

Model: Triumph Sprint St 1050	Year: 2005 →
Type : 215 NA	

**Important: If you are not a trained motorcycle mechanic stop now. Ask a local motorcycle shop to do the work for you.**

**Please read the LSL-Superbike- Kit Fitting instructions.**

Proposed bar:	Type 01 (A01 / E01 / L01)		
Code for cable routing:	Position of cable from riders position ...		
... in front of the fork	<b>F</b>	... right from steering head	<b>R</b>
... behind the fork	<b>B</b>	... left from steering head	<b>L</b>

	Routing:	Length:
Throttle cables:	original	original
Clutch cable:	original	112cm
Brake hose	original	original



**It's not necessary to cut the fairing and the screen or to modify the steering-stop!**

**Specials:**

Mount the adaptor plate with the clamps and the four screws (M8x35) on the original top-yoke. The back-set clamps has to bring the bar more in the direction of the rider. Fit the brake fluid reservoir with the bracket angle, the screw (M6x30) and the intermediated stainless steel sleeve on the clamp of the brake instruments. Route the attached clutch cable as the original once.

Important: Before you drill the holes (5 mm) against torsion in the bar, you must be sure, that the control-instruments don't touch the fairing by steering stop. The holes must be drilled with the following distances of the end of the bar: right side around 160 mm and left side around 180 mm.



## LSL–Superbike-Kit Fitting Instructions

- 1.) To avoid scratches and dents when re-routing hoses and cables remove the gas tank first. Remove fairing bracket and mirrors if necessary. **Always disconnect battery ground before working on electric wiring and switches!**
- 2.) Remove handlebar controls, clutch lever bracket and brake cylinder assy, then remove the original handlebar.
- 3.) Mount the adaptor on standard top yoke (or swap new yoke depending on kit type). To demount the ignition lock you mostly have to drill out the heads of the breakaway screws. After mounting the ignition lock with the attached bushings and new screws at the LSL-yoke you have to drill out the heads of the screws as theft protection, if your bike is not equipped with an immobilizer. If the crown nut had to be removed tighten up to original torque. Mount the new handlebar without tightening the screws of the clamps too strong. Re-route cables and hoses if necessary. Please refer to "specific mounting instructions" for re-routing.
- 4.) Remove brake-hose(s). **Caution: avoid brake fluid on painted surfaces!** Mount enclosed brake-hose(s) with new gaskets.  
**Caution: Any work on the brake system or bleeding the system should be done by an authorized dealer or a qualified mechanic! Pump brake lever until proper pressure is felt on lever. Test brakes at slow speed!**
- 5.) Now mount the handlebar controls and clutch/brake assy. Set drillings to fix controls on the handlebar. If other than LSL handlebars are chosen, use tapes or metal sheets under the controls to fix them on the handlebar. Now tighten handlebar clamps equally up to 20 Nm torque. Make sure that no cable is bended and stays tension-free when turning the handlebar.
- 6.) Shorten fairing and screen, if necessary, to allow full steering movement of handlebar with sufficient space at levers and switches. Please refer to "specific mounting instructions" for shortening. Check throttle, choke and clutch cables function and clearance on left and right steering angle. Adjust or re-route if necessary. After finishing check all connections.
- 7.) Always check local laws and your manufacturer's warranty conditions for using aftermarket parts on your bike!

**Ride safe and have fun!**



LSL-Motorradtechnik GmbH • D-47809 Krefeld

[www.lsl-motorradtechnik.de](http://www.lsl-motorradtechnik.de)