

'09





Making good bikes perfect!

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

Take some time to browse through this catalogue and explore the opportunities LSL offers. The catalogue might also be an inspiration how you want to customize your own motorcycle, a perfect bike which turns every ride into a great experience.

Making good bikes perfect is our target.

Sincerely, yours


A handwritten signature in black ink, which appears to read 'J. Schmitz-Linkweiler'. The signature is stylized and fluid.


Jochen Schmitz-Linkweiler

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»About LSL



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 tomorrow's new products. Carefully selected manufacturing plants at various locations in Germany turn the ideas into single 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 mandatory 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 confirmed by the official seal of approval „TÜV.com“ for LSL-Products.

Cooperating with the best production sites in Germany for our individual parts we safeguard an access to the global market and being competitive.

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.





LSL tries to catch the heartbeat of the customer and we take pride in maintaining a close customer relationship, and 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 are also able to address your LSL product related enquiries.

Despite todays hectic business world and company 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 who enjoy their work and people who 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.

Making good bikes perfect



www.storm-motor.fi



www.nccr.se



www.stevensmshop.dk



www.motoevolution.co.uk



www.motocyklon.pl



www.tech-line.nl



www.wkmoto.cz



www.bihr.eu



www.x-bike.hu



www.wowline.it



www.dream-machine.net



www.jbs-motos.pt



www.motopark.gr



www.spieglerusa.com



www.plotonline.com



www.promotec.com.tw

»LSL Race Engagement



German Super-Sport-Champion 2008 – Arne Tode on a Daytona 675.

One of the fastest girls in Europe relies on LSL parts on her works Suzuki.





Rico Penzkofer in Macau

Working closely working 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 scoop decisive information for the development of LSL-accessories.

Wining of German championship 2007 by Sebastian Diss with BMR Kawasaki and 2008 by Arne Tode with the G-Lab Team is an impressive proof of this work.



photo: Wllesmann



Foto: PS

Endurance races are the most demanding races for both the material 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.



Independent of the pur result at this weekend, the contact of biking journalists and the exchange of their experience with the box-mechanics is of great importance for the development of LSL performance.

»Special Bikes

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

The oldest record in the "MOTORRAD"-catalogue, the mother of all catalogues, claims from 1985. This time LSL was the first who put an Enduro on street wheels in Germany called "High-Heeler". A mark, that has been taken up years later under Super-Moto.



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



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





LSL Special Bikes:

1985	KLR High-Heeler
1994	Sportster Clubman
1996	ZX-9R Street-Bike
2002	T 955i Street-Triple
2006	Thruxton Clubman
2007	ER-6 UrbanX

photo: PS/Herzog

1996



2002



Another concept is the **Street Bike interpretation**, seen first on a Kawasaki ZX-9R in 1996 followed by a lot of Triple conversions such as the highly recommended 595N Street Triple of 2002. A stretched silhouette with a neat small fairing characterises this theme at LSL.





Superbike conversion kits

Today's superbikes offer high performance, light weight, excellent chassis and brakes but they don't suit every customer due to their extreme seating position. Therefore LSL produces special superbike conversion kits. Such 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 and perfect handling control, and benefits from better brake control.



LSL Performance:

- Top yokes weather-resisting anodised
- Ignition lock ring against cracking
- Underside fully machined for weight reduction
- Model specific designed kit

LSL conversion at test:

At 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 harmonize with the Superbike-kit from LSL? The result was overwhelming: The main advantage for this top-chassis bike was remarkable on crooked highways. The "Supersport-tourer" leaned with provocative laziness and a lot of sovereignty even in the trickiest curves,... ." The top-test track confirmed the subjective highway impression. The quick cornering with high 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 a cut of the fairing tips we work with the back-set clamps and 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 kits for older power-tourer will be changed gradually for this version.

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

The adapter 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 adapter GSX 1300 Hajabusa).

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

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

Fat bar			
Superbike X 01	anodised	128LX01..	
Colours:			
			



Items required:



Order example:

- 120...** Superbike conversion kit including top yoke or adaptor and all the necessary assembly parts (brake hose, bracket fluid reservoir etc.). The handlebar has to be ordered separately.
- 122/3...** Handlebar in steel, aluminium or stainless-steel (see page 14). 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 21).
- 130...** Mirror mounting kit. (see page 14)
- 131...** Mirrors (see page 15)
- 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 differing bar type. LSL offers any type recommended in the fitment guide.

LSL offers the bars in different materials and colours, please see the column below. Matching bar end and weights are available, see page 21.

Matching Bars

Superbike, flat LN 1	steel	123LN01..
Superbike L 01	steel	123L001 ..
Superbike L 02	steel	123L002 ..
Colours: chromes, black coated		
Superbike E 01	stainless steel	123E001
Colour: polished		
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 in high quality material. Fittings are anodised titanium and stainless braids are transparent coated. If banjo bolts are included their finish is also titanium.



For some Supersport bikes it is not possible to change the clip-on against high handlebars 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 need to modify the original screen and fairing LSL offers a ready-cut version. If you do not order a ready-cut screen you have to design the right 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 backlash!

For some elder 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 serve these bikes with 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.





Colours: ..SI ..SW



Colours: ..SI ..SW



Surfaces:

Mirror Gonia

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

Mirror	Colour	Thread	Item No.
Mirror Gonia			
Gonia	black/silver	M10x1.25	132SD01..

Fully machined Round Mirror

The Round Mirror is machined out of billet aluminum and equipped with 75mm vaulted 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

Mirror Flame

The mirror Flame is the standard mirror we recommend for the Superbike conversion kits. With 112x80mm area the mirror is the smallest which matches E-homologation requirements.

Mirror	Colour	Thread	Item No.
Mirror			
Mirror Flame	black	M10x1.25	131-F01SW
Mirror Flame	carbon-Look	M10x1.25	131-F01CA

» Fat Bars

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 at all extreme situations.



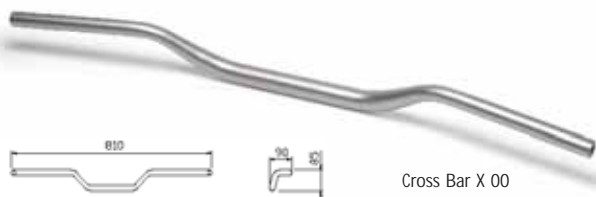
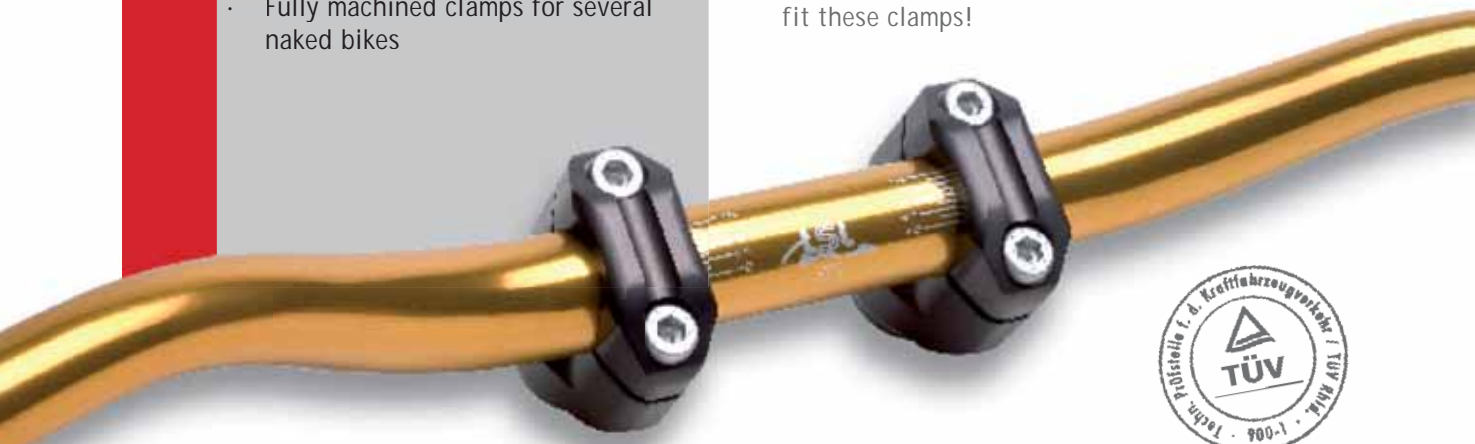
Colours: ..SW ..SI ..AN

» LSL Performance:

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

LSL offers the Fat Bar in silver, black and anthracite with a cool sand-blasted surface finish. The colours gold and blue come, typical for LSL, in a high-polished finish. Special effect: the adjustment position in the clamping area is laser marked.

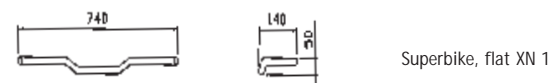
Attention! – please take care that some Italian made bikes use 28,0 mm bars. Fat Bar handlebars do not fit these clamps!



Cross Bar X 00



Superbike X 01



Superbike, flat XN 1

Cross Bar

Will be the choice for the streetfighter and moto cross rider

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

Superbike

The classic Superbike-shape – handy and comfortable

Type	Colour	Item No.
Superbike flat XN1	anodised	128LXN1..
Superbike X 01	anodised	128LX01..
Colours:	..SI ..SW ..AN ..GO ..BL	



Adapter 22/28,6



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 central bolt as original. Available in silver, black or anthracite.

The information about the available models and the height against the original clamps can be found in the fitment guide.

For mounting in original 22mm groove LSL offers adaptation clamps to fix the Fat Bars. These adaptors fit to nearly all standard bar devices.

For Buell XB-models there are special clamps with displaced fastening.

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 elliptical one as per our Superbike kits. We use the original fixing points with one central bolt that runs through the top yoke. The dimension of how much lower or higher the bar can be raised you find in the fitment guide.

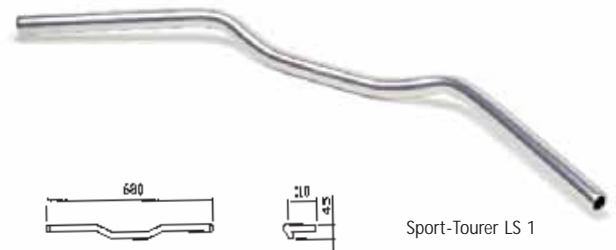
Universal Adapter		
Clamps 22/28,6mm	silver/black	127RK25..
Buell		
XB-9S/12S 22/28,6mm	silver/black	127BU04..

» Handlebars

Sport Tourer

The sports handlebar for dynamic handling.





Type	Ø	Surface	Item No.
Sport Tourer			
Sport Tourer LS 1	22mm	chrome/black	123LS01 ..
Sport Tourer LS 1	1"	chrome	163LS01.1
Sport Tourer AS 1	22mm	alu, anodised	122AS01..
Colours:    			

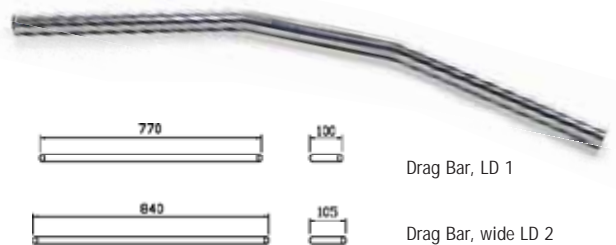


Sport-Tourer LS 1

Drag Bar

The classic for dragsters and streetfighters.

Type	Ø	Surface	Item No.
Drag Bar			
Drag Bar LD 1	22mm	chrome	163LD01.0
Drag Bar, wide LD 2	22mm	chrome/black	163LD02.0
Drag Bar AD 2	22mm	alu, anodised	122AD02..
Colours:    			















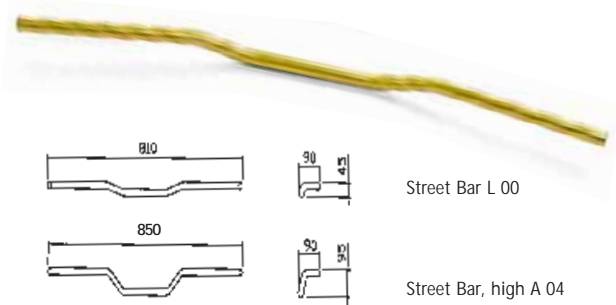
Drag Bar, LD 1

Drag Bar, wide LD 2

Street Bar

For wheelies and other fun.

Type	Ø	Surface	Item No.
Street Bar			
Street Bar L 00	22mm	chrome/black	123L000 ..
Street Bar L 00	1"	chrome/black	163L000.1 ..
Street Bar A 00	22mm	alu, anodised	122L000..
Colours:      			
Street Bar, high A 04	22mm	alu, anodised	122L004..
Colours:      			










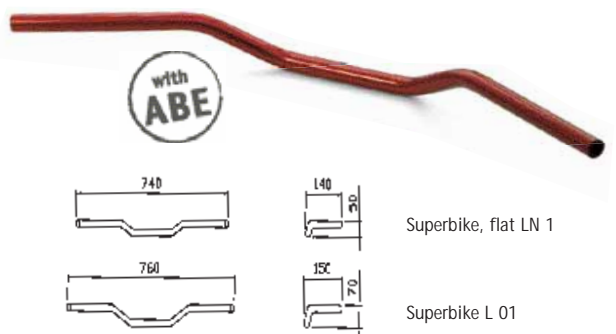
Street Bar L 00

Street Bar, high A 04

Superbike

The perfect match for our Superbike conversion kits.

Type	Ø	Surface	Item No.
Superbike			
Superbike, flat LN 1	22mm	chrome/black	123LN01..
Superbike, flat AN 1	22mm	alu, anodised	122LN01..
Superbike L 01	22mm	chrome/black	123L001 ..
Superbike E 01	22mm	stainl. steel, pol.	123E001
Superbike A 01	22mm	alu, anodised	122L001..
Colours:       			



Superbike, flat LN 1

Superbike L 01



» LSL Performance:

TÜV.com is a high quality label, that is 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.



Intensive care LSL offers to the aluminium bar production. After tests together with Hamburg university we decided on a specially made aluminium raw material that resists bending load by more than 60% above the required German prove load. At the same time its high extension quality leads to rather bending but never braking.

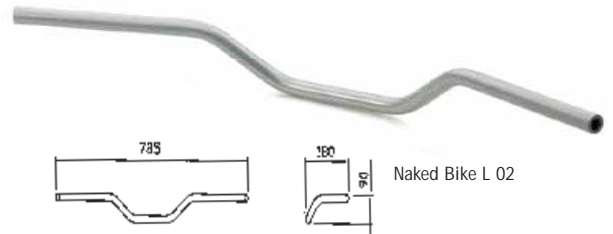
LSL Superbike handlebar achieved appreciation TÜV.com (see LSL Performance above).

LSL aluminium bars have 22,2mm outer diameter and 4.0 mm wall thickness (14mm inside) The bars come high polished with strong anodised colours.

Naked Bike handlebar

The favourite one for naked bikes.

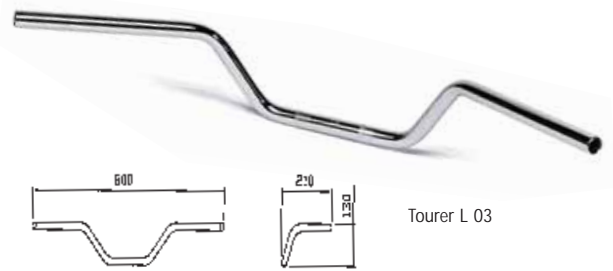
Type	Ø	Surface	Item No.
Naked Bike			
Naked Bike L 02	22mm	chrome/black	123L002..
Naked Bike A 02	22mm	anodised	122L002..
Colours:			



Touren handlebar

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

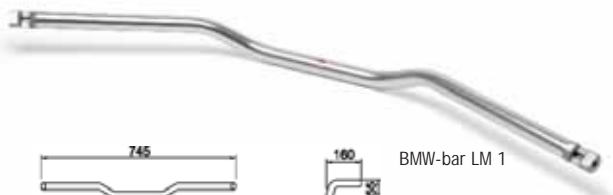
Type	Ø	Surface	Item No.
Touren handlebar			
Touren handlebar L 03	22mm	chrome	123L003



BMW-bar

The one for BMW-Boxers.

Type	Ø	Surface	Item No.
BMW-bar			
BMW-bar LMB1	22mm	silver-coated	123LMB1SI



For BMW motorcycles with heated grips LSL 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

and the necessary hole of 10mm in the middle of the bar is tested for long distance reliability. The bar is made out of steel and matt-silver lacquered.

» RiseUp



RiseUp clamps



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 milled out of billet aluminium. Because they are universally designed the clamps fit to almost all 22mm bars. The width is 32 to 35mm. The offset backwards is always 16mm; raise is available in 25 and 35mm.



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

» RiseUp Clamps

Type	Colour	Item No.	RiseUp
RiseUp clamps, universal für 22mm-handlebar			
RiseUp-clamps	silver/black	121RI25..	16/25mm
RiseUp-clamps	silver/black	121RI01..	16/35mm
RiseUp-clamps Ducati	silver	121RI30DSI	16/30mm

Distance jacks, universal			
RiseUp Bock 22mm	silver	121RD15SI	+15mm
RiseUp Bock 22mm	silver/black	121RD25..	+25mm
RiseUp Bock 22mm	silver	121RD35SI	+35mm
RiseUp Ducati 28,6	silver/black	127RD30..	+30mm



Distance jacks



Extension mirror arm			
Extension kit	pair, black	130SA40	40mm/35mm



Extension mirror arm

These mirror arm links are made for a better rear view on your bike. By easy fitting the mirror is displaced by 40mm aside and 35mm higher. The arm links come in pairs.

Handlebar weights:

LSL offers a range of bar ends and bar weights. The little bar ends serve for an attractive round off. The bar weights are still useful for the reduction of vibration. Available inside size for aluminium and steel bars is 14mm and 18mm; specify when ordering.

Crash Balls: Aluminium anodised or power coated with plastic insert. They are also available in steel black coated, chromed or in stainless steel.



Type	Material	Surface	Handlebar Inner-Ø	Item No.
Crash Ball/pair				
Crash Ball	alu	anodised	14	136AL14..
Crash Ball	alu	anodised	18	136AL18..
Colours:				
Crash Ball	alu	glazed	14	136AL14..
Crash Ball	alu	glazed	18	136AL18..
Colours:				
Crash Ball	steel	chrome/black	14	136FE14..
Crash Ball	steel	chrome/black	18	136FE18..
Crash Ball	stainless steel	machined	14	136VA14
Crash Ball	stainless steel	machined	18	136VA18

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



Type	Material	Surface	Handlebar Inner-Ø	Item No.
Bar weights Flat Cap/pair				
Flat Cap	alu	anodised	14	135-005..
Colours:				
Flat Cap	steel	chrome/black	14	135-005F..
Flat Cap	steel	chrome/black	18	135-005F..

Elliptical Caps: Elliptical bar weights in aluminium anodised in a range of colours. Alternatively made out of steel, coated in black, chromed or in stainless steel.



Type	Material	Surface	Handlebar Inner-Ø	Item No.
Bar weights, elliptic/pair				
Bar weight	alu	anodised	14	135-003..
Bar weight	alu	anodised	18	135-002..
Colours:				
Bar weight	steel	chrome/black	18	135-001E..
Bar weight	stainless steel	machined	14	135-003VA
Bar weight	stainless steel	machined	18	135-002VA

Chopper bar weights

Chopper bar weights				
Flat Cap		chrome/black	19	165-001..

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



Type	Material	Surface	Handlebar Inner-Ø	Item No.
Bar ends, cylindric/pair				
Bar End	alu	anodised	14	135-004..
Colours:				

» Chopper Handlebars



» Chopper Handlebar

Type	Surface, Ø	Version	Item No.
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Drag Bar

Drag Bar LD1.1	chrome, 1"		163LD01.1
Drag Bar LD2.1	chrome, 1"		163LD02.1
Drag Bar LD2.2	chrome, 1"	Dimpled for Harley	163LD02.2
Drag Bar LD2.5	chrome, 1"	Machined for Suzuki	163LD02.5

Available in black coated as well

Street Bar

Street Bar L00.1	chrome, 1"		163L00.1
Street Bar L00.2	chrome, 1"	Dimpled for Harley	163L00.2

Available in black coated as well

Roadster

Roadster L01.1	chrome, 1"		163L001.1
Roadster L01.2	chrome, 1"	Dimpled for Harley	163L001.2

Available in black coated as well

Wide Bar

Wide Bar L11.0	chrome, 22mm		163L011.0
Wide Bar L11.1	chrome, 1"		163L011.1
Wide Bar L11.2	chrome, 1"	Dimpled for Harley	163L011.2
Wide Bar L11.5	chrome, 1"	Suzuki	163L011.5

Available in black coated as well

Butterfly

Butterfly L10.0	chrome, 22mm		163L010.0
Butterfly L10.1	chrome, 1"		163L010.1
Butterfly L10.2	chrome, 1"	Dimpled for Harley	163L010.2
Butterfly L10.6	chrome, 1"	Drilled for wiring	163L010.6

Old Style

Old Style L12.1	chrome, 1"		163L012.1
Old Style L12.2	chrome, 1"		163L012.2

Flat Track

Flat Track L14.1	chrome, 1"		163L014.1
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Shuffle

Shuffle L15.0	chrome, 22mm		163L015.0
Shuffle L15.1	chrome, 1"		163L015.1
Shuffle L15.2	chrome, 1"	Dimpled for Harley	163L015.2
Shuffle L15.6	chrome, 1"	Drilled for wiring	163L015.6

Holder

Holder L13.2	chrome, 1"	Dimpled for Harley	163L013.2
Holder L13.5	chrome, 1"	Machined for Suzuki	163L013.5

Dimensions W/H/D
(mm)

Drag Bar
770/0/110
840/0/115



Street Bar
850/50/90



Roadster
850/125/180



Wide Bar
1010/55/200



Butterfly
1000/125/225



Old Style
960/70/260



Shuffle
820/105/340



Holder
830/80/370



Aluminium Riser

For the custom scene LSL designed high quality aluminium riser kits. The risers are machined out of billet and get a high polished finish. Using sunnen Allen Bolts with very slim heads we are able to keep a bright shining surface.

LSL risers are made for 22mm or 1"-handlebars. Available raise is 2" and 4" for 1" bars, for 22 mm bar you get the added advantage of 6" height. For easy fitting LSL offers complete mounting kits for the most common custom bikes.

As with the LSL custom bars, the aluminium risers passed the TÜV-approval in Germany.

See fitment guide for your model.



» LSL Performance:

- Steel handlebar with 3 mm thick walls
- Model specified TÜV-approval
- Approved even with 12mm hole between the clamps (type...6)

» 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 and bring the handlebars over the top yoke. Together with the 2°- bar angle they create an ideal handling position.



Because of its optimal load depending design the Tour-Match is an extremely light construction. In spite of the high flexural resistance, we face an extremely low weight of only 430 g 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. Wall thickness here is 4 mm and a screw, gripping in the recess of the tube secures the bars for 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 hydraulic, etc) and fitting instructions. The bar tubes are not pre-installed with the holes for the switch units.

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 1000RR



Tour-Match on Daytona 675 in detail

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



Honda CBR 1100XX



Tour-Match for
Cafe Racers
(Triumph Thruxton).



» The Racing Clip-on



Offset-High

Sport-Match Clip-on

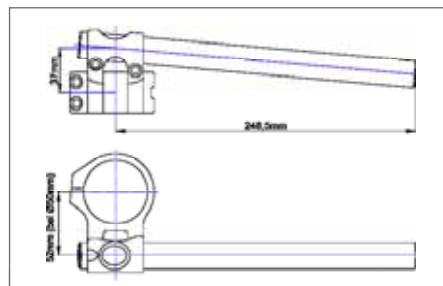
The Sport-Match clip-on is machined from billet aluminium. Because of its load sensitive design the Sport-Match is an extremely light construction. The weight of a set of Sport-Match clip-on is only 600 g. Although these clip-ons are extremely light they still meet up to the tough German TÜV regulations.

For racing use, LSL has developed two different sorts of clip-on: the classic Sport-Match and the Offset-High which is placed forward and higher. Bar angle for Sport-Match is always 5° to the stanchion. Clamping screws are mounted from the front so you can replace the tubes very quickly – important for any race sport operation.

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 the bars are ordered separately. 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 spare part.

Sport-Match Offset-High

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 intake. Please find the exact measurements on the drawing beside.



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.

Reservoir bracket

Matching hydraulic reservoir bracket

154-T22

Sport-Match

The Sport-Match clip-on is the classic construction carrying the bars close to the stanchions. The bar angle is 5°. Please insure that you have sufficient clearance with the fuel tank for full steering.



Sport-Match used for Sachs prototype bike "Beast"



Sport-Match

» Sport-Match

Version	∅	Item No. Sport Match	Item No. Offset-High
---------	---	----------------------	----------------------

Sport Match bracket

Bracket pair	35mm	154SM35	-
Bracket pair	38mm	154SM38	-
Bracket pair	39mm	154SM39	154OH39
Bracket pair	40mm	154SM40	-
Bracket pair	41mm	154SM41	154OH41
Bracket pair	43mm	154SM43	154OH43
Bracket pair	45mm	154SM45	154OH45
Bracket pair	46mm	-	154OH46
Bracket pair	48mm	154SM48	154OH48
Bracket pair	50mm	154SM50	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

Order example:



or



Bar tubes

Bar tubes	22mm	coloured anodised	154L01..
Colours:			
Bar tubes	25,4mm	alu-nature anodised	154L02SI
Colours:			



For mounting clip-on Sport-Match on Triumph Bonneville and Thruxton models the headlight holder and ignition key must be converted. LSL offers the necessary new lamp brackets and ignition allocation kit.

» Bonneville/Thruxton Clip-on

Product	Item No. Bonneville	Item No. Thruxton
Sport-Match Clip-on		
Sport-Match Clip-on	153T024S	153T031S
Offset-High Clip-on	-	153T031H
Allocation kit		
Head lamp bracket 41mm	143LT41	143LT41
Ignition allocation kit	728T024	728T024



Headlight Brackets:

LSL offers universal headlight brackets for different stanchion diameters. The brackets and the arms are made out of milled aluminium. Through an outer centric design it is possible to balance a 20 mm inside difference when mounting the arms. Thereby use is possible for different yoke-widths and headlight sizes.



Especially for the Triumph Speed Triple 1050 LSL designed a conversion kit to mount the classic single head lamp at the fork stanchion. The kit contains the head lamp brackets and a fully machined instrument support.

The new head lamp can be combined with either standard high handlebar or sports clip-ons. For the Street Triple 675, the bracket kit comes with new air intake cover.



Product	∅	Item No.
Headlight brackets		
Head lamp bracket	35mm	143LT35
Head lamp bracket	38mm	143LT38
Head lamp bracket	39mm	143LT39
Head lamp bracket	41mm	143LT41
Head lamp bracket	43mm	143LT43
Head lamp bracket	45mm	143LT45
Head lamp bracket	54mm	143LT54
Head lamp bracket kit Street Triple 675 07-		143T041
Head lamp bracket kit Speed Triple 955i 02-04		143T027
Head lamp bracket kit Speed Triple 1050		143T033
Indicator brackets	10mm	143BHE1
Headlights		
Headlight	chrome	730KL02
Headlight	black-coated	730KL02SW

Headlight diameter 6,5"; Width at fastening 180mm.



Urban Headlight Kit

Alternatively, LSL offers an Urban headlight kit utilising the standard light of Yamahas MT-03. The side panels are fully machined out of billet aluminium, stanchion brackets are available in different diameters for all common Naked Bikes. Different fork widths can be adapted by bushings.

Please consider that for optical reasons the headlight is designed close to the fork. Depending on your model headlight shell might clash with the ignition lock or the instrument housing.

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	50/54mm	405-050/54
Headlight kit Street Triple 675 '07-		405T041
Headlight kit Speed Triple 955i '02-04		405T027
Headlight kit Speed Triple 1050 '05-		405T033



For Street and Speed Triple models the headlight kit contains a fully machined instrument support. Street Triple 675 bracket kit comes with new air intake cover.







2Slide-Rear Set

Thorough testing and race track development led to the now well established 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 longitudinal by 4 positions whilst the height can be put 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 banana-shape to avoid shifting during active cornering movement. The length adjusting of the gear shift rod is achieved by interchangeable distances.



2Slide Performance:

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



» 2Slide Performance

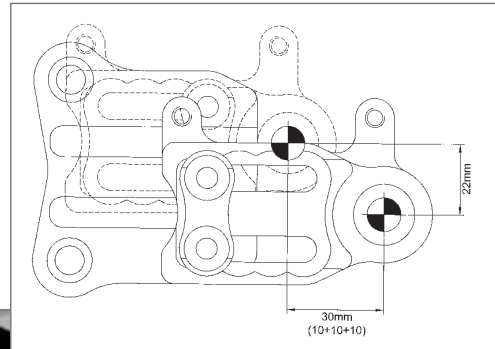
For road use the 2Slide system is equipped with a hydraulic brake light switch. For some bikes it is necessary to replace the brake hose in order to use every possible position. Please look for information in the fitment guide.

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

Adjustable positions:

Longitudinal: 30mm; 4 settings

Vertical: 22mm; 2 slides



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. LSL rear sets as standard are not foldable. 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:

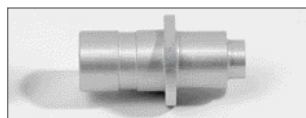
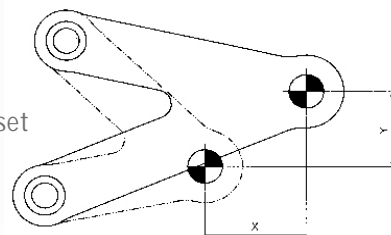
- All aluminium parts anodised for weather protection.
- 17 mm wide long life PTFE bushings
- Foldable pegs available optional
- Bolts made of stainless steel
- Road legal equipment





110...
Rear set

LSL-offset



110+RAS
Stiff adaptation



110+RAG
Foldable
adaptation



115-01..
Standard



115-03..
Racing

Order example:

- 110...** Standard rear set without pegs
- 110+RA...** You can choose between:
 - stiff pegs : ..S
 - foldable pegs : ..G (extra charge)
- 115-0...** foot-pegs alternatively
 - standard (cut out): ..1..
 - racing (round) : ..3.

Order passengers pegs with the set:
Bracket kit **115-...** +
Pegs **115-0...**

Pillion units always come with foldable pegs;
an additional pair of pegs has to be ordered.

If the original foot rest hanger is in one unit LSL replaces this with a two part system. This is designed for use with high-level exhaust systems where only rider's hanger is necessary. Pillion unit has to be ordered separately.



Z750/1000

Rear set for Kawasakis Z 1000 need the pillion unit to carry the exhaust system.



R 1100S

At BMW's R 1100S-models the engine gear lever is connected directly to the LSL-shifters tip.



Bonneville

For Naked Bikes LSL chooses very special constructions to guarantee an optimal seating position. The range for retro classic bikes like Sportster, Bonneville or T-Bird Sport is large.



V-Max



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



»Rear Sets



Machined gear levers

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



Jack-up plates

The Jack-up plates designed by LSL relocate the original hanger up and backwards into a more comfortable position.

The adaptors are machined from high quality aluminium and silver anodised. This means we can ensure a high stable construction and 100% fitment, to provide a easy mounting.

A complete kit contains everything that is needed to mount the adaptor including the parts that lengthen the gear lever rod. All new constructions such as for the GSX-R and ZX-10R offer two possible mounting positions.



LSL aluminium foot pegs

LSL foot pegs are extremely light and machined from billet. 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:		

Order example:



or



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

»The Right Setting



The Right Setting – using the fully machined LSL brake- and clutch hand 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 ways.

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

The levers come in four anodised colours:

Colours





» **LSL Performance:**

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



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

» Under Pressure

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 of 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 brake hoses has 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 hose the stainless steel Teflon® braided hose inside a life time reliability and needs no further change.



LSL brake hoses are available with different coloured fittings. See other the samples pictured beside. The standard colour is anthracite. Banjo bolts come matching in anthracite as well. Fittings and banjo bolts in „chromed“ are at an extra cost.

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



LSL Performance:

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



Fitting Silver
Bolt Blue



Fitting Blue
Bolt Red



Fitting Black
Bolt Gold



Fitting Chrome
Bolt Chrome

» Stainless Steel Brake Hoses

Position	Version	Item No.
Brake hose		
Front	1-hose kit	220...F
Front	2-hose kit	220...G
Front	2-hose kit, cross-over	220...H
Front	2-hose kit, with bolt	220...J
Front	3-hose kit	220...K
Front	5-hose kit	220...M
Rear	single	220...R
Clutch	single	220...C
	extra cost chromed fitting	... CH
Colours:	..SW ..TI ..SI ..BL ..CH	
Banjo bolts	single	220-30...
Banjo bolts	double	220-32...
Colours:	..SW ..TI ..SI ..BL ..CH	



LSL-Tap – the Handy Grip



For sure LSL is not the first company to supply the preload adjusters. Years now you find different versions of tools to the preload system of the fork springs. What was missing a design making fun to use these adjusters, a handy tool – like a tap. This was

the idea in behind LSLs development of an attractive and functional fork adjuster for your bike. The LSL adjuster is easy to handle and attractive.

You get it in five different versions; hexagonal in 14, 17 und 22mm or oval with 14 und 17mm. With a small slotted set screw you fix the tap on the mechanism. It fits to all sport bikes with preloading adjustment (restrictions on models with straight bars).



Product	Version	Colour	Item No.
Preload Adjuster			
LSL-Tap	14mm / hexagon	anodised	650ST14X..
LSL-Tap	14mm / oval	anodised	650ST14O..
LSL-Tap	17mm / hexagon	anodised	650ST17X..
LSL-Tap	17mm / oval	anodised	650ST17O..
LSL-Tap	19mm / hexagon	anodised	650ST19X..
LSL-Tap	22mm / hexagon	anodised	650ST22X..
Colours:	..SW ..SI ..TI ..BL ..GO		



»Steering Control



Steering Control

Modern motorcycle constructions lead to less weight and wider and wider tyres. Beside better handling and better acceleration the negative result of this development is the high sensitivity to the „tank slapper“ phenomenon. This leads to less security in 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 with a 7-times adjustable hydraulic damping system inside. 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 150 mm 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 us function comes first and therefore we quite often forgo the much requested positioning of the steering across the top yoke as per Ducati 916. Instead we look for a position which gives the best mounting (without any play) for a perfect function of the damper.



All LSL steering dampers have a model specific TÜV approval. The installation is individual for each model and will be explained in an enclosed instruction. For product liability reasons there is a limited program

available in North America. Long term pulser tests for product liability take place at the laboratories of TÜV-Kraftfahrt, Cologne.





T LSL Steering Damper „Titan“

Damper unit: round, titan anodised
7-times adjustable
rod diameter 9mm
Bracket: billet aluminium with pillow ball

O LSL Steering Damper „Oval“

Damper unit: oval, silver anodised
7-times adjustable
rod diameter 9mm
Bracket: aluminium shell with ball joint



Product	Stroke	Housing length	Total length	Item No.	Item No.
				Titan	Silver
Steering Damper Unit					
Steering damper	70mm	145	285	101T107	-
Steering damper	100mm	174	335	101T110	-
Steering damper	120mm	194	375	101T112	1010V12
Steering damper	150mm	224	435	-	1010V15
Repair kit	damper piston, shim, seal			101-R22.3	101-R24.5



Fork Bracket

Fork brackets are available in diameters from 35 to 56 mm. Fork brackets in version "L" or "XL" not available in all diameters – see fitment guide for details.

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



» Controlled Touch Down



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

New to the crash pad is the combination of shiny aluminium and 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 to hook into the tarmac or street surface.

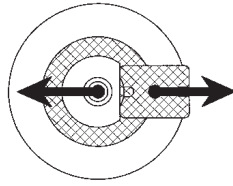
The plastic insert reduces the impact when the bike falls over and slows the bike down when it is sliding. In the case of a small crash simply replace the plastic insert for repair.

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



»Crash Pad

The backward located "touch-down" area, of the plastic insert 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.



This GSX-R 1000 had fallen down on the race track Nürburgring at a speed of 70 mph and shows how the crash pads work. Only damage are some scratches to the fairing, brake lever, brake pedal and exhaust muffler - and the pad itself.

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 handlebar weights in the same design called Crash Ball. Protection never looked so good!



GSX-R 1000 after accident out of 110 km/h

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



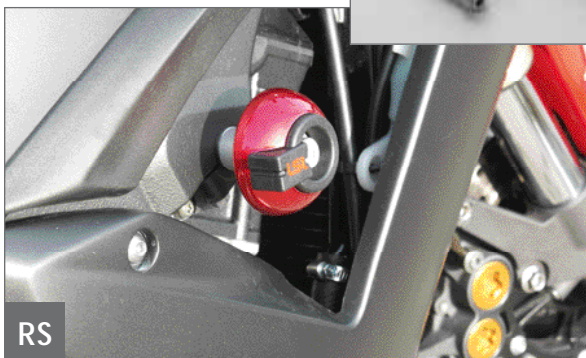
MS

Fastening with the engine bolts for Naked Bikes.



MA

Adaptor plate mounted on the engine covers



RS

The cheapest 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:



+

or



+



» Head Slide

Crash Balls for axle protection

The same system the crash balls use 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 their oil containing swinging arm needed protection most important.

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

Axle Ball for front 555
 Axle Ball for rear 556

Transparent: ..RT ..BL
 Anodised: ..SI ..TI ..SW
 Powder coated: ..GE ..OR ..SR



Clutch Ball system

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

Clutch Ball 552Y088C..

Transparent: ..RT ..BL
 Anodised: ..SI ..TI ..SW
 Powder coated: ..GE ..OR ..SR





Aluminium Engine Cover

For the current Kawasaki Z1000 LSL offers a milled engine cover for the generator-cover and clutch-cover. The covers are weather resistant anodised.

» Aluminium Engine Cover

Model	Material	Item No.
Kawasaki		
Z 1000 -06	Alu., anodised	420K102..
Colours: ..SI ..SW ..GO		



Pinion Cover

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



» Pinion Cover

Model	Type	Year	Item No.
Buell			
M2/X1		all	712BU01
Kawasaki			
ER-6n/f	ER650A	05-	712K113
Triumph			
Bonneville	908MD	01-	712T024
Thruxton	986ME	05-	712T024
Street Triple 675	D67LD	07-	712T041
Daytona 675	D67LC	06-	712T037
Speed Triple 1050	515NJ	05-	712T033
Colours: ..SI ..SW			



Swinging Arm Caps

Machined aluminium end caps to close and support chain adjustment.

Model	Material	Item No.
Schwinger Arm Caps		
ER-6n/f	Alu., anodised	685K113..
Colours: ..SI ..AN		



» To Hold Your Number



LSL offers a short and tight aluminium plate holder to replace the original plastics. Because of the demanding bending construction the plate holder is light but stiff for a long and reliable use.

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 holder sheets 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 holder unit fits with original under-seat exhaust but also to low accessory system. Using low exhaust, LSL offers special passenger pegs hanger.

Tail Conversion/Plate Holder	
Street Triple	460T041
Speed Triple 1050	460T033
Passenger Pegs Hanger	
Street Triple 675	110T041.2
Speed Triple 1050	110T033.2



»Plate Holder

Item	Item No.
Plate Holder	
Universal aluminium sheet	460-T33SW
Indicator	
LED-Mini winker	720L01L0
Support, 70mm/M10x1.25	720LS70

Plate holder 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.

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

»LED-Tail Light

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

LSL chain guard matches all Speed Triple and Daytona models with single swinging arm. Guard is produced out of aluminium, brake hose lining comes in carbon look quality.

»Aluminium Chain Guard

Model	Year	Item No.
Triumph		
Speed Triple	97-04	713T014
Speed Triple 1050	05-	713T033



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.

»clubman.de



Visit www.clubman.de

For retro classic bikes in Cafe Racer style LSL offers a special website – www.clubman.de. Here German speakers will find information about the Clubman bikes and specific products. (Clubman is a registered trade mark of LSL)



LSL website

LSL has distributors all over Europe. You will find contact on www.lsl.eu under "Export"

Retail prices differ in different countries depending on local VAT or sales terms. For all information please contact your local distributor.

ONLINE

Visit: www.lsl.eu

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Bottle opener based on the LSL fork-tap. Available in anthracite, gold, silver or red.



Bottle Opener

Aluminium, anodised

Colour



Item No.

999ST01..

LSL-Dress



LSL dress

white with LSL-Logo, 100% cotton

Size

S, M, L, XL

Item No.

972TS01..



LSL baseballcap

black, embroidered with LSL-logo, Velco-fastener

Size

universal

Item No.

975-001



LSL patches

white with LSL-logo

Size

100 x 45mm

Item No.

970-1045

