

Model: Honda VFR 800	Year: 2002 →
Type: RC46	

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.

Recommended bar:	Type N1 (AN1 / LN1)		
Code for cable routing:	Position of cable from riders position ...		
... in front of the fork	F	... right from steering head	R
... behind the fork	B	... left from steering head	L
	Laying:	Length:	
Throttle cables:	F / R	original	
Clutch hose:	B / L	original	
Brake hose:	As mentioned underneath!		

Fairing and the fairing screen need no operation!

Specials:

Mount the back-set clamps that the clamping area is placed towards the rider.
To pull out the cables of the control units, you have to demount the instruments cover, the mirrors, the fairing screen and the clamps of the cables.

Lay the brake line between steering head and stanchion.

Special note: If you want to lay the brake line as original, you need to order a new brake line (LSL-Part.-no.: 225BS39CJ1) separately.

Pull the clutch hose out of the holder at the steering head, demount clutch hose at the clutch cylinder and route the hose above the brake line to the top.

Lay the throttle cables between fuel tank and frame to the front and then between the steering head and the right stanchion to the throttle unit.



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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!



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