



# Fitting Instruction

Article-No. : 118T037/R  
Product : **Adjustable Rear Set**  
Manufacturer : **Triumph**  
Model (Type) : **Daytona 675 (D67LC) 2006 - 2012**  
**Street Triple (D67LD) 2008 - 2012**

## 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:

Remove stock rear sets. The following parts will be used for your new rear set: none



**Rear sets are pre-assembled but all screws are not tightened!** Always use locknuts or proper amount of medium thread-locking adhesive (e. g. Loctite 243). All details of assembling are shown on the backside drawing. All parts are welded into their bags as they belong together.



**This rear set is designed for racing purpose; therefore a solution for the rear brake light switch is not included.**

The tightening torques for connections to the frame refers to the manufacturer's instructions. Use the following torques for all the other screw connections:

<b>M5</b>	<b>=</b>	<b>6Nm</b>	<b>=</b>	<b>4.43lbf ft</b>
<b>M6</b>	<b>=</b>	<b>10Nm</b>	<b>=</b>	<b>7.38lbf ft</b>
<b>M8</b>	<b>=</b>	<b>20Nm</b>	<b>=</b>	<b>14.75lbf ft</b>
<b>M10x1,25</b>	<b>=</b>	<b>30Nm</b>	<b>=</b>	<b>22.13lbf ft</b>



After installing rear set **test brake and gear shifting indoor. If anything is not operating properly or braking efficiency is poor, testing on the road may result in death or serious injury!**

## Maintenance:



Periodically proof all functions during service intervals. Use **particle free (no MoS<sub>2</sub>)** lithium or barium soap grease to maintain lever bushings.

Screw in M8x20 from outside and mount brake cylinder on the inside

Mount hydraulic brake light switch on master brake cylinder

Original conternut M8

Brake cylinder adapter mounted with M6x16 on the outside

Mount ball joint instead of the original fork head on the push rod. To reach a deep lever position it may be necessary to shorten the push rod

Screw in M8x40 from lever outside and mount bushing (t=12mm) and ball joint on the inside with flat locknut M8

2x M8x20

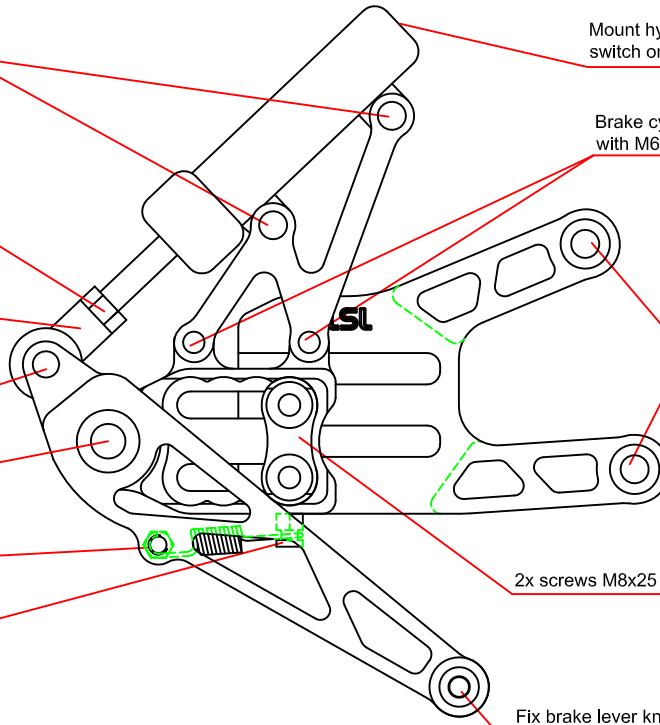
Mount brake lever as shown in separate drawing for peg adapter

Fit the spring bolt (l=24,5 mm)

2x screws M8x25

Fit the spring bolt (l= 16mm)

Fix brake lever knob with countersunk M6x16



Mount the new gearbox lever and fix the ball joint with M6x30 and spacer (l=10mm) on the outside

Counternut M6

Use the attached spacers 2 x 20mm and 1 x 10mm for your individual position

Rod adapter (90mm) and bolt (**already adhesive-secured**)

The heel protector is inapplicable

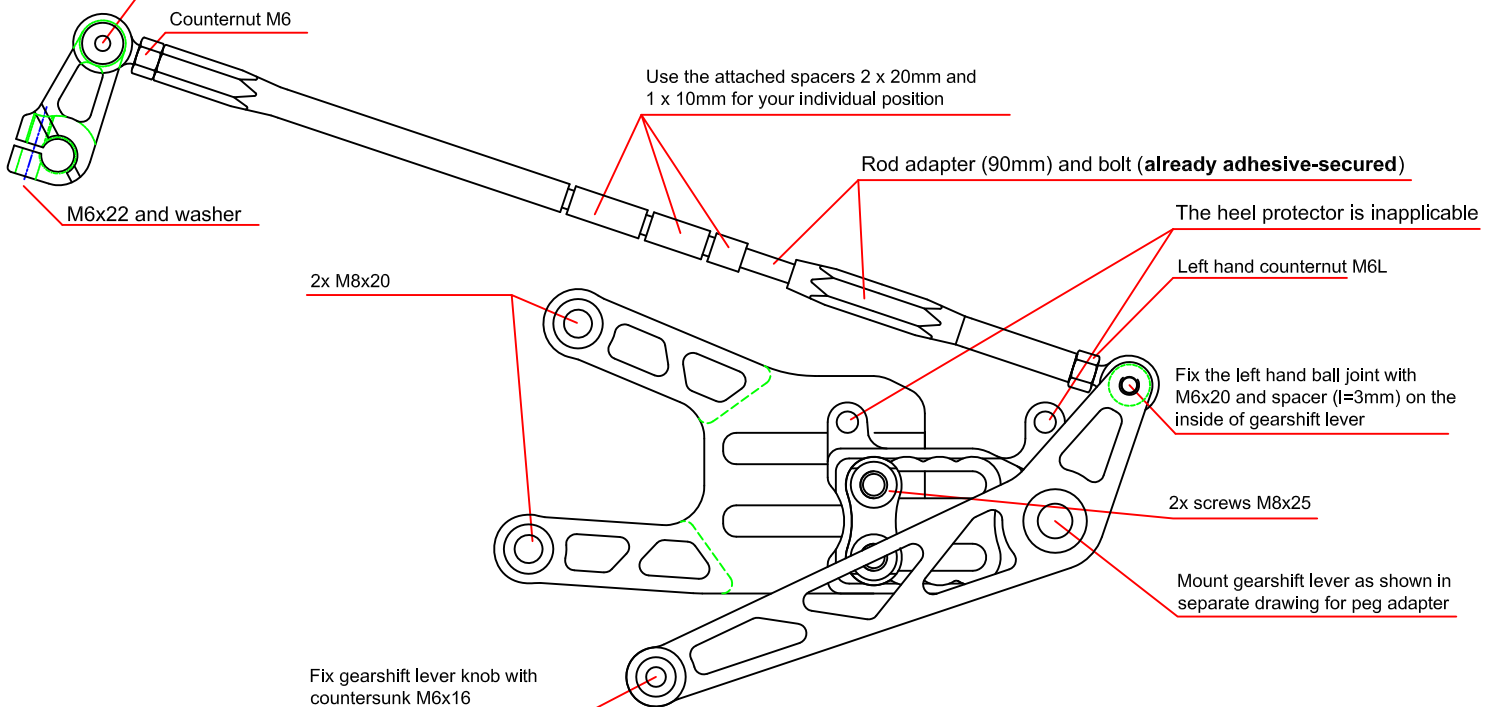
Left hand counternut M6L

Fix the left hand ball joint with M6x20 and spacer (l=3mm) on the inside of gearshift lever

2x screws M8x25

Mount gearshift lever as shown in separate drawing for peg adapter

Fix gearshift lever knob with countersunk M6x16



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Adjustable Rear Set  
Triumph Daytona 675 `06

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