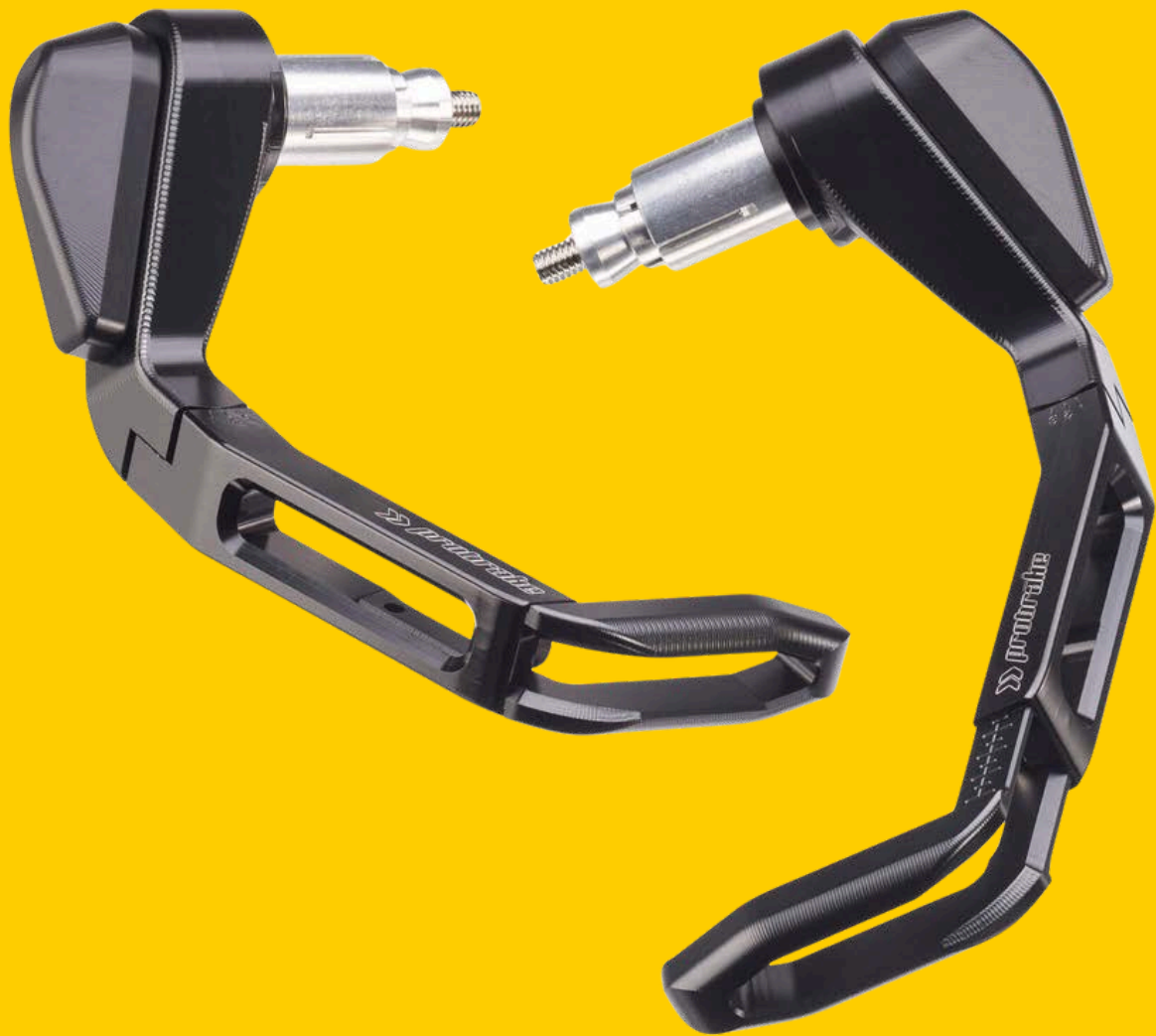




Installation Manual

Lever Guards



probrake.de

General Safety Instructions for Installing probrake lever guards



Installing lever guards requires technical understanding and solid mechanical skills. Improper installation can lead to serious accidents and damage to the motorcycle. Please observe the following safety instructions:

Before Installation

- Tools: Use only the recommended, appropriate tools.
- Know-how: Perform the installation only if you have sufficient knowledge.
- Questions or issues: Contact a workshop with appropriately qualified personnel.
- Stability: Secure the motorcycle on a paddock/maintenance stand so it is stable.
- Read first: Read this manual carefully and completely before starting.

During Installation

- Torque: Tighten all screws to the specified torque values.
- Inspect parts: Check all components for damage before installing.
- No force: Work precisely and never force components.

After Installation

- Safety check: Verify the secure fit of all screws and components.
- Steering movement: Full steering lock must be smooth and unobstructed.
- Geometry: Align the lever guards correctly and avoid any tension.
- Test ride: Perform a careful test ride and watch for irregularities

General Notes

- For questions or problems, contact a workshop with appropriately qualified personnel.
- Replace damaged parts immediately; otherwise proper function cannot be guaranteed. Any manipulation such as welding, soldering, bending, or drilling the lever guards is prohibited.
- probrake GmbH assumes no liability or warranty for any damage resulting from combinations with accessories not tested by probrake, from improper installation, or from insufficient maintenance.

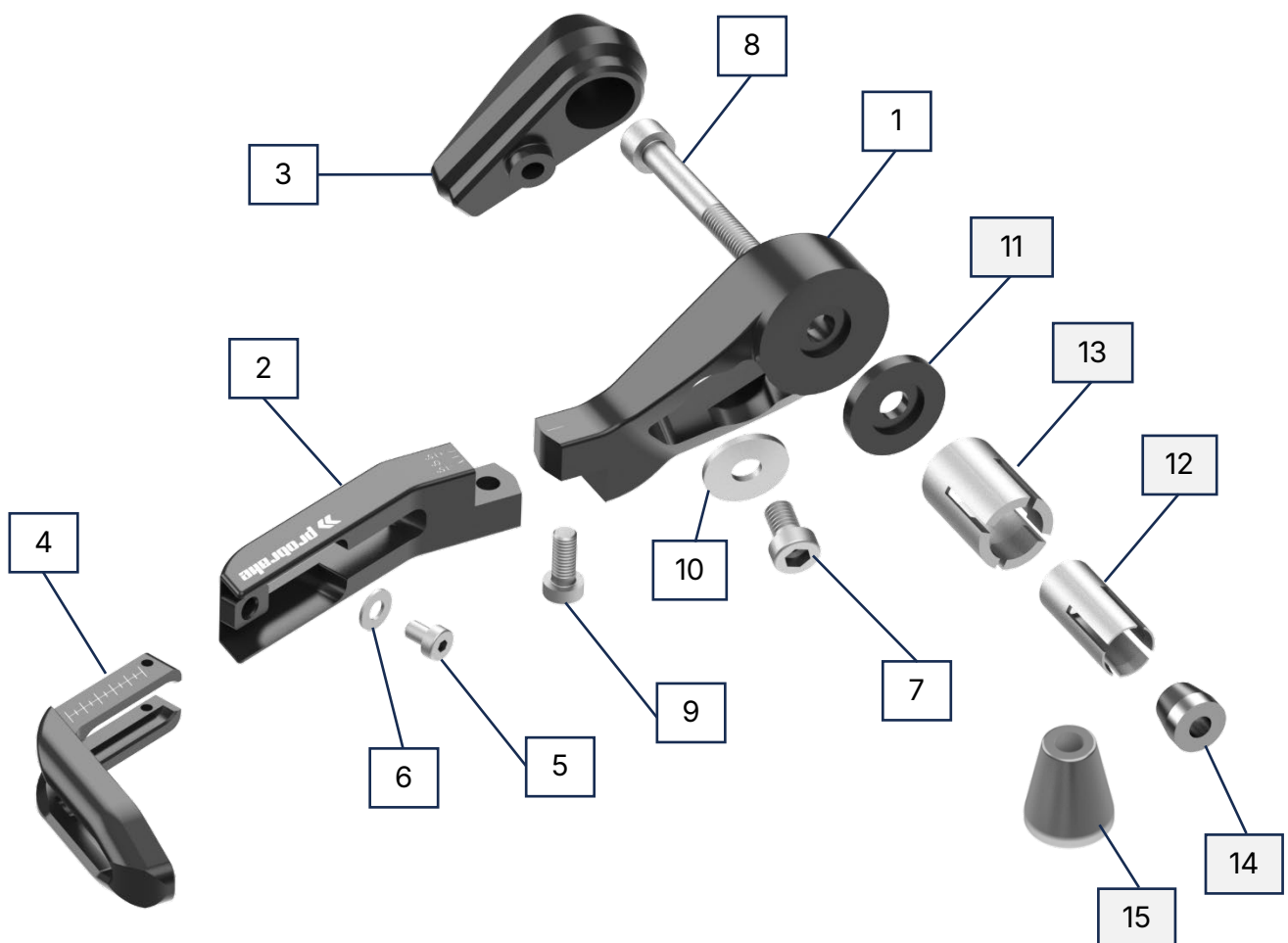


ABE – General Operating Permit (Germany)


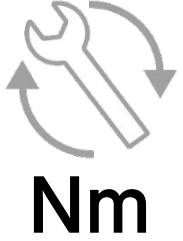
- The ABE (General Operating Permit) must always be carried with the vehicle in Germany.
- Observe all notes, information, and stipulations in the ABE.
- The ABE is valid only for the listed models and only if all stipulations are observed.
- For vehicles not listed, an entry in the registration documents is required.
- Outside Germany, different legal regulations may apply.

Scope of Delivery (per side)

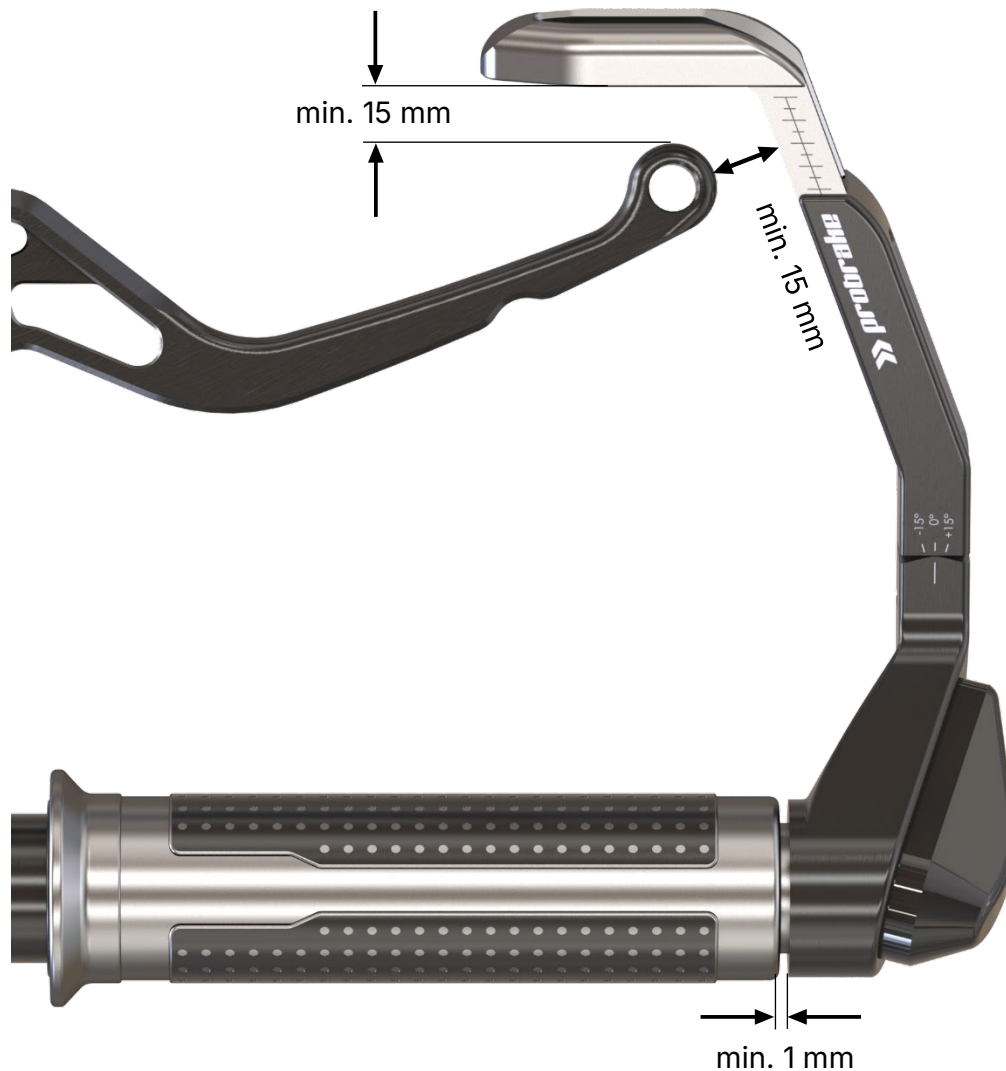
1. Lever guard mount (L & R)
2. Lever guard arm (L & R)
3. Lever guard pad (optional)
4. Lever guard extension
5. Cylinder screw M4×6, DIN 6912
6. Washer Ø 4.3, DIN 125
7. Cylinder screw M6×10, DIN 6912 (with pad set, optional)
8. Socket head cap screw M6×50, DIN 912
9. Cylinder screw M5×12, DIN 6912
10. Washer 6.4×18 mm (with pad set, optional)
11. Spacer 4 mm (may be omitted when using LGA adapters)
12. Expansion sleeve 12-15 mm (omit with LGA adapter)
13. Expansion sleeve 17-21 mm (omit with LGA adapter)
14. Cone, small (omit with LGA adapter)
15. Cone, large (omit with LGA adapter)



Installation Notes – probrake Lever Guards

	<p>Preparation</p> <ul style="list-style-type: none">• Park the motorcycle securely.• Lay out tools within easy reach. <p>Mounting the probrake LEVER GUARD</p> <ul style="list-style-type: none">• Pre-assemble the lever guard according to the illustration.• Remove the OEM bar-end weights (bar ends). Follow the vehicle owner's/service manual if necessary.• Select the correct expansion sleeves (universal) to match the inner handlebar diameter. For larger diameters, place sleeve (13) over sleeve (12).• If included, install vehicle-specific LGA adapters at the handlebar ends; in this case, do not use the expansion sleeves or cones.• Install the lever guard so the throttle moves freely with at least 1 mm clearance and returns to idle on it's own.• Secure all screw connections with liquid threadlocker.• Bar-end mirrors: Separate adapters are available if mirror installation is desired. <p>General Mounting Notes</p> <ul style="list-style-type: none">• The grip area for control operation must not be restricted or narrowed.• The handlebar must move freely; lever guards must not contact the fairing or tank.• Controls must remain fully accessible.• Correctly align front master cylinder and reservoir.• Perform functional checks of brake, clutch, throttle, lighting, and horn.• Clamping surfaces must be free of oil and lubricants.• Observe the stipulations of the operating permit (ABE).• After the test ride, re-check all screws, lines and moving parts.
	<p>The following must be observed during installation</p> <ul style="list-style-type: none">• Central screws (8): tighten to 10 Nm.• Angle-adjustment screws (9): tighten to 6 Nm.• Length-adjustment screws (5): tighten to 3 Nm.• Pad screws (7): tighten per the pad kit specification.• Use threadlocker on all screw connections

Mounting Position / Adjustment



- Choose the lever guard settings (angle, rotation, length, and distance to the lever) so they never contact the brake or clutch lever and a minimum clearance of 15 mm is maintained in all positions.
- To change the length, loosen the M4 countersunk screw (6) on the inside.
- To change the angle (outward or toward the vehicle), loosen the M5 cylinder screw (9) on the underside of the guard.
- The lever guard pad (3) is optional; tighten screw (7) hand-tight with feel.
- Use threadlocker on all screw connections

Mounting Kits (LGA)

LGA01 	LGA02 	LGA03 	LGA04
LGA05 	LGA06 	LGA07 	LGA08
LGA09 	LGA10 	LGA11 	LGA12
LGA13 	LGA14 	LGA15 	LGA16
LGA18 	LGA19 	LGA20 	LGA21
LGA22 	LGA23 	LGA24 	

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