



## Fitting Instruction

Article-No. : 120H136  
Product : **Super Bike Conversion Kit**  
Model : **VFR 1200FD 2010 →**  
Type : **SC63**

### Important:

Read this instruction manual carefully and mind all warnings and tips. You should do this work only if you're qualified; otherwise we recommend this mounting to be done by a professional workshop. Improperly mounting of this kit can reduce the driveability of the motorcycle and may be a risk to your health and life.

Special works are marked with the following signs. Please take special care on these works.



**Warning! Important mounting instruction. It shows risks to your life and health.**



**Tips for mounting and maintenance or to avoid damage.**

### Fitting:

**Mounted conversion kit**





The battery ground should be disconnected before working on electric wiring and switches!



Before removing the original clip on you should loose both banjo-bolts on clutch and brake master cylinder and turn each fitting upward about 90 degrees, then tighten them again. **Caution:** avoid brake fluid on painted surfaces! **Any work on the brake system or bleeding the system should be done by an authorized dealer or a qualified mechanic!**

Remove controls as well as clutch and brake cylinder assy from the original clip ons.

**Recommended handlebar type: LSL-Fat Bar, flat / Type XN1**



**Due to the vehicle manufacturer's production tolerances it is absolutely necessary to fit our adapters in the sequence described below.**

1. Remove original clip ons and loose the top yoke's slider-tube clamping completely.
2. Slip adapters onto the slider-tubes w/o tightening them and fit the handlebar with approximately 15Nm / 11.06lbs ft tightening toque.
3. Assure that the adapters are laying flush on the top yoke and then tighten their clamping with 20Nm / 14.75lbs ft torque.
4. Now loose the handlebar clamping completely and tighten the top yoke's slider-tube clamping with torque according to the vehicle manufacturer's instruction.
5. Pre-adjust handlebar and tighten its clamping even and slightly. After the whole fitting is done clamping needs to be tightened with 25Nm / 18.44lbs ft torque.

Now you should check the clearance to the tank and faring, therefore you have to mount all controls provisorily on the handlebar and re-adjust it if necessary.



**Brake and clutch cylinder need to be mounted with a gap of approximately 15mm to the other controls.**



**Due to the vehicle manufacturer's production tolerances it may be necessary to reduce the steering stop with attached shims.** Use suitable glue to fix the aluminium shims on the steering stop.

Now you can drill bores to fix the handlebar controls. Mount the left grip with suitable glue.

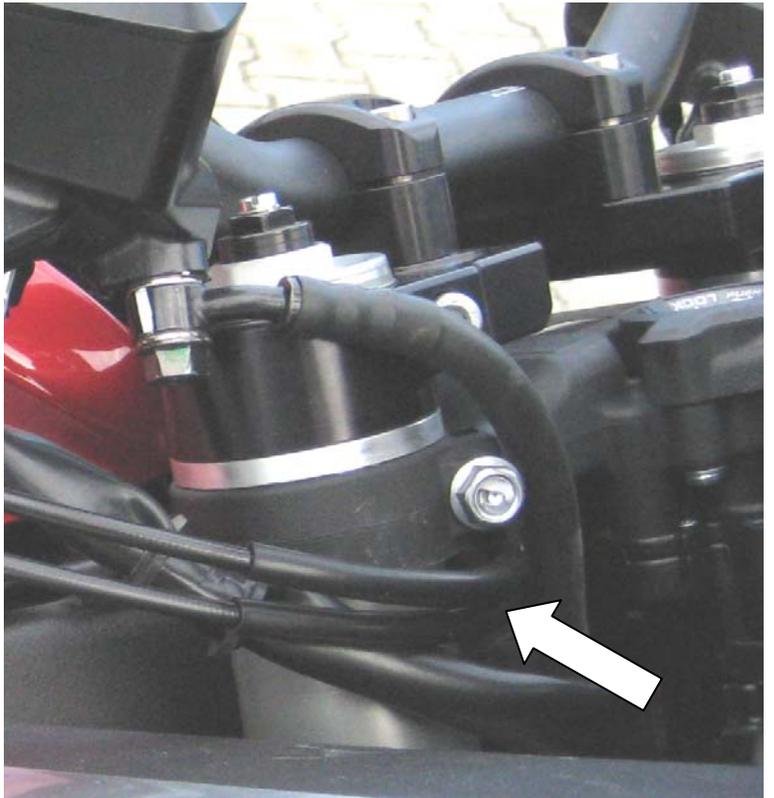


**Assure (without brake pressure) whether the brake lever can be pulled up to the grip and doesn't contact any other parts before.** (Loosening one calliper and wobble it to push the pistons back should be the easiest way.)

## **Instructions for rerouting cables hoses and wiring harness:**

**Throttle cables:** Remove cable guidance from right, upper slider-tube clamping. Reroute cables on the brake hose's outside, as shown, all the other routing stays original. Check throttle cables for free movement over the whole steering angle and readjust the cables' slackness, if necessary.

The routing of all other components remains as original.



**Assure that no cable, hose or harness is bended and stays tension-free over the whole steering angle.**

The conversion kit is now completely mounted. Always check local laws and your manufacturer's warranty conditions for using aftermarket parts on your bike!

Ride safe and have fun!



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