

## General fitting instructions for steering dampers

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

- 1.) Always refer to the specific fitting instructions according to your vehicle model!
- 2.) The steering damper should never limit the steering angle under any circumstances by its own limited damping stroke. Steering angle must only be limited by the manufacturers intended lock stop. If limited by the steering damper the unit will be damaged and steering performance will be poor.  
**Under certain circumstances this might cause the rider to loose control of the bike, which may result in serious injury or death!**  
Also make sure that clearance is given to damper rod at any steering angle.
- 3.) Damping force and dimensions of mounting brackets are designed to provide complete control and smooth steering performance under any circumstances. But be aware of that by rising distance between damper mount and steering pivot the damping force will rise disproportionate. On unprofessional installation and highest damping adjustment this may cause poor steering performance or high steering forces.  
**This might cause the rider to loose control of the bike, which may result in serious injury or death. Always start with lowest damping rate for first ride!**
- 4.) Always use locknuts or proper amount of medium thread-locking adhesive (e.g. Loctite 243).
- 5.) Check fork lock for proper performance and easy accessibility.
- 6.) Always check local laws and manufacturers warranty conditions for using aftermarket parts on your bike.
- 7.) LSL-steering dampers are only designed to work with LSL-mounting kits. By using other brands we will not cover warranty for damper or mounting kits and performance might not be impeccable.

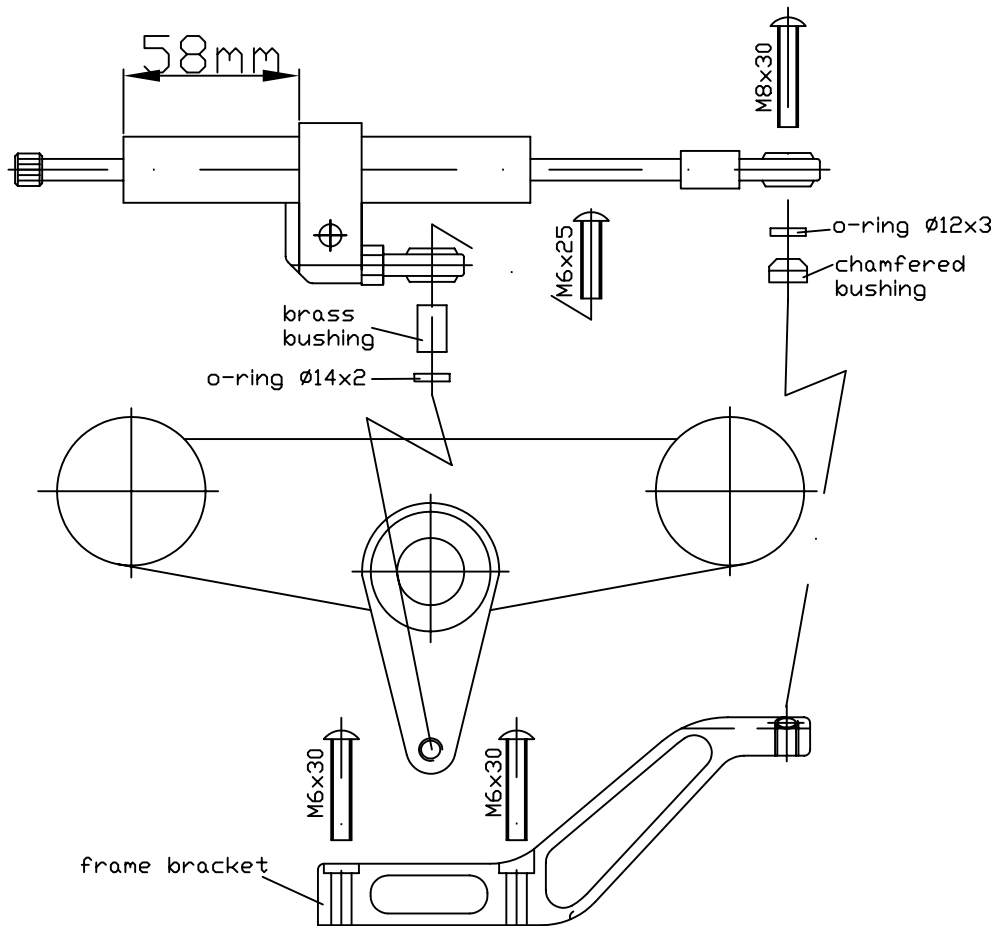
**Ride save and have fun!**



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**Important!** If you are not a trained motorcycle mechanic stop now. Ask a local motorcycle shop to do the work for you.  
Please make sure that steering damper is not used as a steering stop!  
Start with lowest damping for first ride!  
Steering damper :70 mm Stroke



Fit the bracket on top of the gas tank fitting showing to right side. Please use the new screws M6x30mm. Install the lever under the steering head nut. Press the brass bushing into the ball joint to reduce to diameter for M6. Fit ball joint now with adaptation inside steering damper body clamp as shown above. Make sure that position of body clamp is as set (58mm).

Now fit ball joint to the top yoke lever with M6x25 and o-ring to avoid chattering. Install rod end ball joint with chamfered bushing on top of the steel bracket by M8x30.





**Anbauanleitung**  
**Fitting Instruction**  
**Notice de Montage**

Artikel-Nr. / Article-No. / N° article : **100...**

Produkt / Product / Produit : **Gehäuseschelle / Body Clamp / Collier pour amortisseur de direction**



**Achtung! Wichtiger Montage-Hinweis. Bei Nichtbeachtung können Gesundheit und Leben gefährdet sein.**

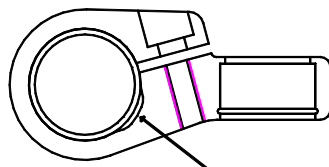
**Attention! Important mounting instruction. It shows risks to your life and health.**

**Attention! Indication de montage importante. Son non-observation peut mettre votre santé et votre vie en danger.**

Die Gehäuseschelle ist mit einer Aussparung gefertigt, die zur Montage der Schelle von vorne, über das Gelenklager, dient.

The body clamp is manufactured with a groove to enable you to mount the clamp over the ball joint from the front side of the damper.

Le collier corps d'amortisseur est doté d'une rainure / épaulement qui permet d'enfiler le collier du corps d'amortisseur du côté de la rotule (attention de bien mettre le rotule dans l'axe de l'épaulement).



Aussparung / Groove / Rainure

**Achten Sie unbedingt darauf, die Schrauben der Gehäuseschelle nicht zu stark anzuziehen, sonst kann die Lenkung des Motorrads beeinträchtigt und der Lenkungsdämpfer beschädigt werden.** Der Spalt in der Klemmschelle sollte annähernd parallel verlaufen, wie in der Abbildung:

**It's important that you do not tighten the screws too strong or the steering of the motorcycle won't work properly and the damper will be damaged.** The gap in the body clamp should be aligned parallel as shown in the illustration:

**Il est important de ne pas trop serrer les vis du collier d'amortisseur. Le serrage exagéré des vis peut porter préjudice au guidage de la moto et endommager le collier.** Les deux côtés de la fente du collier doivent rester parallèles, comme indiqué dans le schéma ci-dessous :



**Anzugsdrehmoment / Tightening torque / Couple de serrage M5x16 : 5 Nm**