S1000RR K67 Window Link Kit Safety Notice

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NOTE TO INSTALLER: Failure to properly understand the installation and adjustment modifications listed below WILL result in damage to the motorcycle and potentially lead to a dangerous situation!

NOTE TO RIDER: The suspension geometry of the S1000RR (K67) is extremely sensitive to changes, modifications, and adjustments. Add to this the almost impossible task of viewing the necessary chassis modifications after the bike is lowered, and you have a potential recipe for disaster. It is the RIDERS RESPONSIBILITY to assess if the bike is safe to operate because it's THE RIDERS LIFE on the line if the bike is not safe.

The installation and continued safe use of this Window Link requires:

A. Proper and complete installation following the supplied instructions.
The voltage regulator, main fuse, and fuse box must be relocated. The battery tray must be modified for use with ANY link configuration that LOWERS THE BIKE AT ALL!

B. Collision/obstruction-free link adjustment and continuous monitoring and maintenance of proper adjustment.
ANY contact between suspension components and bodywork/chassis that obstructs the swingarm travel whatsoever will eventually lead to failure. Regardless of how minor the contact may seem, thousands of repetitive impact cycles will ultimately lead to link failure.

Failure to perform the steps in A. completely and monitor the adjustments listed in B. continuously can lead to link failure, loss of control, injury, and even death.

Scenarios for consideration:

- The window link is properly installed and adjusted on a brand-new bike. After riding the shock/suspension has broken-in, become softer and the previous confirmed/known good adjustment is now lost.
- The K67 utilizes Dynamic Damping Control (DDC) to adjust the suspension via rider modes and settings. Setting the link adjustment properly in one rider mode may still lead to clearance issues in other modes.
- Your mechanic installs and adjusts your link perfectly, but the above issues create clearance issues down the road. DO NOT OPERATE YOUR BIKE until proper clearance is restored. (See note to rider above)

- Your bike wheelies too much, so you lower the bike to compensate… is it worth potentially creating a dangerous situation to solve this problem? Please call Brock's Performance Customer Service for additional performance and chassis tuning ideas before resorting to such dangerous methods.

Proper adjustment and continuous maintenance over time is critical to the success of this product.

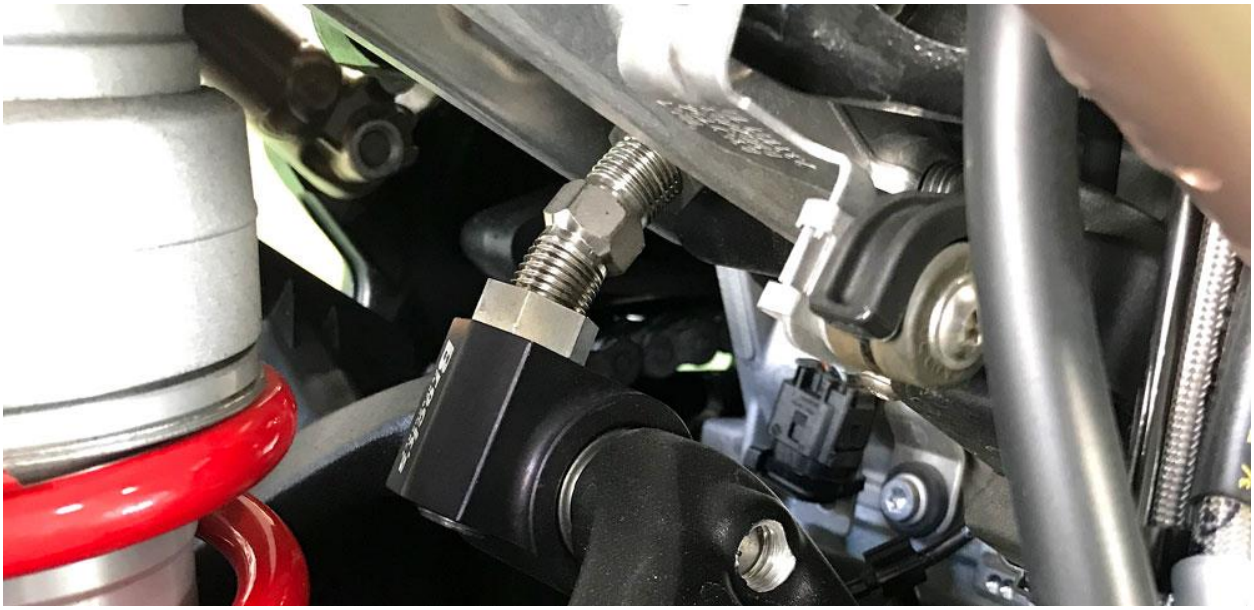
Limited Warranty & Liability Disclaimer:

Brock Davidson Enterprises, Inc. does unconditionally warrant that its parts be free from defects in materials and workmanship prior to installation. However, Brock Davidson Enterprises, Inc. does not make any warranties expressed or implied including without limitation, warrant to fitness, or merchantability of any of our products for particular use or purpose including extreme stress applications to which the products may be subjected. All products are for competition use only. Any other use may violate the law. Not all parts are certified for highway use. Check your local and state laws. Brock Davidson Enterprises, Inc. disclaims any and all liability for consequential or incidental damages. If you are a motorcycle dealer in California, please click here for emission laws.

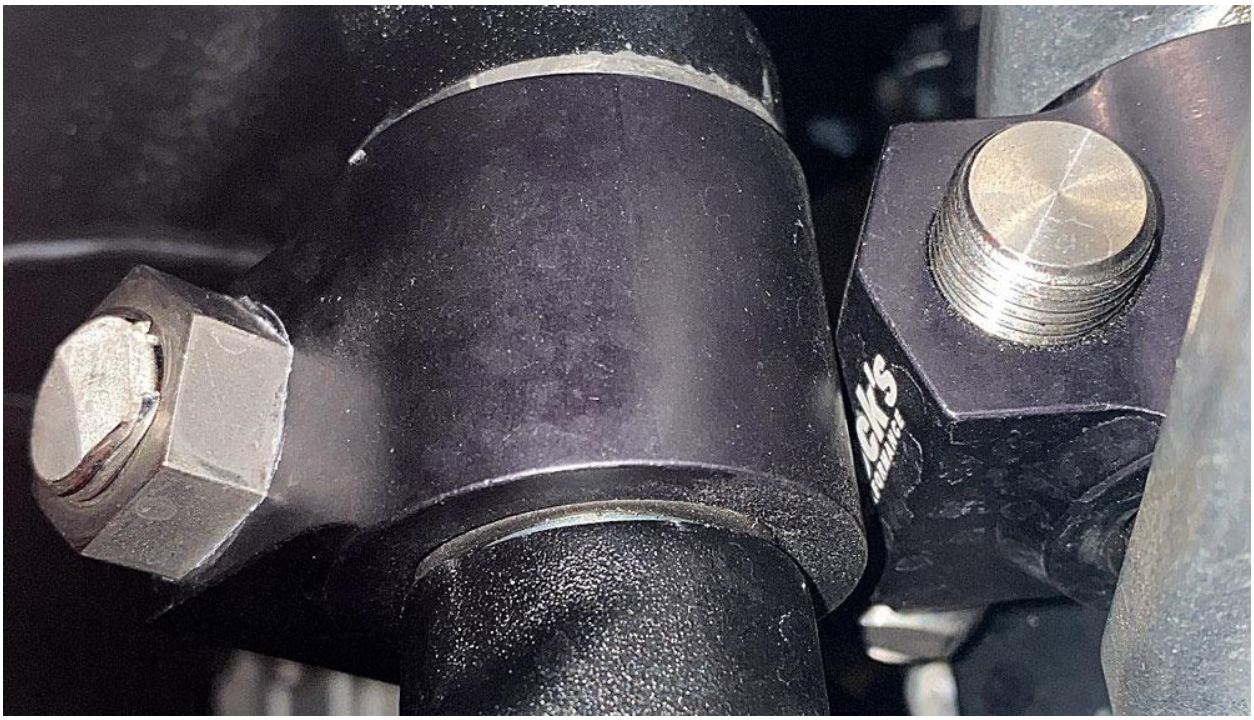
Failure to properly complete the required modifications **WILL result in damage to your motorcycle and could lead to a dangerous situation!**

For Example:

The customer improperly performed the battery tray modification. Insufficient clearance between the shock reservoir and rear fender led to link rod failure.



Improper battery tray modification and resulting repeated collisions eventually lead to a bent adjustment rod. If your link rod shows signs if bending DO NOT OPERATE THE BIKE! Find and repair the issue causing the problem and replace the link rod.



Extreme case of improper battery tray modification and resulting repeated collisions leading to complete adjustment rod failure.

Failure to relocate the voltage regulator resulted in component damage as well as a failed link rod.

Extreme case of improper adjustment leading to inner fender damage. Inner fender damage, regardless of how minor, is a TALE-TALE sign of an improperly adjusted link. If your inner fender shows signs of the tire melting the plastic or rubbing a hole through — DO NOT OPERATE THE BIKE! Inspect the link rod and replace, if required and readjust the link to obtain more clearance. A simple piece of black duct tape over the previous damage will help determine if clearance issues are resolved.

Extreme case of improper adjustment leading to a destroyed inner fender and severely damaged rear fender as well as a snapped link rod and corresponding broken oil pan with lower fairing damage. This situation got way out of hand (and very expensive to repair) due to negligent inspection and lack of action to correct the problem. See Rider Note Above.

When properly installed, inspected, and maintained this Window Link functions without issue.

The supplied installation and modification instructions MUST BE FOLLOWED!