTERIE
-REMOVE THE ORIGINAL SCREW THAT FIXES THE BATTERY SUPPORT



-FIXEZ L'ETRIER SUR LE TROU DE LA VIS AVEC LA VIS DE FIXATION DU SUPPORT DE LA BATTERIE M6x20 ET LA RONDELLE Ø6, SELON LES PHOTOS 2 E 3
-FIT THE CLAMP AND FIX IT WITH THE PROPER M6x20 SCREW AND THE Ø6 WASHER, AS FOR PICTURE 2 AND 3, INSIDE THE HOLE OF THE ORIGINAL SCREW WHICH HAS TO BE BEFORE REMOVED

PHOTO 4
PICTURE 4



-INSEREZ L'AMORTISSEUR BITUBO
COMME INDIQUE SUR LA PHOTO
-INSERT BITUBO SHOCK DOWNWARDS AS
FOR THE PICTURE

PHOTO 5
PICTURE 5



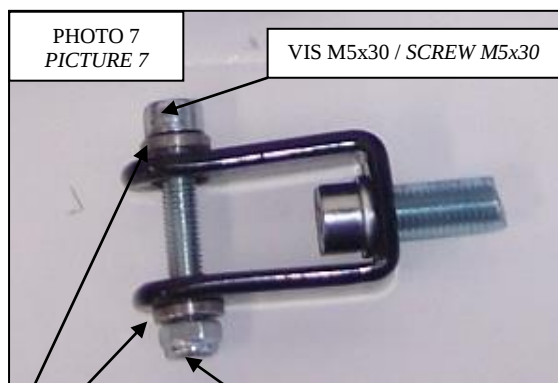
-POSITIONNEZ L'AMORTISSEUR BITUBO DANS LES
ATTACHES D'ORIGINE. POSITIONNEZ LE TUBE
FLEXIBLE DE LA COMMANDE DE LA PRECONTRAINTE
COMME INDIQUE
(NE SERREZ PAS ENCORE COMPLETEMENT L'ECROU)
-POSITION ON BITUBO SHOCK IN THE ATTACHMENTS OF
THE ORIGINAL SHOCK AND TURN THE FLEXIBLE HOSE OF
THE HYDRAULIC PRELOAD AS FOR THE PICTURE (DO NOT
SCREW THE ATTACHMENTS FOR THE TIME BEING)

PHOTO 6
PICTURE 6



-FIXEZ LA COMMANDE DE LA PRECONTRAINTE SUR
L'ETRIER PREASSEMBLE SUR LA MOTO AVEC LA VIS
M5x30, LES RONDELLES Ø5 ET L'ECROU M5 COMME
INDIQUE SUR LA PHOTO 7
-FIX THE ADJUSTMENT KNOB OF THE SPRING PRELOAD TO
THE CLAMP WHICH WAS MOUNTED BEFORE ON THE
MOTORBIKE WITH THE M5x30 SCREW AS WELL AS THE Ø5
WASHERS AND THE M5 NUT AS FOR PICTURE 7

PHOTO 7
PICTURE 7



VIS M5x30 / SCREW M5x30

RONDELLE Ø5 / SPACERS

ECROU M5 / NUT M5

3. Reposez la moto et serrez les écrous selon les couples de serrage indiqués par le constructeur. Pour remonter les parties d'origine, veuillez suivre les instructions fournies par le constructeur (Manuel d'entretien).
4. Vérifiez que l'amortisseur ne soit en contact avec aucun composant du véhicule. Si le mouvement n'est pas correct, desserrez l'écrou supérieur et contrôlez la position de l'amortisseur. Puis, serrez à nouveau l'écrou.