



Fitting Instruction

Article-No. : 153T045R
Product : **Speed-Match Assy**
Model & Model-years : **Triumph Daytona 675 '09 - '12**
Type : **D67LD**

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 qualified 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!

Remove handlebar controls, clutch lever bracket and brake cylinder assy, then remove the original handlebar.

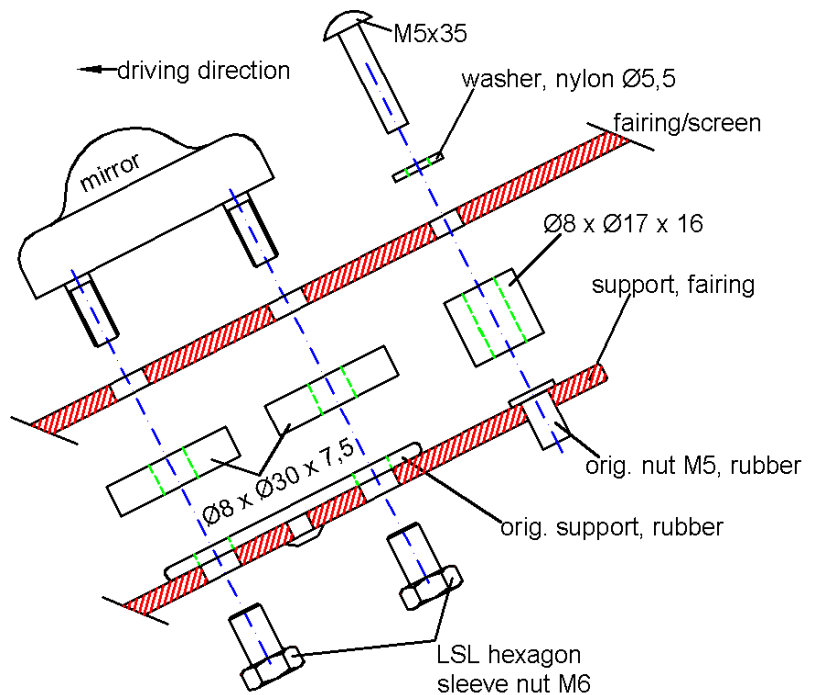


Assure that the front wheel is free from any load when dismantling top yoke. To fix top yoke, first tighten steering head nut up to 15Nm / 11lbf ft, then fix the slider tube clamp bolts.

Now tighten steering head nut up to the required torque, tightening torques refer to the vehicle manufacturer's instruction.

Push Match clamps up towards the top yoke, align them and tighten them slightly. Now install the tubes with M6x22 and tighten the bolts with 10Nm (7.31lbf ft).

Fairing: Demount the mirrors and drill mirror brackets with a diameter of 8.5mm for the LSL hexagon sleeve nuts M6. Unfasten the fairing and install rubber spacers as shown.

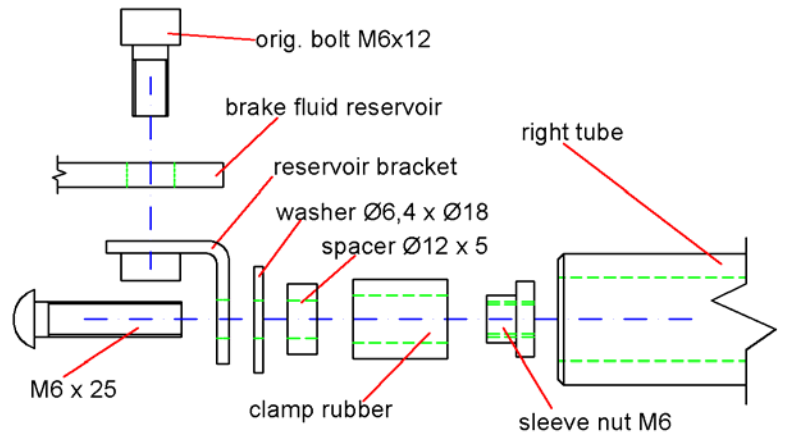


Modify the steering stop! To gain more clearance between clip ons and fairing you have to modify the steering stop. Use suitable glue to fix the aluminium shims ($t=2\text{mm}$) on the steering stop.

Now you should check the clearance to the tank and fairing, therefore you have to mount all controls provisorily on the clip-on. **It's important to mount the attached bar ends and align the controls in a way that the grips cover the bar ends by 10mm.** Fit the brake fluid reservoir as shown in the right illustration. Adjust clip ons by turning the Match clamps on the slider tubes, then tighten the bolts M6x25 with 10Nm (7.31lbf ft). Now drill the bores for the controls and fix them finally. The left grip should be installed with glue.



View from above!



Instruction for rerouting cables hoses and wiring harness:

Throttle cables (1): Route as original and check throttle cables for free movement on every steering angle.

Brake hose (2): Route as original.

Clutch cable (3): Route as original. Fix clutch cable and throttle cables loosely with the attached cable tie as shown beneath.



Wiring harnesses (5&6): Route as original.



Make sure 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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