

Vehicle make and model or description

Product code

Aprilia

RSV & RSVR models 2004 to 2008 (2 spark plugs) with tie rod and rear-sets with standard road shift or inverted race shift gear lever set-up

TLS-QSXi-V-DCS

RSV model year 2000 to 2003 with tie rod and rear-sets with standard road shift or inverted race shift gear lever set-up

TLS-QSXi-S-DCS

BMW

R nine T models 2014 onwards with standard road shift gear lever set-up.

TLS-QSXi-Q-DCSB-0

R1200S models 2005 onwards with standard road shift gear lever set-up

TLS-QSXi-Q-DCS

S1000 models 2008 onwards with standard road shift or inverted race shift gear lever set-up.

TLS-QSXi-O-DCS

(not plug&play, comes with crimp tool and zero solder connectors)

Ducati

748, 916, 996, 998 models with standard road shift or inverted race shift gear lever set-up

TLS-QSXi-G-DCS

749, 848, 999, 1098, 1198 models with standard road shift or inverted race shift gear lever set-up

TLS-QSXi-E-DCS

Diavel models 2011 to 2013 (2 spark plug) with standard road shift or inverted race shift gear lever set-up

TLS-QSXi-E-DCS-26

Diavel models 2014 onwards (4 spark plug) with standard road shift or inverted race shift gear lever set-up

TLS-QSXi-B-DCS-26

Monster 1200 models 2014 onwards with standard road shift or inverted race shift gear lever set-up

TLS-QSXi-B-DCS

Monster 696 models 2008 to 2014 with standard road shift or inverted race shift gear lever set-up

TLS-QSXi-B-DCS

Monster 796 models 2010 to 2014 with standard road shift or inverted race shift gear lever set-up

TLS-QSXi-B-DCS

Monster 821 models 2015 onwards with standard road shift or inverted race shift gear lever set-up

TLS-QSXi-B-DCS

Monster models 1999 to 2014 with standard road shift or inverted race shift gear lever set-up

TLS-QSXi-Q-DCS

XDiaavel models 2016 onwards (DVT Engine) with standard road shift or inverted race shift gear lever set-up (not suitable for 'mid controls')

TLS-QSXi-F-DCS

Honda

CB1000R models 2008 onwards with standard road shift or inverted race shift gear lever set-up

TLS-QSXi-C-DCS

CB500F models 2012 onwards with standard road shift or inverted race shift gear lever set-up

TLS-QSXi-P-DCS

CB600F Hornet models 2007 onwards with standard road shift or inverted race shift gear lever set-up

TLS-QSXi-C-DCS

CB650F, CBR650F & CBR650R models 2014 onwards with standard road shift or inverted race shift gear lever set-up

TLS-QSXi-C-DCS

CBR1000 & CBR900 models 2000 & earlier (carburetted) with standard road shift or inverted race shift gear lever set-up

TLS-QSXi-C-DCS

CBR1000RR, CBR954RR & CBR600RR models 2001 onwards with standard road shift or inverted race shift gear lever set-up

TLS-QSXi-HS-DCS

CBR250R models 2009 onwards with standard road shift or inverted race shift gear lever set-up

TLS-QSXi-L-DCS-85

CBR250RR models 2017 onwards with standard road shift or inverted race shift gear lever set-up

TLS-QSXi-C-DCS-107

CBR500R models 2013 onwards with standard road shift or inverted race shift gear lever set-up

TLS-QSXi-C-DCS

CBR600 models 1998 & earlier (carburetted) with standard road shift or inverted race shift gear lever set-up

TLS-QSXi-C-DCS

CBR600F models 2009 onwards with standard road shift or inverted race shift gear lever set-up

TLS-QSXi-C-DCS

CBR600F4i models 2001 to 2006 with standard road shift or inverted race shift gear lever set-up

TLS-QSXi-HS-DCS

Kawasaki

ER6N models 2008 onwards with aftermarket rear sets featuring a tie rod and standard road shift or inverted race shift gear lever set-up

TLS-QSXi-P-DCS

Ninja 250R and Ninja 300R models 2013 onwards (fuel injected) with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-J-DCS-62
Ninja 400R 2017 onwards (fuel injected) with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-P-DCS-62
Ninja 650 models 2017 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-P-DCS
Ninja H2 SX models 2018 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-YK-DCS
Versys 1000 models 2011 to 2018 with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-YK-DCS-25
Versys 650 models 2011 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-J-DCS-62
Z1000 models 2003 to 2009 with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-YK-DCS-85-26
Z1000R models 2017 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-YK-DCS-85-26
Z1000SX models 2011 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-YK-DCS-85-26
Z650 models 2017 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-J-DCS-107
Z750 & Z750R models 2004 to 2012 with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-YK-DCS-85-26
Z800 models 2013 to 2016 with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-YK-DCS-85
Z800 models 2013 to 2016 with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-YK-DCS-85
Z900 models 2017 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-YK-DCS-85
Z900RS & Z900RS Cafe models 2018 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-YK-DCS-62
ZX12R models 2000 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-YK-DCS
ZX6 ZX7R ZX9 ZZR models 2003 & earlier with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-C-DCS
NOTE: Not suitable for 4 coil CDI ignition systems, only twin coil +12v ignition systems, check first before ordering	
ZX6R, ZX636R, ZX10R, & ZX12R models 2004 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-YK-DCS

KTM

Duke 125, 200, 250, 390 models 2009 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-D-DCS-85
RC 125, 200, 250, 390 models 2009 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-D-DCS-107
RC8 & RC8R models 2008 to 2011 (2 spark plug) with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-P-DCS-50
RC8R models 2011 onwards (4 spark plug) with standard shift or inverted race shift gear lever set-up	TLS-QSXi-HS-DCS-50
Super Duke 990R models 2007 & 2012 to 2013 (2 pin ignition coil connectors) with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-P-DCS-45
Super Duke 990R models 2008 to 2011 (3 pin ignition coil connectors) with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-E-DCS-45

Suzuki

B-King models 2007 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-HS-DCS
GSR750 models 2009 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-HS-DCS
GSX-R 600, 750 and 1000 models 2000 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-HS-DCS
GSX-S1000 models 2014 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-HS-DCS
GSX-S750 models 2015 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-HS-DCS-45
Hayabusa models 1999 onwards with standard road shift or race shift gear lever set-up	TLS-QSXi-HS-DCS
SV650 and SV1000 models 2003 to 2006 with standard road shift or inverted race shift gear lever set-up.	TLS-QSXi-C-DCS
SV650 and SV1000 models 2007 onwards with standard road shift or inverted race shift gear lever set-up.	TLS-QSXi-K-DCS

Triumph

Daytona & Street Triple 675 models 2006 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-YT-DCS
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Speed Triple 1050 & 1050R models 2011 onwards with standard road shift gear lever set-up	TLS-QSXi-T-DCSB-90
Speed Triple 1050 models 2005 to 2010 with standard road shift or inverted race shift gear lever set-up.	TLS-QSXi-YT-DCS-107
NOTE: check for adequate clearance from the tie-rod to the frame (7mm+) before ordering.	
Thruxton 1200 models 2016 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-C-DCS-40
Thruxton 900 models 2003 to 2015 with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-C-DCS-26
<u>Yamaha</u>	
Fazer8 (FZ8) models 2010 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-YK-DCS
FZ1 models 2006 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-YK-DCS
FZR and YZF models 1997 and earlier with standard road shift or inverted race shift gear lever set-up. (not suitable for M8 rod-end applications, check gear lever set-up first)	TLS-QSXi-C-DCS
MT-07 (FZ-07) & MT-07 Tracer (FJ-07) 2014 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-J-DCS
MT-09 (FZ-09) & MT-09 Tracer (FJ-09) models 2013 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-YT-DCS
MT-10 (FZ-10) models 2015 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-YK-DCS
R1 models 2001 & earlier (carburetted models with 2 ignition coils) with standard road shift or inverted race shift gear lever set-up (comes with additional 70mm tie-rod)	TLS-QSXi-C-DCS-70
R1 models 2002 to 2009 (fuel injected) with standard road shift or inverted race shift gear lever set-up (comes with additional 70mm tie-rod))	TLS-QSXi-YK-DCS-70
R1 models 2010 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-YK-DCS
R3 models 2014 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-C-DCS-85
R6 models 2006 onwards with standard road shift or inverted race shift gear lever set-up. (Comes with an additional M8 LH Threaded tie-rod)	TLS-QSXi-YK-DCS-108
XJ6 Diversion models 2007 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-C-DCS
XSR700 models 2015 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-J-DCS
XSR900 models 2015 onwards with standard road shift or inverted race shift gear lever set-up	TLS-QSXi-YT-DCS
<u>Generic</u>	
1 or 2 cylinder, 1 or 2 +12v ignition coil/fuel injected engines. Suitable for tie-rod applications with standard road shift or inverted race shift gear lever set-up. (not plug&play, comes with crimp tool and zero solder connectors)	TLS-QSXi-N-DCS
3 or 4 cylinder, 3 or 4 +12 volt ignition coil/fuel injected engines. Suitable for tie-rod applications with standard road shift or inverted race shift gear lever set-up. (not plug&play, comes with crimp tool and zero solder connectors)	TLS-QSXi-O-DCS