

» 2011



Making good bikes perfect





Making good bikes perfect!

Manufacturing high class accessories for today's sophisticated motorcycles is pure passion at LSL. Our engineers listen carefully to the demands of customers for well-fitting and perfectly finished motorcycle hardware. LSL parts are designed to offer you not only outstanding looks but perfect technical function, thereby enabling you to modify your bike to suit your individual ergonomic and style criteria.

Take some time to browse through this catalogue and explore the opportunities LSL offers. This catalogue might also inspire you to customise your own motorcycle and create a perfect bike, as individual as you are – which turns every ride into a great experience.

Making good bikes perfect is our target.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'J. Schmitz-Linkweiler'. The signature is stylized and written over a white background.

Jochen Schmitz-Linkweiler

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Warning Advice!

If you see this sign, it is advised you need a trained motorcycle mechanic to install the product! All parts that come from your national distributor with the separate advice "For racing use only" are not designed for use on public road.

» About LSL



Jochen Schmitz-Linkweiler

Direktor

Passion and expertise are the basis for the creation of exceptional quality. LSL is a team of passionate specialists, fully committed to the design and development of high quality motorcycle parts, providing only the best ergonomics for riders.

LSL products and accessories are developed and designed in our own factory. Jochen Schmitz-Linkweiler, founder and head of the company, leads the LSL-Team in the product development and creation of new ideas for tomorrows new products. Carefully selected manufacturing plants at various locations in Germany turn the ideas into individual products, which are then meticulously measured and assembled at LSL-Headquarters in Krefeld, prior to being sent to customers around the world.



LSL is a small company, thus networking is essential to maintain a top quality product incorporating the latest technology. This is achieved by a close cooperation with the laboratories of the TÜV Rheinland and by defining our own sophisticated profiles and product requirements. This claim is substantiated through the official seal of approval "TÜV.com" for LSL-Products.

Cooperating only with the best makers LSL guarantees both the quality and exclusivity of its products in the global market.

LSL supports professional racing teams, keeping close personal contact, analysing and transforming race experience into new, innovative products to be introduced into the extensive range of high quality LSL parts.

Our customers valued opinion is very important to us and we take pride in maintaining a close customer relationship, exchanging information and product feedback to mutual benefit. LSL regard their customers as being the benchmark for the immaculate quality and function of their products.

As the complexity of technology requires a high level of training, we strongly believe in training and skills education. This incorporates our partners and distributors, who are also able to address your LSL product related enquiries.

Despite todays hectic business world and global growth LSL grows slowly, developing and launching one part after another. We simply take the time that is needed to make quality products. Without growth pressure from external or institutional investors, LSL, as a privately owned company, will continue this successful pattern.

Besides modern technology, our work is about people. People at LSL enjoy their work and enjoy riding with LSL products. Respect for each other has always been the basis and will remain a fundamental principle for the future.

LSL want to thank you for your support and belief in our product philosophy. This enables us to deliver our principles in the specialist niche of motorcycle technology.



LSL Works, Summer 2010



Mike Neeves on MCN Testride



» LSL Race Involvement



Endurance races are the most demanding races for both parts and riders. LSL starts off its fourth year with the **PS-LSL** team to compete in the "Open" class at the Endurance championship in Oschersleben.

Beside the sportman's success, the experience and constant flow of feedback with the bike mechanics is of great importance for the development of LSL performance.



Working closely together with racing teams is an important part of LSL research and development. For many years we have supported and taken care of leading teams. From this work we derive decisive information for the development of LSL accessories.



The winning of the German championship in 2008 by Arne Tode with the G-Lab Team is impressive proof of this work.



Kalex Testride

LSL Motorradtechnik has supported the German Street Triple Cup for years.



» Custom Bikes

Every year LSL creates a demanding project bike. These special bikes show what is possible in customising.

The oldest record in the German "MOTORRAD"-catalogue, the bible of all catalogues, dates from 1985. At this time LSL was the first to put an Enduro on street wheels in Germany. Called the "High-Heeler" it formed a category taken up years later under the Supermoto title.



Today, the ER-6 Urban X, gives the rider the performance of a lighter two-cylinder (185 kilos), with upgrated 86 horsepower.



Since 1994, when LSL developed a Cafe Racer from the Sportster we have continued to create Cafe Racer products for bikes like the W 650 and the Thruxton. LSL offers a large range of parts giving great potential for customising and presents a special website for this range at clubman.de.





2010 – TL-675 Warbird



Another concept is the Superbike custom developed first on a Kawasaki GPZ 900R in 1987 and followed by conversion kits for the world's Supersports every year.

The German magazine MOTORRAD recommends this handlebar conversion, as a big step to improve handling and braking ability. (See page 15 for more)

» Urban Light



Urban headlight side panels are fully machined out of billet aluminium, stanchion brackets are available in different diameters for all common Naked Bikes.



Urban headlight kit

Please consider that for styling reasons the headlight is designed close to the fork. Depending on your model, the headlight shell might clash with the ignition lock or the instrument housing. Different fork widths can be adapted by bushings.

Especially for the Triumph's Triples, LSL has designed a Urban headlight mounting kit. The kit contains the head lamp brackets and a fully machined instrument support. For Street Triple 675, bracket kit comes with new air intake cover.

The new head lamp can be combined with either standard high handlebar or sports clip-ons.

Product	Ø	Item No.
Urban headlight kit		
Headlight kit	38mm	405-038
Headlight kit	41mm	405-041
Headlight kit	43mm	405-043
Headlight kit	45mm	405-045
Headlight kit	50mm	405-050
Headlight kit	50/54mm	405-050/54
Headlight kit	52mm	405-052
Headlight kit	51/53mm	405-051/53
Headlight kit	54mm	405-054
Headlight kit	55mm	405-055
Headlight kit Street Triple 675 '07-		405T041
Headlight kit Speed Triple 955i '02-04		405T027
Headlight kit Speed Triple 1050 '05-		405T042
Urban headlight, without bracket		730Y105



Headlight kit for classic headlight

In the same range LSL offers mounting kits for standard round headlights.

CNC-machined headlight bracket		
Headlight bracket Street Triple 675 '07-		143T041
Headlight bracket Speed Triple 955i '02-04		143T027
Headlight bracket Speed Triple 1050		143T042



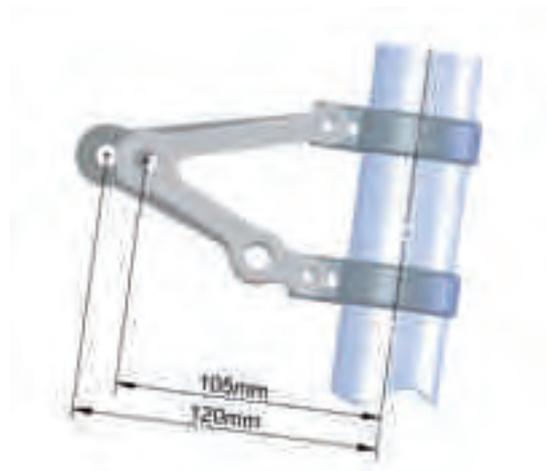
» Classic Light



143LT..
Headlight bracket
 Standard without
 indicator mounting hole



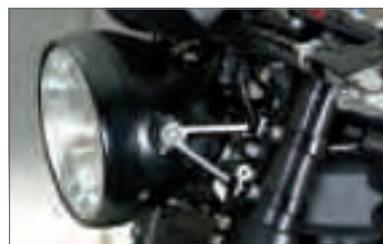
143LT..K
Headlight bracket
 Short with indicator
 mounting hole



LSL headlight brackets and clamps are made from high quality anodised billet aluminium. The offset between bracket and clamp allows an adjustment in width of up to 20mm. Therefore the kit can be used for different size head lamps and forks.

» Headlight Bracket

Ø	Long without indicator hole	Long with indicator hole	Short with indicator hole
Headlight bracket, CNC-machined Aluminium			
35mm	143LT35	143LT35B	143LT35K
36mm	143LT36	143LT36B	143LT36K
38mm	143LT38	143LT38B	143LT38K
39mm	143LT39	143LT39B	143LT39K
41mm	143LT41	143LT41B	143LT41K
43mm	143LT43	143LT43B	143LT43K
45mm	143LT45	143LT45B	143LT45K
50/55mm	143LT50/55	143LT50/55B	143LT50/55K
51/53mm	143LT51/53	143LT51/53B	143LT51/53K
54mm	143LT54	143LT54B	143LT54K



Headlight **Clubman**, 6.5"
 clear lens prism

Head lamp		
Clubman	chrome	730KL02
Clubman	black	730KL02SW



Headlight **Eighties**, 6.5"
 clear lens prism

Head lamp		
Eighties	black/chrome	730K009

LSL triple trees

Triumph's modern classic bikes, Bonneville and Thruxton, have a rather conservative frame geometry. The steering head rake allows reasonable handling but lacks high speed stability.

Our LSL Clubman triple tree can help. They are made from high quality billet aluminium, extremely rigid and reduce the offset to achieve not only high speed stability, but also a more precise handling.

In conjunction with longer rear shock absorbers those modern classic bikes can truly show their sports ambition.

The top yoke is designed for the use of clip-ons but can also be converted for conventional handlebars. Therefore holes may need to be drilled and bar clamps installed.



The triple tree kit comes without a bearing stud which has to be removed from the old one and pressed into the new one.



»Triple Tree Kit



Model	Type	Year	Width	Offset	Item No.
Kawasaki					
W 650	EJ650A	all	205mm	42mm	140K086..

Triumph					
Bonneville	908MD	all	200mm	50mm	140T031..
Thruxton	986ME	all	200mm	50mm	140T031..
Colours: ..SW ..AN ..SI					

Handlebar clamps					
Clamps for 22mm-bar					140+KL22..
Clamps for 25.4mm-bar					140+KL25..
Clamps for Fat Bar					140+KL28..
Colours: ..SW ..AN ..SI					

Clip on					
W 650	Offset-High				153K086H
Bonneville	Speed-Match				153T043R
Thruxton -07	Speed-Match				153T031R
Thruxton 08-	Speed-Match				153T043R

Needs new headlight bracket and ignition relocation kit

Ignition relocation kit					
Bonneville/Thruxton		all			728T024R



» Steering at its Best



» LSL-Performance:

- Anodised top yokes, weather-resistant
- Ignition lock ring prevents cracking
- Underside fully machined for weight reduction
- Model-specific designed kit



Superbike conversion kits

Today's Superbikes offer high performance, light weight, excellent chassis and brakes – but they don't suit every customer in their extreme seating position. Therefore, LSL produces special Superbike conversion kits. Modified bikes get new top yokes with handlebar clamps and the special Superbike handlebar. Equipped with this bar the rider reaches a comfortable seating position with perfect handling control and benefits from better brake control.

LSL conversion at test:

In 2005 the LSL Superbike kit was tested by the established German magazines MOTORRAD and PS. The question was: "Does the 152 horsepower Yamaha YZF-R1 work better with the Superbikekit from LSL? The result was overwhelming: The main advantage for this bike was self-evident on windy roads. The 'Supersport-tourer' leaned with provocative laziness and powerful control even in the trickiest curves,... ." The top-test track confirmed the subjective highway impression. The quick cornering with a higher bar made a time of 19.7 seconds possible! This is the best time, MOTORRAD has ever measured.



» Adjustment



GL



AP



GX



AS



GL Top-yoke, CNC-machined, hollowed underside. The original ignition lock can be mounted safely. For modern superbikes, we always use a complete LSL top yoke. To avoid cutting of the fairing tips we use back-set clamps and use a lower and smaller bar "Superbike low" (type N1).

GX For heavy and extremely fast sport-tourer bikes, we offer the top-yoke with clamps for the 28.6 mm Fat Bar. For these bikes the handlebar type X01 is required. The availability of kits for older power-tourers will be gradually expanded.

AP Bolt-on adaptors, CNC-machined, designed and colour co-ordinated to the top yoke colour.

The adaptor version is the easiest kind of conversion for a high handlebar. You only have to bolt on. No need to change ignition lock or to adjust the steering-head bearing. If the original clip-on support is rubber mounted we use the rubber block bearing for the adapter fastening as well (see here adaptor GSX 1300 Hayabusa).

AS Clamped to the fork-stanchion, CNC-machined, colour according to the top yoke colour.

For most Honda and BMW models we have designed an adaptor to clamp around the stanchion rising above the top yoke.

Fat Bar

Superbike X 01	anodised	128LX01..			
Colours:	..SI	..SW	..TI	..GO	..BL



Items required:



Order example:

120... Superbike conversion kit including top yoke or adaptor and all the necessary parts (brake hose, bracket fluid reservoir etc.). The handlebar has to be ordered separately.

122/3... Handlebar in steel or aluminium (see page 18). Choose type "01", if no other bar is required.

134... Fairing supports are offered if the original fairing support has to be removed.

135... Handlebar end plugs for steel or aluminium bars (see page 28).

130... Mirror mounting kit. (see page 18)

131... Mirrors (see page 19)

520... Ready-cut screen; optional, whenever cutting of the screen is necessary.

» Choose a Proper Bar

LSL conversion kits are designed for use with specially made Superbike handlebar type "01" or lower type "N1". Some bikes (tourer models) need a different bar type. LSL offers any type recommended in the fitment guide in different materials and colours, please see the column below.

Matching bar end and weights are available, see page 28.

Matching bars

Superbike, flat LN 1	Steel	123LN01..
Superbike L 01	Steel	123L001 ..
Superbike L 02	Steel	123L002 ..
Colours: chrome, black coated		
Superbike AN 1	Aluminium	122LN01..
Colours: silver, black, titan, gold, blue, red, nickel		
Superbike A 01	Aluminium	122L001..
Colours: silver, black, titan, gold, blue, red, nickel		
Superbike A 02	Aluminium	122L002..
Colours: silver, black, titan, gold, blue, red		

Attached brake lining

All LSL brake hose kits are manufactured from high quality material. Fittings are anodised titanium and stainless steel braids are transparent coated. If banjo bolts are included their finish is also titanium.



For some Supersport bikes it is not possible to change to the high handlebar position from clip-ons without reducing the fairing tips. The fairings can be cut easily with an oscillatory saw or a common angle grinder. For all models, when there is a need to modify the original screen and fairing, LSL offers a ready-cut version. If you do not order a ready-cut screen you will have to design the correct outline of the cut yourself.

Clamps 28.6mm

Conversion clamps 28.6mm	silver	127KX25SI
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Back-Set clamps LSL yokes/adaptor

Back-Set clamps 22mm	silver/black	121BS01..
Back-Set Fat Bar 28.6mm	silver	127BS01SI



Warning Advice! – Never separate master cylinder and switch gear to produce additional space for the fairing tips! By doing this you might dangerously reduce brake lever movement!

For some older models it is necessary to support the fairing with additional new fairing brackets. If necessary this is mentioned in the fitment guide and you should add this to your order.

Mirror bracket sets

The Supersport's master cylinders often lack the necessary mirror mounting thread, LSL offers adapting brackets to allow fixing mirrors. Please check in the fitment guide which version is required.



Fat Bar mounting conversion

In principle it is possible to equip LSL-top yokes with Fat Bar clamps. LSL offers specially made clamps for 28.6mm bars in standard or back-set versions. Please take care, these adaptors are 5mm higher than the lowest standard clamps and Fat Bars may need more space for mounting.





E13

Mirror Gonia

The Gonia is a fully machined billet aluminium mirror. With 125x65mm area and a convex blue glass. It offers an excellent back view. Mirrors come as left or right version in silver or black anodised.



Colours: ..SI ..SW

Mirror	Colour	Thread	Item No.
Mirror Gonia			
Gonia	left/silver	M10x1.25	132SD01LSI
Gonia	right/silver	M10x1.25	132SD01RSI
Gonia	left/black	M10x1.25	132SD01LSW
Gonia	right/black	M10x1.25	132SD01RSW



Colours: ..SI ..SW

Mirror Clubman

Classic round mirror machined from billet aluminium with European homologation, mounting M10x1.25, comes as right or left version.

Mirror	Colour	Thread	Item No.
Mirror Clubman			
Clubman	left/silver	M10x1.25	132SC01LSI
Clubman	right/silver	M10x1.25	132SC01RSI
Clubman	left/black	M10x1.25	132SC01LSW
Clubman	right/black	M10x1.25	132SC01RSW



Colours: ..SI ..SW

Fully machined round mirror

The round mirror is machined out of billet aluminium and equipped with 75mm convex mirror glass. Fitting is designed as a bar end mounting for 14mm diameter bars. Adapter bushes for 18mm are available.

Mirror	Colour	Item No.
Round mirror		
Round mirror, 75mm	black/silver	131-E014..
Adapter, 14 to 18mm		131-E01418

» Fat Bar



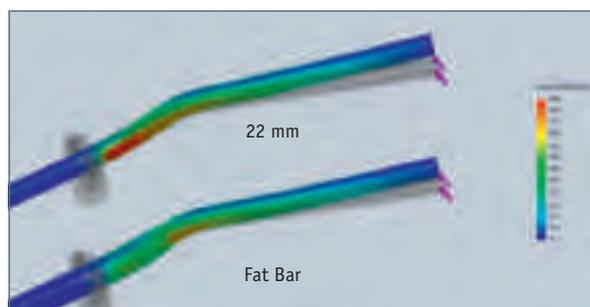
Fat Bar

Fat Bar – the name says it all. This new LSL handlebar, with 28.6mm diameter in the area with the highest loading, offers twice the bending resistance of a standard 22 mm handlebar. These handlebars are made out of the high-strength alloy 2014 T6. The bar gives less flexibility and offers more tensile strength in all extreme situations.



LSL-Performance:

- Twice the bending resistance compared with standard bars
- Manufactured in high-strength alloy 2014 T6, anodised in bright colours
- Fully machined clamps for several naked bikes



Fat Bar



Colour

silver

Surface

matt

Order no.

Bar no. + **..SI**



anthracite

matt

Bar no. + **..AN**



black

matt

Bar no. + **..SW**



gold

polished

Bar no. + **..GO**



blue

polished

Bar no. + **..BL**

Type	Colour	Item No.
Drag Bar		
Drag Bar XD 2	anodised	128LXD2..
Colours: ..SI ..SW ..AN		

Drag Bar

Dragster bar for heavy custom bikes



Type	Colour	Item No.
Cross Bar		
Cross Bar X 00	anodised	128LX00..
Colours: ..SI ..SW ..AN ..GO ..BL		

Cross Bar

Will be the choice for the streetfighter and motocross rider



Type	Colour	Item No.
Superbike		
Superbike XN 1	anodised	128LXN1..
Superbike X 01	anodised	128LX01..
Colours: ..SI ..SW ..AN ..GO ..BL		

Superbike

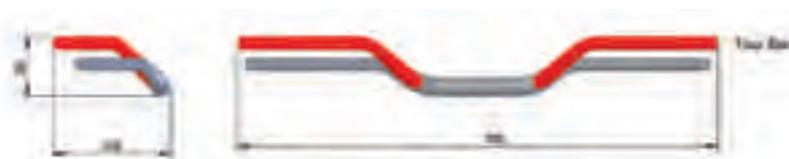
The classic Superbike shape – handy and comfortable



Type	Colour	Item No.
Tour Bar		
Tour Bar XB 3	anodised	128LXB3..
Colours: ..SI ..SW		

Tour Bar

The comfortable strong bar for tourers



– Handlebar version (red) is shown in reference to the standard Superbike bar (grey) –

» Strong Clamps



Fat Bar clamps

As with most bikes thick bars don't fit into the original handlebar clamps, LSL offers special, fully machined clamps for several naked bikes, utilising the existing fastening with a central bolt, as original. Available in silver, black or anthracite.

For mounting in original 22mm groove, LSL offers adaptation clamps to fix the Fat Bars. 127RK25, (see page 23). These adaptors fit to nearly all stand-ard bar devices.

!	Colour	Surface	Order no.
	silver	anodised	Item no. + ..SI
	anthracite	anodised	Item no. + ..AN
	black	anodised	Item no. + ..SW





» Fat Bar Clamps 28.6mm

Model	Type	Year	Item No.	Raise
Aprilia				
Shiver 750	RA	08-	127A019..	+15mm
Dorsoduro	SM	08-	127A019..	+15mm
Tuono		06-	127X070..	-2mm
Buell				
XB-9S		all	127BU05..	+25mm
XB-12S		all	127BU05..	+25mm
Ducati				
Monster 696	M5	08-	127D036..	+10mm
Monster 1100	M5	08-	127D036..	+10mm
Honda				
Hornet 600	PC41	07-	127RK25..	+25mm
CBF 1000	SC58	06-	127T015..	+30mm
CB 1000R	SC60	08-	127RK25..	+25mm
CB 1300	SC54	03-	127H101..	+10mm
Kawasaki				
ER 6N	ER650C	09-	127K133..	+15mm
Z 750	ZR750J	04-06	127K102..	+15mm
Z 750	ZR750L/M	07-	127K102..	+15mm
Z 1000	ZRT00A	03-06	127K102..	+15mm
Z 1000	ZRT00B	07-	127K102..	+15mm
ZRX 1100/1200	ZRT12A	all	127K082..	+20mm
Moto Guzzi				
Griso	1100 i.E.	06-	127M017..	-10mm
Suzuki				
GSR 600	JS1B9	06-	127RK25..	+25mm
GSF 600 Bandit	GN77B	95-04	127RK25..	+25mm
DL 650	WVB1	04-	127RK25..	+25mm
GSF 650 Bandit	WVCJ	07-	127X045..	+10mm
SV 650N	JS1BY	03-	127RK25..	+25mm
SVF 650 Gladius	WVCX	09-	127RK25..	+25mm
SV1000N	WVBX	03-	127S095..	+3mm
GSF 1200 Bandit	GV75A	-99	127X080..	+5mm
GSF 1200 Bandit	WVA9	00-	127X080..	+5mm
GSF 1250 Bandit	WVCH	07-	127X065..	+12mm
B-King	JS1CR	07-	127S119..	-8mm
GSX 1400	BN	all	127S089..	+10mm
Triumph				
Street Triple 675	DC7LD	07-	127X080..	+10mm
Speed Triple	T509/955i	97-01	127T015..	+3mm
Speed Triple	595N	02-04	127T015..	+3mm
Speed Triple 1050	515N	05-	127T015..	+3mm
Tiger 1050	115NG	07-	127T040..	+11mm
Yamaha				
XJ6 Diversion		09-	127X075..	-10mm
FZ6	RJ07/RJ14	03-	127RK25..	+25mm
FZ1	RN16	06-	127X080..	-30mm
FZS 1000 Fazer	RN06	-05	127Y086..	-5mm
BT 1100 Bulldog	RP05	all	127X080..	-50mm
XJR 1200	4PU	all	127X040..	+20mm
XJR 1300	RP02/RP06/RP10	all	127X040..	+20mm
MT 01	RP12/18	all	127Y101..	-13mm
MT 01	RP12/18	all	127Y101/L..	-38mm



Clamp kit with central fastenings



Adaptation 22/28.6 mm

127RK25.. +25mm

» Handlebars

LSL steel handlebar

High tensile steel, Ø 22.2 mm, wall thickness 2.0 mm available in chrome or black surface.



LSL-Performance:

TÜV.com is a quality accreditation, offered by TÜV in Germany and confirms the outstanding properties of the product. The LSL aluminium handlebars achieve TÜV.com by surpassing German regulations. All details on website www.tuv.com/de.

LSL takes extreme care in the manufacture of its aluminium bars. After tests together with an university we decided on a specially made aluminium raw material that resists a bending load by more than 60% over the required German standard. At the same time its high tensile quality leads to flexing but never breaking.

For this quality LSL Superbike handlebars have achieved TÜV.com (see LSL Performance above).

LSL aluminium bars have 22.2mm outer diameter and 4.0 mm wall thickness (14mm inside). The bars come high-polished in strong anodised colours.



Aluminium handlebar	Colour	Surface	Oder no.
	black	polished	Bar no. + ..SW
	blue	polished	Bar no. + ..BL
	red	polished	Bar no. + ..RT
	gold	polished	Bar no. + ..GO
	titan	polished	Bar no. + ..TI
	silver	polished	Bar no. + ..SI
	nickel	polished	Bar no. + ..NI

Type	Ø	Surface	Item No.
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Drag Bar

Drag Bar LD 1	22mm	chrome	163LD01.0
Drag Bar, wide LD 2	22mm	chrome	163LD02.0
Drag Bar, wide LD 2	22mm	black	163LD02.0SW
Drag Bar AD 2	22mm	Alu, anodised	122AD02..
Colours: ..SW ..SI ..BL ..TI			
Drag Bar LD 2	1"	black	163LD02.1SW
Drag Bar LD 2	1"	chrome	163LD02.1

Drag Bar

The classic for dragsters and streetfighters



Type	Ø	Surface	Item No.
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Sport Tourer

Sport Tourer LS 1	22mm	chrome	123LS01SI
Sport Tourer LS 1	22mm	black	123LS01SW
Sport Tourer AS 1	22mm	Alu, anodised	122AS01..
Colours: ..SW ..SI ..GO ..TI			
Sport Tourer LS 1	1"	black	163LS01.1SW
Sport Tourer LS 1	1"	chrome	163LS01.1

Sport Tourer

The sports handlebar for dynamic handling



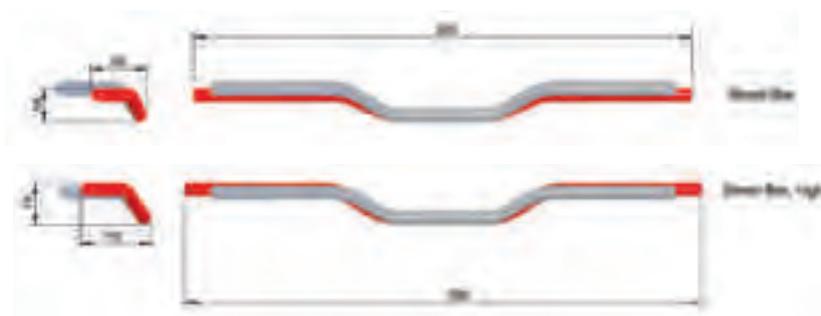
Type	Ø	Surface	Item No.
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Street Bar

Street Bar L 00	22mm	chrome	123L000SI
Street Bar L 00	22mm	black	123L000SW
Street Bar A 00	22mm	Alu, anodised	122L000..
Colours: ..SW ..SI ..BL ..GO ..TI ..RT			
Street Bar, high A 04	22mm	Alu, anodised	122L004..
Colours: ..SW ..SI ..BL ..GO ..TI ..NI			
Street Bar L 00	1"	black	163L000.1SW
Street Bar L 00	1"	chrome	163L000.1
Street Bar L 00	1" m HD-Dimple	black	163L000.2SW
Street Bar L 00	1" m HD-Dimple	chrome	163L000.2

Street Bar

For wheelies and other fun



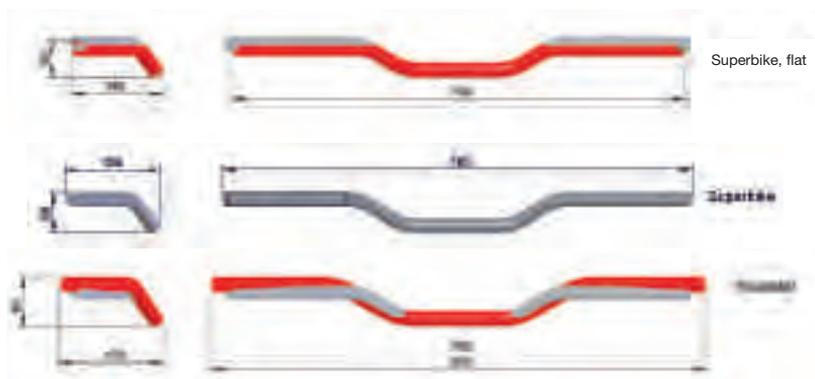
- Handlebar version (red) is shown in reference to the standard Superbike bar (grey) -

»The Right Shape

Type	Ø	Surface	Item No.
Superbike handlebar			
Superbike, flat LN 1	22mm	chrome	123LN01..
Superbike, flat LN 1	22mm	black	123LN01..
Superbike, flat AN 1	22mm	Alu, anodised	122LN01..
Superbike L 01	22mm	chrome	123L001 ..
Superbike L 01	22mm	black	123L001 ..
Superbike A 01	22mm	Alu, anodised	122L001..
Colours:			
Roadster L 01	1"	black	163L001.1SW
Roadster L 01	1"	chrome	163L001.1
Roadster L 01	1" m HD-Dimple	black	163L001.2SW
Roadster L 01	1" m HD-Dimple	chrome	163L001.2

Superbike

The perfect match for our Superbike conversion kits



Type	Ø	Surface	Item No.
Naked Bike			
Naked Bike L 02	22mm	chrome	123L002..
Naked Bike L 02	22mm	black	123L002..
Naked Bike A 02	22mm	anodised	122L002..
Colours:			

Naked Bike handlebar

The favourite one for naked bikes



Type	Ø	Surface	Item No.
BMW handlebar			
BMW handlebar LMB1	22mm	matt paint silver	123LMB1SI

BMW bar

The one for BMW boxers

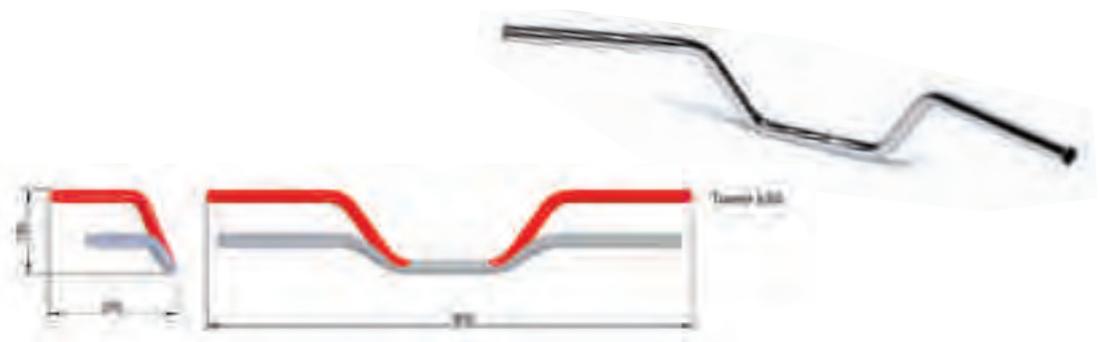


For BMW flat twins with heated grips LSL has developed the bar "M1", which is equipped with welded-in bar ends to carry the original handlebar weights, each 450g. It offers the possibility to feed wires through the 10mm necessary hole in the middle of the bar and is tested for long distance reliability. The bar is made out of steel and matt-silver lacquered.

Type	Ø	Surface	Item No.
Touring handlebar			
Touring handlebar L 03	22mm	chrome	123L003

Touring handlebar

Upright seating position just like a Z 900 in the old days



Type	Ø	Surface	Item No.
Flat Track			
Flat Track L14	22mm	chrome	163L014.0
Flat Track L14	22mm	black	163L014.0
Flat Track L14	1"	black	163L014.1SW
Flat Track L14	1"	chrome	163L014.1
Flat Track L14	1"m HD-Dimple	black	163L014.2SW
Flat Track L14	1"m HD-Dimple	chrome	163L014.2

Flat Track

Strong wide bar, for more than a sand track



- Handlebar version (red) is shown in reference to the standard Superbike bar (grey) -

Drilling template – the professional choice

For a proper mounting of the controls the pinhole needs to be transferred from the old to the new handlebar. With the new LSL drilling template the position can be transferred easily to the new accessory bar. Template is equipped with a professional drill bushing made for a drill size of 5mm in diameter.



Item	Surface	Item No.
Drilling template		
Drilling template 5mm	hard-anodised	902DT01



» Vibration Reduction



Order Information
Handlebar inner size!
 Steel: 18mm / Alu: 14mm

Bar Ends: Small bar end plugs made out of aluminium, available in different anodised colours.

Type	Material	Surface	Inner-Ø	Item No.		
Bar Ends, cylindrical/pair						
Bar End	Alu	anodised	14	135-004..		
Bar End	Alu	anodised	18	135-001A..		
Colours:	 ..SW	 ..SI	 ..BL	 ..TI	 ..RT	 ..GO
Bar End	Steel	chrome/black	18	135-001..		



Flat Caps: Flat bar weights in aluminium anodised in a range of colours, alternatively made out of steel.

Type	Material	Surface	Inner-Ø	Item No.		
Bar weights Flat Cap/pair						
Flat Cap	Alu	anodised	14	135-005..		
Colours:	 ..SW	 ..SI	 ..BL	 ..TI	 ..RT	 ..GO
Flat Cap	Steel	chrome/black	14	135-005F..		
Flat Cap	Steel	chrome/black	18	135-005F..		
Bar weights Flat Cap, 1"-Bar						
Flat Cap	Steel	chrome/black	19	165-001..		



Elliptical Caps: Elliptical bar weights in aluminium anodised in a range of colours.

Type	Material	Surface	Inner-Ø	Item No.		
Bar weights, elliptic/pair						
Elliptic	Alu	anodised	14	135-003..		
Elliptic	Alu	anodised	18	135-002..		
Colours:	 ..SW	 ..SI	 ..BL	 ..TI	 ..RT	 ..GO
Elliptic	Steel	chrome/black	14	135-003F..		
Elliptic	Steel	chrome/black	18	135-001E..		
Elliptic	Stainl. Steel	machined	14	135-003VA		
Elliptic	Stainl. Steel	machined	18	135-002VA		



Crash Balls: Aluminium anodised or powder-coated with plastic insert.

Type	Material	Surface	Inner-Ø	Item No.
Crash Ball/pair				
Crash Ball	Alu	anodised	14	136AL14..
Crash Ball	Alu	anodised	18	136AL18..
Colours: ..SW ..TI ..SI ..GO ..OR ..WT				
Crash Ball	Alu	glazed	14	136AL14..
Crash Ball	Alu	glazed	18	136AL18..
Colours: ..BL ..RT				
Crash Ball	Steel	chrome/black	14	136FE14..
Crash Ball	Steel	chrome/black	18	136FE18..
Crash Ball	Stainl. Steel	machined	14	136VA14
Crash Ball	Stainl. Steel	machined	18	136VA18



Stylish handlebar grips

Aluminium and rubber: Grippy rubber with stylish aluminium.
Length 125 mm; Fits 22 mm units.

Item	Surface	Item No.
Handlebar grips		
Handlebar grips	anodised	138G125..
Colours: ..SW ..SI ..GO		



!	Colour	Surface	Order no.
	gold	anodised	Item no. + ..GO
	black	anodised	Item no. + ..SW
	silver	anodised	Item no. + ..SI



LSL handlebar clamps are made for naked bikes with a bolted handlebar mounting. The LSL clamps exchange the original handlebar mounting and bring the bar into a more comfortable position. Depending on the specific model this can be higher, or lower.

The design of the clamps is the same as for our Superbike kits. We use the original fixing points with one central bolt which runs through the top yoke. The dimension of how much lower, or higher, the bar can be raised can be found below.

» Handlebar Clamps 22mm

Model	Type	Year	Item No.	
Honda				
CBF 1000	SC 58	06-	121H111	+25mm
Kawasaki				
Z 750	ZR750J	04-06	121K102	+20mm
Z 750	ZR750L/M	07-	121K102	+20mm
Z 1000	ZRT00A	03-06	121K102	+20mm
Z 1000	ZRT00B	07-	121K102	+20mm
Moto Guzzi				
V11			121M013	-
Suzuki				
GS 500	GM51B	89-00	121S036	-
GSF 1200 Bandit	GV75A	-99	121S064	+10mm
GSF 1200 Bandit	WVA9	00-	121S064	+10mm
Triumph				
Street Triple 675	DC7LD	07-	121T041	+30mm
Thunderbird Sport	T309RT	all	121T020	-30mm
Speed Triple	T509/955i	97-01	121T015	-5mm
Speed Triple	595N	02-04	121T015	-5mm
Speed Triple 1050	515N	05-	121T015	-5mm
Yamaha				
XJ6 Diversion	RJ19	09-	121Y121	-25mm
FZS 1000 Fazer	RN06	-05	121Y086	-20mm
FZ1	RN16	06-	121S064	-25mm
BT 1100 Bulldog	RP05	all	121Y091	-45mm
XJR 1200	4PU	all	121Y073	+5mm
XJR 1300	RP02/RP06/RP10	all	121Y073	+5mm
Universal clamps				
Screw 60mm			121KL60..	
Handlebar clamps 25.4 mm				
Thruxton	986ME	08-	161T043..	





The LSL RiseUp clamps are developed for bikes with standard handlebar clamping. Mounting these clamps on the top yoke raises the handlebar position and brings it closer to the rider. The **RiseUp clamps** are cut out of billet aluminium. Because they are universally designed the clamps fit to almost all 22mm bars. The centre width is 32 to 35mm. The offset backwards is always 16mm; rise is available in 25 and 35mm.

» RiseUp Clamps

Type	Colour	Item No.	RiseUp 16/H
RiseUp clamps, universal for 22mm handlebar			
RiseUp clamps	silver/black	121RI25..	16/25mm
RiseUp clamps	silver/black	121RI01..	16/35mm
RiseUp clamps Ducati	silver	121RI30DSI	16/30mm
RiseUp clamps, universal for 28.6mm handlebar			
RiseUp clamps	silver/black	127RI28..	16/28mm

The simple distance jacks raise the bar position by 15, 25 or 35mm; available for Fat Bars with a 30mm rise.



» Distance Jacks

Type	Colour	Item No.	RiseUp H
Distance jacks, universal			
RiseUp block 22mm	silver	121RD15SI	+15mm
RiseUp block 22mm	silver/black	121RD25..	+25mm
RiseUp block 22mm	silver	121RD35SI	+35mm
RiseUp Ducati 28.6	silver/black	127RD30..	+30mm

» Match your Bike

Tour Match clip-on kit

Today's Superbikes offer fantastic performance but with an extreme riding position.

Help comes from LSL Tour Match clip-on handlebars, offering a more comfortable seating position. Like no other clip-on, the patented construction improves the handlebar position radically. The clip-ons are machined from billet aluminium and bring the handlebars over the top yoke. Together with a 2° bar angle they create an ideal handling position.



Because of its load bearing frame work design the Tour Match is an extremely light construction. In spite of its high flex resistance, we face an extremely low weight of only 430g per one piece of Tour Match clip-on.

The bar tubes are made of the same high-strength aluminium we use for our Street Bar production. The thickness here is 4mm and a screw, gripping in the recess of the tube secures the bars from slipping out. It is possible to order a single piece clip-on bar as spare part separately.

The Tour Match is supplied in kit form for several different bikes. A kit consists of the clip-on and all mounting parts (brake hoses, parts for the hydraulics, etc) and fitting instructions. The bar tubes are not pre-installed with the holes for the switch units. For placing the holes in the right position we recommend the use of a LSL drilling template.

For some bikes, it is necessary to modify the lock-stop. In this case, you will receive necessary lock stop chips. As bar ends you can use the handlebar weights (14mm) from the LSL range.



Honda CBR 1100XX



Tour-Match on Daytona 675 in detail

For bikes with clip-ons mounted on top of the triple tree, LSL offers a matching version.



LSL-Performance:

- Perfect grip above the top yoke, ergonomic bar diameter
- Fork clamp is made from high quality billet aluminum build for maximum load
- Every clip-on comes with a bike-specific mounting kit

Twin Match for BMW S 1000RR



» The Racing Clip-on



Sport Match – the stylish racing clip-on

The Sport Match clip-on is the classic construction carrying the bars close to the stanchions. The bar angle is 5°.



Speed Match – a compact Sportler

A compact clip-on of medium bar height. Controls can be moved even further inwards. The bar angle is 4°.



Offset High – the name is program

The Offset High construction brings the clip-on grips forward and higher. These Offset High clamps are designed for sport bikes with high fitted RAM air-intakes. The bar angle is 5°.

» Sport Match

Version	Ø	Item No. Sport Match	Item No. Speed Match	Item No. Offset High
Sport Match bracket				
Bracket pair	35mm	154SM35	154RS35	-
Bracket pair	38mm	154SM38	154RS38	-
Bracket pair	39mm	154SM39	154RS39	154OH39
Bracket pair	40mm	154SM40	-	-
Bracket pair	41mm	154SM41	154RS41	154OH41
Bracket pair	43mm	154SM43	154RS43	154OH43
Bracket pair	45mm	154SM45	-	154OH45
Bracket pair	46mm	-	-	154OH46
Bracket pair	48mm	154SM48	-	154OH48
Bracket pair	50mm	154SM50	154RS50	154OH50
Bracket pair	51mm	154SM51	-	154OH51
Bracket pair	52mm	154SM52	-	154OH52
Bracket pair	53mm	154SM53	-	154OH53
Bracket pair	53.5mm	-	-	154OH535
Bracket pair	54mm	154SM54	-	154OH54
Bracket pair	55mm	154SM55	-	-
Bracket pair	56mm	-	-	154OH56

The clip-on bars themselves are made out of the high strength aluminium tube we use for our handlebar production and you can order these in the same colours. The combination of a coloured bar with the brilliant silver anodised clamps gives a very stylish contrast. Clamps and bars are ordered separately.

Bar tubes, pair

Bar tubes	22mm	coloured anodised	154L01..
Colours:	..SW	..AN	..SI
	..BL	..RI	..GO
	..TI		Length 285mm
Bar tubes	25.4mm	alu-nature anodised	154L02SI
Colours:	..SI		

Bars are the same for Sport Match and Offset High. In case of damage it is possible to order one single piece clip-on bar as a spare part.

Order Example

154.. Clip-on brackets



+ Clip-on tubes

154.. + 154L..



Reservoir bracket

Hydraulic reservoir bracket 154-T22

To mount the separate brake fluid reservoir on different bikes we offer the universal reservoir bracket to fit in the open end of the bar tube.

Also Moto2 specialist Kalex applies Sport Match clip-ons.



» The Right Setting



The Right Setting – using the fully machined LSL brake and clutch levers

The right ergonomic shape, lever length and rounding-off provide the optimal combination for brake and clutch performance.

For all hand sizes, the positioning of the lever is adjustable in 6 different positions.

The adjusting ellipse is supported with ball bearings. The adjusting lever, with its protruding top, is especially grippy and also allows adjustment during riding. The bearings of the lever mechanics are made from long-life brass.

The levers come in four anodised colours:

Colours

..SW ..SI ..GO ..AN





LSL-Performance:

TÜV.com is a high quality accreditation offered by TÜV in Germany and confirms the outstanding product properties. The LSL clutch and brake levers achieve TÜV.com by surpassing German regulations. All details on website www.tuv.com/de.



All levers meet the high quality accreditation TÜV standard "TÜV.com". The levers are available for most models and makes, but the range is constantly growing.



photo: MF

! The only brake fluid reservoir with German ABE homologation.

LSL Brake Box

A long overdue replacement for those ugly plastic brake fluid reservoirs. LSL now has the slick alternative.

Different safety aspects are important. For example, the reservoir needs to hold the required volume of brake fluid. All components need to be resistant against the corrosive fluid and less weight is desired. And after all, it needs to be a good looker.

The LSL Brake Box ticks all the boxes

The Brake Box is certified by the "TÜV- Rheinland" and comes either in anodised black or silver. A mounting bracket is included. There is even a version for your clutch or rear brake.

» Brake Box

Item		Item No.
Brake fluid reservoir		
Brake Box	silver	244BB01SI
Brake Box	black	244BB01SW
With bracket for Honda, Kawasaki, Suzuki, Triumph, Yamaha models.		
Reservoir bracket		
Bracket Honda/KTM	Stainl. Steel	243-H82



Bracket Honda/KTM – to order separately



LSL-Performance:

- Stainless Steel braided with Teflon® hose
- Fittings in aluminium, a range of bright colours or chromed
- Transparent covered against dirt and to avoid scratches to lacquered parts



Stainless steel brake hoses

For an improvement in braking systems the exchange of standard brake hoses for stainless steel braided hoses is the easiest step. LSL produces these brake hoses in-house under licence from Swiss brake specialist, Speed Brakes.

The brake hose fittings are produced out of a special alloy that offers optimum bending qualities. With a costly anodising process (compressing, anodising, brightening) the Swiss produce a unique colour shine.

LSL braided hoses have a Teflon® hose inside and are always covered by a transparent synthetic coat. The synthetic hose avoids brake dust penetrating into the wire braid and saves lacquered body parts from getting scratches. The surface is easy to clean with a soapy detergent. Unlike ordinary rubber hoses the stainless steel braided Teflon® hose offers a life time reliability and needs no further change.

LSL braided hoses are available with different coloured fittings.

The standard colour is anthracite. Banjo bolts come matching in anthracite as well. Fittings and banjo bolts in chrome-plated finish are at an extra cost.

All LSL braided hoses can be supplied with matching banjo bolt sets.







Steering control

Modern motorcycle constructions lead to less weight and wider tyres. Besides better handling and better acceleration the negative result of this development is a high sensitivity to the "tank slapper" phenomenon. This leads to less stability during rapid acceleration and ultimately less fun.

To avoid this problem the use of a steering damper is required on the race track. With specified constructions LSL now brings this damping instrument to your bike.

The damper unit is well proven for stability and safety. It consists of a stiff aluminium housing containing a 7 setting adjustable hydraulic damping system. Different kinds of damper brackets meet different requirements for the mounting position.

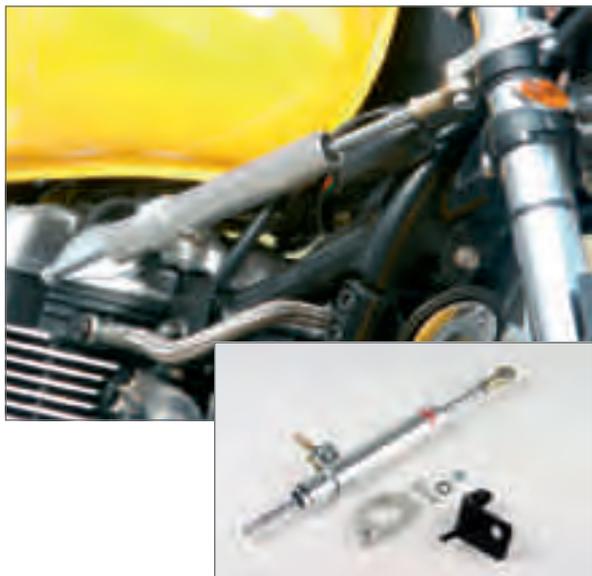
For Custom bikes the damper is also available in an oval shape and anodised in silver. For sidecars or trikes we propose the oval type damper with 150mm stroke.



» Shimmy Under Control

The perfect mounting and placement of a steering damper is of great importance for the correct working of the damper. Therefore LSL has developed a model specific mounting kit for each model. Every mounting instruction gives detailed and vital information for the mechanic.

Because of the limited space on modern bikes we have to look for the right position of the steering damper.



For classic motorcycle models the steering damper is available in silver with high polished body.

For us function comes first. We therefore decide on the position which gives the best mounting (without any play) for perfect function of the damper. The installation is individual for each model and will be explained in the enclosed instructions.

For product liability reasons there is a limited range available in North America.



All LSL steering dampers have a model specific TÜV approval.





T LSL steering damper "Titan"

Damper unit: round, titan anodised
7 setting adjustable
rod diameter 9mm

Bracket: billet aluminium with pillow ball

O LSL steering damper "Oval"

Damper unit: oval, silver anodised
7 setting adjustable
rod diameter 9mm

Bracket: aluminium shell with ball joint

Product	Stroke	Housing length	Total length	Item No. Titan	Item No. Silver
Steering damper unit					
Steering damper	70mm	145	285	101TI07	-
Steering damper	100mm	174	335	101TI10	-
Steering damper	120mm	194	375	101TI12	101OV12
Steering damper	150mm	224	435	-	101OV15
Repair kit	damper piston, shim, seal			101-R22.3	101-R24.5



Sprocket cover

The LSL sprocket covers are made out of CNC-machined billet aluminium. This high-grade aluminium cover replaces the simple original plastic and offers a view of the chain mechanics.

Model	Type	Year	Item No.
Kawasaki			
ER-6n/f	ER650A	05-	712K113
Triumph			
Bonneville	908MD	01-	712T024
Scrambler	986MG	06-	712T024
Thrupton	986ME	05-	712T024
Street Triple 675	D67LD	07-	712T041
Daytona 675	D67LC	06-	712T037
Speed Triple 1050	515NJ	05-	712T033



Fork bracket

Fork brackets are available in diameters from 35 to 56mm. Fork brackets in version "L" or "XL" not available in all diameters.

Product	Ø	Item No.
Fork bracket		
Standard	Ø 35 - 56mm	103B ...
Long	Ø 41, 45, 53, 54 mm	103B...L
X-long	Ø 43, 45, 49, 54, 56 mm	103B...XL





2Slide rear set

Thorough testing and race track development led to the now well established LSL adjustable rear set – the 2Slide. Its design reflects the status of technology in the world of racing.

The position of the pegs can be adjusted longitudinally by 4 positions whilst the height can be shifted in two slides, hence the name to the product. The pegs are short and have a rough knurled surface for extra grip.

The gear lever is designed in a banana-shape to avoid shifting during active cornering movement. The length adjusting of the gear shift rod is achieved through interchangeable distances.



LSL-Performance:

- 8-times adjustable
- longitudinal: 30mm
vertical: 22mm
- knurled pegs for extra grip
- depending on frame colour black or titanium anodised



» 2Slide Performance



Adjustable positions:

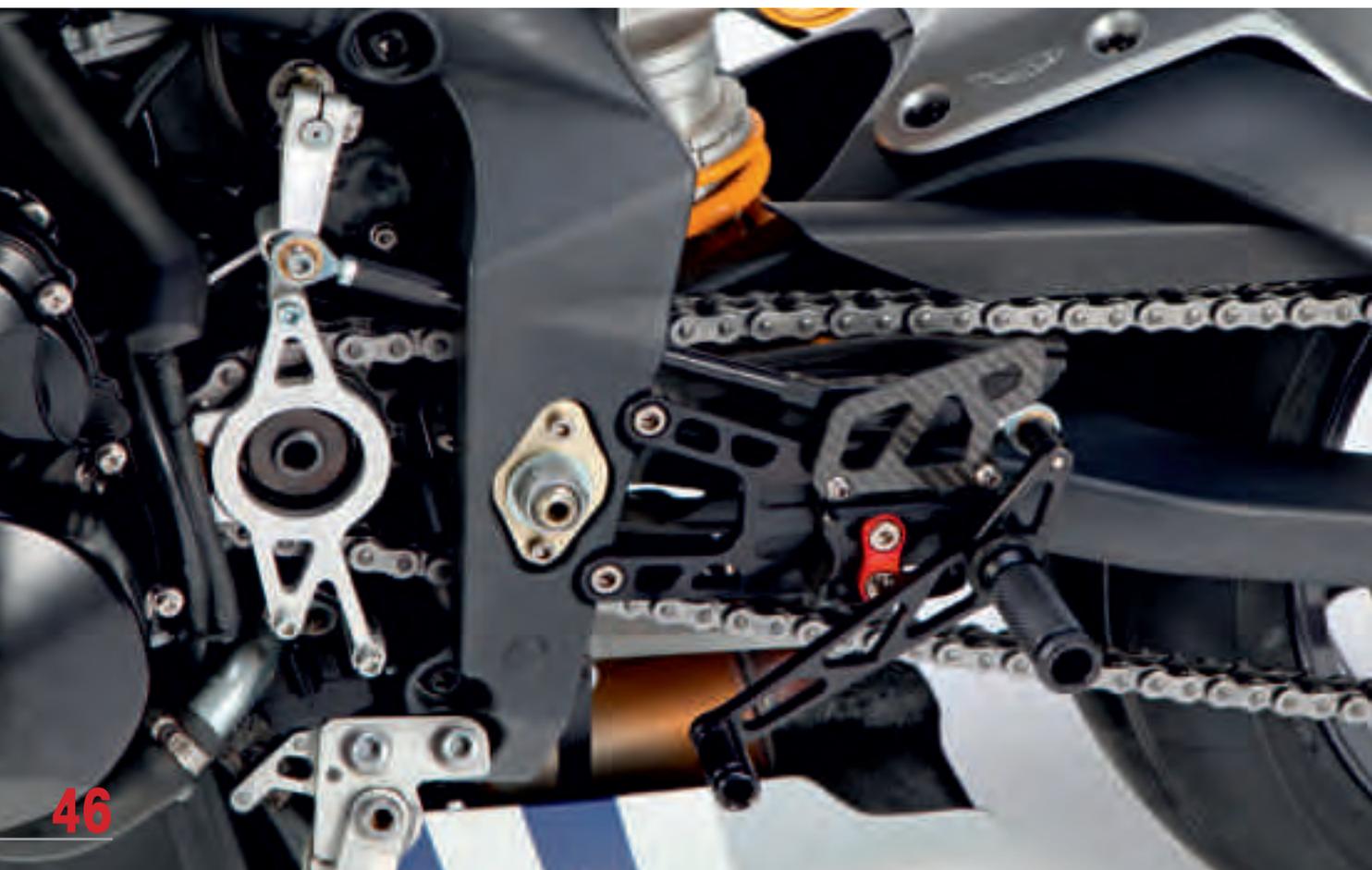
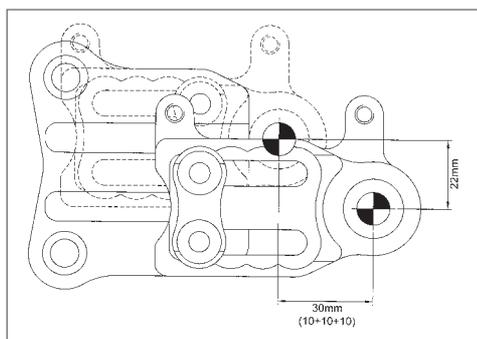
Longitudinal: 30mm; 4 settings

Vertical: 22mm; 2 slides

For road use the 2Slide system is equipped with a hydraulic brake light switch. For some bikes it is necessary to replace the brake hose in order to use every possible position. Please look for information in the fitment guide.

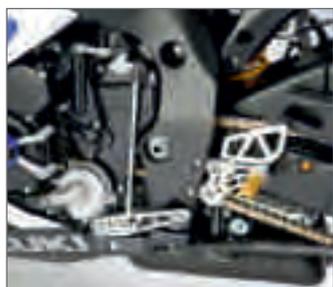
2Slide rear sets German TÜV tested and come in anthracite or black, anodised to co-ordinate with the frame colour.

For models with gear shift support on the engine side the shifter is adjustable, as is the peg position (30mm).



LSL Rear Sets

The LSL rear sets are inspired by the engineering construction used for bridges. By using this design on every single part of the rear set LSL builds very stiff, yet super light rear sets, which also looks extremely good. Footrest hangers and levers are produced from high quality aluminium. To prevent the play of the levers on the bearings we use long life PTFE bushes. LSL rear sets therefore offer a more precise gear shift.



Every LSL rear set is anodised for weather protection.

LSL was the first manufacturer to supply after-market rear sets with the option of foldable pegs. Even at extreme cornering the foldable pegs give extra safety when touching the ground. This option has to be ordered extra.

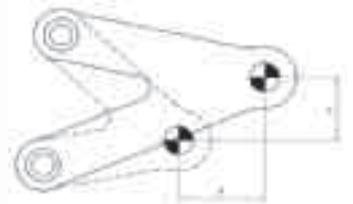
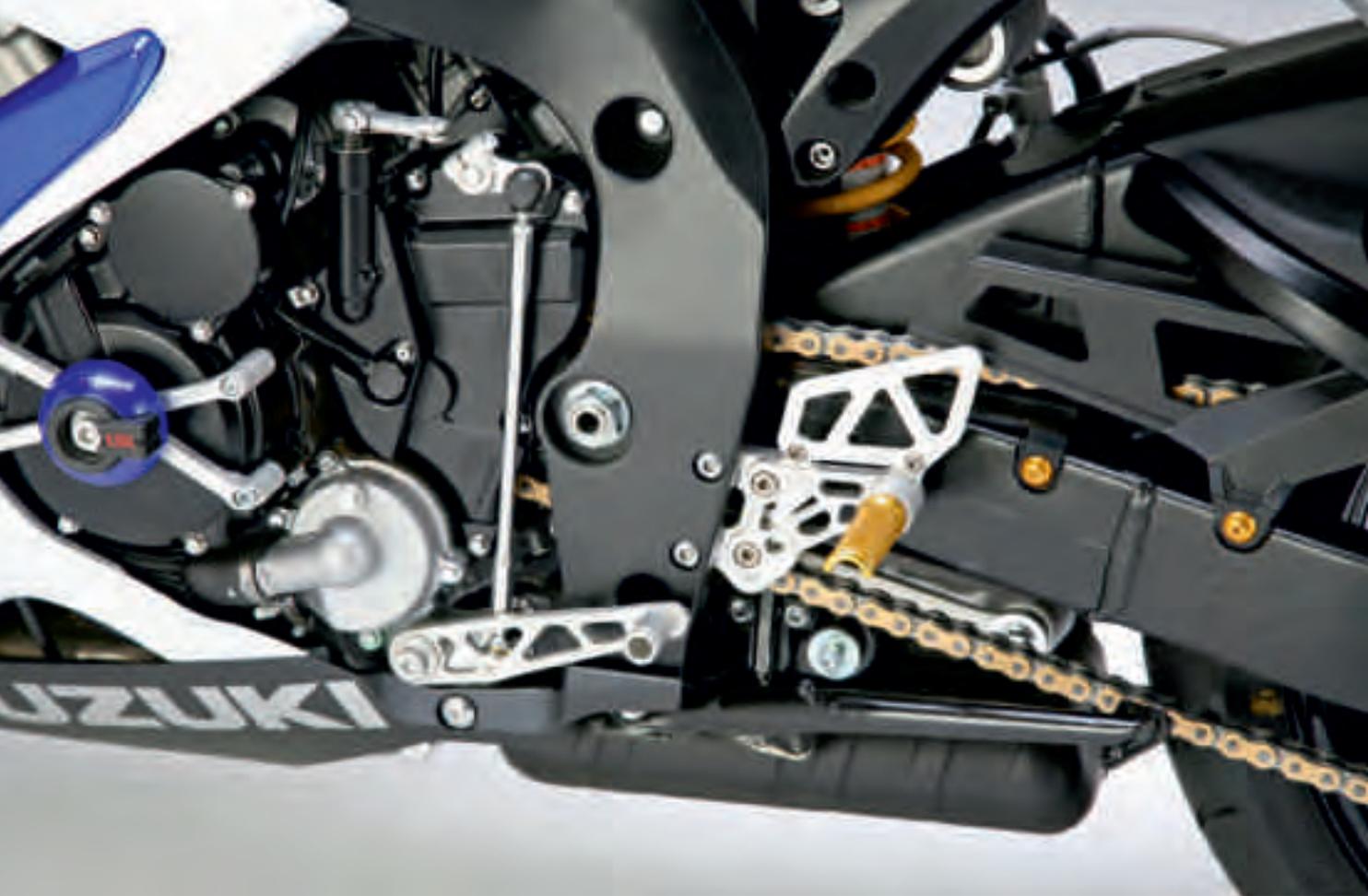
The customer has the option to choose between standard pegs (cut out on the underside) or the shorter and strongly knurled racing pegs. Both versions are available in a number of colours. LSL pillion foot pegs come in matching designs and colours.



LSL-Performance:

- All aluminium parts anodised for weather protection.
- 17mm wide long life PTFE bushings
- Foldable pegs optional
- Bolts made of stainless steel
- Road legal equipment





LSL Offset,
model specific

Optional with
(+) 110-GLKS
foldable linkage



+ Foot pegs

Rear Set 110..
Equipped with rigid stud

110 + 115-01

110 + 115-03



For naked bikes LSL chooses very special constructions to guarantee an optimal seating position. If the original foot rest hanger is in one unit LSL replaces this with a two part system. Pillion unit has to be ordered separately.



Z750/1000

Rear set for Kawasaki Z 1000 needs the pillion unit to carry the exhaust system.



W 650

For installation of W 650 rear sets withdrawal of kick starter lever is required.



Bonneville

The range for retro classic bikes like Sportster, Bonneville or T-Bird Sport is large.



V-Max



Buell

The Buell XB-models rear sets work with original shifter unit.



» Rear Sets



Machined gear shifts

To replace the original which lacks of a lot of play, we offer a gear/brake-unit. The lever is pivoted on a precisely machined axle which is mounted to the primary cover. A brake lever can be added in the same design. Coloured LSL foot pegs also match the lever unit.

Model	Year	
Suzuki		
GSF 650	all	117S117
GSF 1200	-00	117S064
GSF 1200	01-	117S085
GSF 1250	all	117S117
Triumph		
Speed Triple 1050*	05-	117T033
* Only possible with low muffler		
Yamaha		
XJR 1200/1300	all	117Y073

Pillion peg mounting kit

Pillion footpegs made from anodised billet aluminum are available for a variety of naked bikes. They are sturdier than the standard ones and look better too.

The mounting of the foldable pegs is made from high quality billet aluminium. The pegs need to be ordered separately from mounting and foldable brackets.



Passengers pegs bracket 117..

+ Foot pegs

117 + 115-0..





Foot peg linking 115..

+ Foot pegs

115 + Sport

115 + Racing



Length 85 mm



Length 70 mm

LSL aluminium foot pegs

LSL foot pegs are extremely light and machined from billet aluminum. The foot peg is shaped and designed for optimum strength.

The surface is knurled for extra grip and all sharp edges are rounded for safety reasons. Precisely machined adaptors provide fitment to most modern bikes.

Foot pegs	Surface	Item No.
Foot pegs		
Standard	anodised	115-01..
Colours:		
Racing	anodised	115-03..
Colours:		



Foldable peg adaptation set

For universal use LSL offers a kit to mount pegs to any hanger. The foldable adaptation is precisely engineered out of aluminium. Spring and washers are stainless. For fastening M8 screws are used.

Foldable peg adaptation		
Universal kit	Fastening M8	110-UNI

» Plate Hangers



» Number plate hanger

Model	Year	Item No.
Tail conversion/plate hanger		
Street Triple	all	460T041
Thrupton	all	460T031
Speed Triple 1050	05-07	460T033
Speed Triple 1050	08-	460T042
Passenger pegs brackets		
Street Triple 675		110T041.2
Speed Triple 1050		110T033.2



Thrupton



Speed Triple

LSL offers a short and tight aluminium plate hanger to replace the original plastics. Because of the double folded construction the plate hanger provides extreme durability and reliability.

The conversion contains a CNC-machined adaptor, to bolt on to the original fixings. Depending on the model the kit contains either a new plate light or (for Triumph models) a complete tail light unit with plate illumination. All plate hangers are equipped with holes for accessory indicators.

To reach the street legal required plate angle LSL offers a separate adaptor (15°) for Speed Triple models. For Triumph models the plate hanger unit fits with the original under-seat exhaust. For use with a low exhaust system LSL offers matching pillion pegs hangers.

Plate hanger unit is available without model specific brackets as well. This offers the possibility to mount it on any bike with an individual construction. For mounting of accessory indicators please take care to use necessary distance bushings.



Model	Year	Item No.
Honda		
CB 1000R	08-	460H127
Kawasaki		
ZX6R	09-	460K131
Z1000	07-09	460K126
Z1000	10-	460K135
KTM		
690 Duke	08-	460KT11
Suzuki		
GSX R 600	06-07	460S108
GSX R 750	06-07	460S108
GSX R 1000	09-	460S123
Yamaha		
YZF R6	06-	460Y118
YZF R1	09-	460Y120

The number plate bracket is made from 2mm aluminium and is extremely rigid because of its double folded design. A rubber plug is used to support the number plate on its bottom side.

Number plate bracket and accessories can be ordered separately. A universal number plate bracket can be ordered for an individual fitting to other bike models.

Depending on the original components of the bike the plate hanger bracket comes with number plate illumination or complete LED tail light. There are mounting holes for aftermarket indicators (10mm). Indicator stem extensions might be needed, depending on size of number plate.



Number plate sheet	
Number plate sheet with plate light	460-UNI
Number plate sheet with tail light	460-UNI/B
Indicator stud	
Indicator stud, 70mm/M10 x 1.25	720LS70



Xenolen indicator Cobra

Stylish **LED indicator**, CNC-machined Aluminium housing, for front and rear; fastening with M8-stud.

Item	Item No.
Xenolen indicator	
Indicator Cobra	720XC01SW
Dimension: 52x18 mm, Length 75 mm	
LED mini indicator	
LED mini indicator	short 720L01SH
LED mini indicator	long 720L01L0
Dimension: 46x28 mm	
Flasher relay	
12V, 2W-100W	V720BD01

LSL offers **LED tail light** with integrated plate light. The light is homologated for European requirements, lens in white or red. Measures: 105 x 28mm.

Item	Item No.
LED tail light	
LED tail light, white lens	731-DE1.2
LED tail light, red lens	731-DE1RT



» Controlled Touch Down



Crash Pad – the alternative to simple and ugly looking nylon mushrooms.

Our new LSL Crash Pad is a combination of shiny aluminium with a replaceable plastic insert. The alloy part is machined and has a very smooth surface that is either anodised or powder/transparent coated depending upon colour. The rounded shape prevents the pad hooking into the tarmac or street surface.

The plastic insert reduces the impact when the bike falls over and slows the bike down when it is sliding. In the case of a small crash simply replace the plastic insert for repair.

The availability of different colours and surfaces allows co-ordination with the bike's original colours.

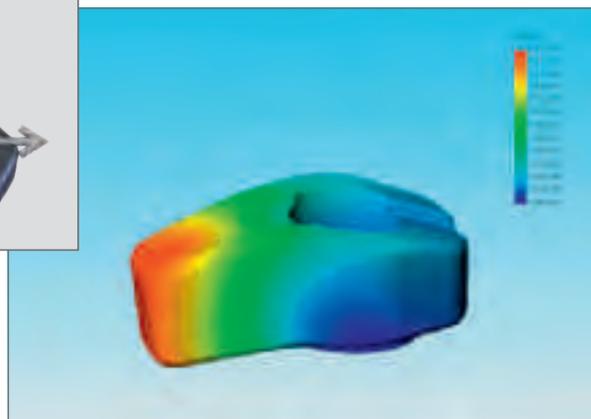


» Crash Pad

The backward located “touch-down” area, of the plastic inserts steers the bike whilst it is sliding, preventing the bike from spinning. There is less risk of overturning and thereby reduced damage to the bike.

A 3D computer simulation shows the basis of the design concept and shows colourfully the force/impact the pad absorbs. Incident records of many years confirm this function.

The Crash Pads are available with very solid mounting kits for most bikes. The range of Crash Pads is always expanding, please enquire if your model is not listed.



We supply Crash Balls for axle protection in the same unique design.

Depending on the model, LSL offers different fitting kits. See fitment guide for your bike.



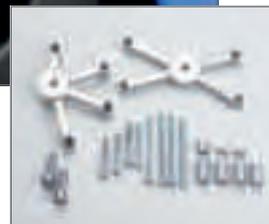
MS

Fastening with the engine bolts for naked bikes.



MA

Adaptor plate mounted on the engine covers



RS

The simplest version: Frame fastening with the engine bolt



RA

Adaptor plate mounting on the frame; avoids damage by the engine bolt.



» Crash Pad Heads

Product	Surface	Item No.
Crash Pads		
Plastic, reinforced	black	551-001PT
Aluminium	anodised	551-001..
Colours:		
Aluminium	powder coated	551-001..
Colours:		
Aluminium	transparent	551-001..
Colours:		
Aluminium	carbon-look	551-001CA
Aluminium	chromed	551-001CR
Crash Pad spare parts		
Insert right		554-001/R
Insert left		554-001/L

Pad insert comes separately, note: right and left logo printing.



Crash Pad heads – colours:



Powder coated



Anodised colours



Transparent

Carbon-look

chromed

Plastic



Order Example 550-002..



+ Mounting kit

550.. + MS/RS

550.. + MA/RA



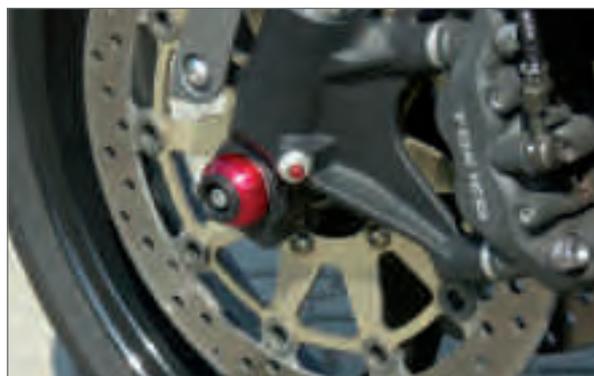
» Axle Sliders



Crash Balls for axle protection

The same system of Crash Balls used to bolt onto handlebars is used for the wheel axles. Crash Ball heads can be clamped inside the axle shaft and protect swinging arm or fork ends. The new Buell XB models were the first models we designed this axle system for, because it is vital that the oil containing swinging arm gets protection.

Colours are the same as mentioned before. Because of weight we do not manufacture a stainless steel version. The model range is expanding, please enquire for your model.



Axle Ball for front

555..

Axle Ball for rear

556..

Transparent:



Anodised:



Powder coated:



Yamaha YZF-R1

Clutch Ball system

Matching to the 2004 Yamaha R1 and Triumph's 675 LSL offers a clutch lever protector. Carried on a solid aluminium stay to which we fasten the small Crash Ball head.

Clutch Ball

552..

Transparent:



Anodised:



Powder coated:





LSL Mousepad
Motiv TL-675 Warbird

Size	Item No.
240 x 190 mm	984M2009



Bottle Opener
Aluminium, anodised

Colour	Item No.
 ..AN  ..SI  ..GO	999ST01..



LSL T-Shirt
white with LSL Logo, 100% cotton

Size	Item No.
S, M, L, XL	972TS01..



LSL Patches
white with LSL Logo

Size	Item No.
100 x 45 mm	970-1045



LSL Baseballcap
black, embroidered with LSL logo, Velco-fastener

Size	Item No.
universal	975-001



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