



# APRILIA

<b>RS50</b>	<a href="#"><u>#2 pin</u></a>	
<b>RS125/RS250</b>	<a href="#"><u>#2 pin</u></a>	
<b>SXV 450 / 550</b>	<a href="#"><u>#12T pin</u></a>	remove fender
<b>RS 457</b>	<a href="#"><u>#69 pin</u></a>	
<b>RS 660</b>	<a href="#"><u>#46 Pin</u></a>	
<b>DORSODURO 750</b>	<a href="#"><u>#2 pin</u></a>	
<b>SHIVER 750</b>	<a href="#"><u>#2 pin</u></a>	
<b>SHIVER 900</b>	<a href="#"><u>#26 pin</u></a>	
<b>RSV 1000 / MILLE</b>	<a href="#"><u>Std Pin + #2 adapter</u></a>	
<b>RSVR FACTORY</b>	<a href="#"><u>#31 Pin</u></a>	<a href="#"><u>Std Pin</u></a> also works
<b>TUONO(twin) / FALCO</b>	<a href="#"><u>Std Pin + #2 adapter</u></a>	
<b>RSV4 model (21-24) with 3/4" hole</b>	<a href="#"><u>#47 Pin</u></a>	check for 3/4" dia. hole
<b>Tuono V4 Factory (22-24) w/ 1.1" hole</b>	<a href="#"><u>#60 pin</u></a>	check for 1.1" dia. hole
<b>RSV4/Tuono models (up to 20) with 5/8" hole</b>	<a href="#"><u>#25 pin</u></a>	check for 5/8" dia. hole
<b>RSV4/Tuono models (up to 20) with 1.1" hole</b>	<a href="#"><u>#15A pin</u></a>	check for 1.1" dia. hole
<b>RSV4/Tuono models (up to 20) with 3/4" hole</b>	<a href="#"><u>#31 Pin</u></a>	check for 3/4" dia. hole
<b>RSV4 model (21-24) with 3/4" hole</b>	<a href="#"><u>#47 Pin</u></a>	check for 3/4" dia. hole

**NOTE TO APRILIA OWNERS:** Aprilia regularly mismatches steering tubes on the V4 models. Pit Bull does not accept responsibility for any pins used on Aprilia models with diameters that do not match up to the information above. We cannot guarantee fit on Aprilia V4 models but will do what we can to help you identify which pin will work for you.



**BUELL / EBR**

<b>most older</b>	<a href="#"><u>#7 pin</u></a>	
<b>Blast</b>	<a href="#"><u>#2 pin</u></a>	
<b>RS 1200 (91)</b>	<a href="#"><u>#8 pin</u></a>	
<b>XB12 S/X</b>	<a href="#"><u>#3 pin</u></a>	
<b>S2 (94-95)</b>	Does not fit	
<b>XB9S/R</b>	<a href="#"><u>#2 pin</u></a>	
<b>1125R/CR</b>	<a href="#"><u>#3 pin</u></a>	
<b>XB12 SCG/STT</b>	<a href="#"><u>#3 pin</u></a>	
<b>XB12 XT Ulysses</b>	<a href="#"><u>#3 pin</u></a>	
<b>EBR 1190 RX</b>	<a href="#"><u>#1 pin</u></a>	
<b>EBR 1190 SX</b>	<a href="#"><u>#1 pin</u></a>	

**CAGIVA**

<b>Gran Canyon</b>	<a href="#"><u>#8T Pin</u></a>	

# DUCATI

<b>748 base model (00-02)</b>	<a href="#"><u>Std Pin + #2 adapter</u></a>	
<b>749 base model (03-06)</b>	<a href="#"><u>Std Pin + #2 adapter</u></a>	
<b>748/749 S/R models</b>	Special Ducati Stands **	
<b>848 (incl. Streetfighter)</b>	<a href="#"><u>#19 pin</u></a>	
<b>899/959 Panigale</b>	<a href="#"><u>#28S pin</u></a>	
<b>916/996/998/999</b>	Special Ducati Stands **	**see F0100-300 or -500
<b>Supersport 939</b>	<a href="#"><u>#42 pin *</u></a>	*when cover blocking hole is removed
<b>Supersport 950</b>	<a href="#"><u>#42 pin *</u></a>	*when cover blocking hole is removed
<b>Panigale V2 (up to 24)</b>	<a href="#"><u>#28S pin *</u></a>	*will not work with pre-2012 front stands
<b>Panigale V2 (25)</b>	TBD	
<b>Streetfighter V2</b>	<a href="#"><u>#61 pin *</u></a>	*unlikely to work with pre-2012 front stands
<b>1098/1198 Superbike</b>	Special Ducati Stands **	**see F0100-300 or -500
<b>1098/1198 Streetfighter</b>	<a href="#"><u>Std Pin + #2 adapter</u></a>	
<b>1199/1299 Panigale</b>	<a href="#"><u>#28S pin *</u></a>	*will not work with pre-2012 front stands
<b>Panigale V4 (up to 24)</b>	<a href="#"><u>#44 pin *</u></a>	*will not work with pre-2012 front stands
<b>Panigale V4 (25)</b>	<a href="#"><u>#71 pin</u></a>	*untested on pre-2012 front stands
<b>Streetfighter V4</b>	<a href="#"><u>#28S pin *</u></a>	*untested on pre-2012 front stands
<b>Hypermotard (up to 18)</b>	<a href="#"><u>Std Pin + #2 adapter</u></a>	
<b>Hypermotard 950 SP (19+)</b>	<a href="#"><u>#43 pin</u></a>	
<b>Hyperstrada</b>	<a href="#"><u>Std Pin + #2 adapter</u></a>	
<b>Multistrada 620 &amp; 1000</b>	<a href="#"><u>Std Pin + #2 adapter</u></a>	
<b>Multistrada 950</b>	<a href="#"><u>#41 pin</u></a>	
<b>Multistrada 1100/1100S</b>	<a href="#"><u>Std Pin + #2 adapter</u></a>	
<b>Multistrada 1200</b>	<a href="#"><u>Std Pin + #2 adapter</u></a>	
<b>Multistrada V4 Pikes Peak</b>	<a href="#"><u>#41 pin</u></a>	
<b>750SS, 900SS, MH900E</b>	<a href="#"><u>#2 pin</u></a>	

**DUCATI** (continued on next page)

## DUCATI (continued from previous page)

<b>620SS, 800SS, 1000SS</b>	<a href="#"><u>#2 pin</u></a>	
<b>Most Monsters (up to 02)</b>	<a href="#"><u>#2 pin</u></a>	
<b>Most Monsters (03 &amp; on)</b>	<a href="#"><u>Std pin + #1 adapter</u></a>	
<b>Monster S2R</b>	<a href="#"><u>Std pin + #1 adapter</u></a>	
<b>Monster S4, S4R, S4RS</b>	<a href="#"><u>Std Pin + #2 adapter</u></a>	
<b>Monster 695, 696</b>	<a href="#"><u>Std Pin + #2 adapter</u></a>	
<b>Monster 796</b>	<a href="#"><u>Std Pin + #2 adapter</u></a>	
<b>Monster 797</b>	<a href="#"><u>Std Pin + #2 adapter</u></a>	
<b>Monster 821</b>	<a href="#"><u>Std Pin + #2 adapter</u></a>	
<b>Monster 937 (21-24)</b>	<a href="#"><u>#48 pin</u></a>	Includes Monster Plus
<b>Monster 1200</b>	<a href="#"><u>#19 pin</u></a>	
<b>Scrambler (15-24)</b>	<a href="#"><u>Std Pin + #2 adapter</u></a>	Excludes Desert Sled
<b>F1</b>	<a href="#"><u>#1 pin</u></a>	
<b>ST2/ST3/ST4, TS1000</b>	<a href="#"><u>Std Pin + #2 adapter</u></a>	
<b>Sport 1000, GT 1000</b>	<a href="#"><u>Std pin + #1 adapter</u></a>	#35 pin works also
<b>Paul Smart</b>	<a href="#"><u>#35 pin</u></a>	
<b>Diavel/xDiavel</b>	<a href="#"><u>Std Pin + #2 adapter</u></a>	

## HARLEY DAVIDSON

<b>Nightster 975</b>	<a href="#"><u>#17SS Pin</u></a>	
<b>Sportster 1250 S</b>	<a href="#"><u>#17SS Pin</u></a>	
<b>Pan America</b>	<a href="#"><u>#17SS Pin</u></a>	

# HONDA

<b>RS125</b>	<u><a href="#">#6X pin</a></u>	
<b>Grom 125</b>	<u><a href="#">#37 pin*</a></u>	remove horn if applicable
<b>RS250</b>	<u><a href="#">Std pin + #1 adapter</a></u>	
<b>VTR250</b>	<u><a href="#">Std pin + #1 adapter</a></u>	
<b>CBR250/300 (11-20)</b>	<u><a href="#">Std Pin</a></u>	
<b>Rebel 300</b>	<u><a href="#">Std pin + #1 adapter</a></u>	
<b>CB1/CB400F</b>	<u><a href="#">Std pin + #1 adapter</a></u>	
<b>NC30/35</b>	<u><a href="#">Std Pin + #2 adapter</a></u>	
<b>CBR500/CB500 (13-21)</b>	<u><a href="#">Std Pin*</a></u>	remove horn if applicable
<b>CB500 models (22-24)</b>	<u><a href="#">Std pin + #1 adapter</a></u>	
<b>Rebel 500</b>	<u><a href="#">Std pin + #1 adapter</a></u>	
<b>CBR599</b>	<u><a href="#">Std pin + #1 adapter</a></u>	
<b>CBR600F1 to F4i</b>	<u><a href="#">Std pin + #1 adapter*</a></u>	easier if brake lines moved on 600F3, intake blocks hole and must be removed
<b>CBR600RR (03-06)</b>	<u><a href="#">Std Pin*</a></u>	
<b>CBR600RR (07-24)</b>	<u><a href="#">#6X pin</a></u>	03-06 600RR, move horn to access hole in stem
<b>NT650 HAWK</b>	<u><a href="#">Std pin + #1 adapter</a></u>	
<b>CB650 / CBR650 models</b>	<u><a href="#">Std pin + #1 adapter</a></u>	Includes F models
<b>NC700 / 750X</b>	<u><a href="#">Std pin + #1 adapter</a></u>	
<b>XL750 Transalp</b>	<u><a href="#">Std Pin</a></u>	
<b>RC30/45</b>	<u><a href="#">Std Pin + #2 adapter</a></u>	
<b>VF750F</b>	<u><a href="#">Std pin + #1 adapter</a></u>	
<b>VFR750/VFR800</b>	<u><a href="#">Std pin + #1 adapter</a></u>	
<b>CBR900RR (up to 97)</b>	<u><a href="#">Std pin + #1 adapter</a></u>	
<b>CBR900RR (98-99)</b>	<u><a href="#">#5 pin*</a></u>	remove horn
<b>CBR900RR (Erion Clamp)</b>	#9 pin	
<b>CB900/919/1100F</b>	<u><a href="#">Std pin + #1 adapter</a></u>	
<b>CBR929/CBR954RR</b>	<u><a href="#">#5 pin</a></u>	
<b>RC51 (00-01)</b>	<u><a href="#">#5 pin</a></u>	

**HONDA** (continued on next page)

## HONDA (continued from previous page)

<b>RC51 (02 &amp; up)</b>	<a href="#"><u>Std Pin + #2 adapter</u></a>	
<b>CBR1000RR (04-07)</b>	<a href="#"><u>#6X pin*</u></a>	remove horn
<b>CBR1000RR (08-24)</b>	<a href="#"><u>#35 pin</u></a>	Non-ABS models could also use Std Pin + #1 adapter
<b>CBR1000RR SP</b>	<a href="#"><u>#15 pin</u></a>	
<b>CBR1000R-RR (21-24)</b>	<a href="#"><u>#18 pin</u></a>	Fireblade
<b>CBR1000R-RR (25)</b>	<a href="#"><u>#70 pin</u></a>	
<b>Africa Twin (up to 19)</b>	<a href="#"><u>#12T pin*</u></a>	move brake line first
<b>Africa Twin (20 and up)</b>	<a href="#"><u>#5 pin</u></a>	
<b>CB1000R (up to 17)</b>	<a href="#"><u>Std pin + #1 adapter</u></a>	
<b>CB1000R (21-24)</b>	<a href="#"><u>#5 pin</u></a>	
<b>VTR1000</b>	<a href="#"><u>Std pin + #1 adapter</u></a>	
<b>Rebel 1100</b>	<a href="#"><u>#19 pin</u></a>	
<b>CB1100 (10-22)</b>	<a href="#"><u>Std pin + #1 adapter</u></a>	
<b>CBR1100XX</b>	<a href="#"><u>Std pin + #1 adapter</u></a>	
<b>ST1100/ST1300</b>	<a href="#"><u>#4 pin</u></a>	
<b>VFR1200</b>	<a href="#"><u>Std Pin</u></a>	

## HUSQVARNA

<b>Vitpilen 401</b>	<a href="#"><u>#17 pin</u></a>	
<b>Vitpilen 701</b>	<a href="#"><u>#5 pin</u></a>	
<b>701 SM</b>	#66 pin	w/ front fender removed
<b>Norden 901</b>	<a href="#"><u>#5 pin</u></a>	
<b>Norden 901 Expedition</b>	TBD	likely the #5 or #12 pin

## INDIAN

<b>FTR 1200</b>	<a href="#"><u>#4 pin</u></a>	
<b>Challenger</b>	#67 pin	special order item



# KAWASAKI

Z125 Pro	<a href="#">#32 Pin</a>	
EX250 (up to 07)	<a href="#">Std Pin</a>	
Ninja 250/300 (08-14)	<a href="#">#20 pin</a>	
Ninja 300 (15+)	<a href="#">#37 Pin</a>	* Std Pin works w/ horn removed
Versys 300 (19-22)	<a href="#">Std Pin</a>	
Ninja 400	<a href="#">#69T Pin</a>	#37 pin works, but better axle clearance with this newer 69T pin
Z400	<a href="#">Std Pin</a>	
Eliminator 400	<a href="#">#33 Pin</a>	
EX500 (up to 92)	<a href="#">Std Pin</a>	
EX500 (93 & up)	<a href="#">#4 pin</a>	
Ninja 500 (24-25)	<a href="#">#69T Pin</a>	
ZZR600	<a href="#">#5 pin*</a>	* #6X pin could also be used
ZX6 (except "R" model)	<a href="#">Std Pin</a>	
ZX6R (95-02)	<a href="#">#5 pin</a>	
ZX6R/ZX6RR (03-12)	<a href="#">#2 pin</a>	
ZX6R (13-24)	<a href="#">#15 pin</a>	
ZX600B1 (87)	<a href="#">#2 pin</a>	
Ninja 650 / Z650 (up to '19)	<a href="#">#30 pin</a>	Std. Pin + #2 adp. also works
Ninja 650 (20-24)	<a href="#">#30 pin</a>	
Versys 650	<a href="#">Std Pin + #2 adapter</a>	
Vulcan 650	<a href="#">Std pin + #1 adapter</a>	
ZX7RR	<a href="#">#2 pin</a>	
ZX7 (up to 90)	<a href="#">#1 pin</a>	
ZX7R (91 & up)	<a href="#">Std Pin + #2 adapter</a>	
ZR-7S (01)/ZR1100	<a href="#">#1 pin</a>	
Z750S	<a href="#">Std Pin + #2 adapter</a>	
Z800 / Z900	<a href="#">Std Pin + #2 adapter</a>	
ZX9R (up to 97)	<a href="#">Std Pin + #2 adapter</a>	
ZX9R (98-99)	<a href="#">#3 pin</a>	

**KAWASAKI** (continued on next page)



## KTM

<b>Duke 390</b>	<a href="#"><u>#17 pin</u></a>	
<b>RC390</b>	<a href="#"><u>#17 pin</u></a>	
<b>390 Adventure</b>	<a href="#"><u>#17S pin</u></a>	* #17 pin also works – must use 2012+ Headlift with either pin
<b>690 Supermoto R</b>	<a href="#"><u>#5 pin</u></a>	
<b>690 SMC (19-20)</b>	No accessible hole in lower triple	
<b>690 Duke</b>	<a href="#"><u>#5 pin</u></a>	
<b>790 Duke</b>	<a href="#"><u>#18 pin</u></a>	
<b>790 Adventure S</b>	<a href="#"><u>#38 pin</u></a>	
<b>790 Adventure R</b>	<a href="#"><u>#38T pin</u></a> *	* must use 2012+ Headlift stand
<b>890 Duke</b>	<a href="#"><u>#7 pin</u></a> *	* must move brake lines
<b>890 Adventure (up to 20)</b>	<a href="#"><u>#7T pin</u></a>	
<b>890 Adventure R (21-24)</b>	<a href="#"><u>#12T pin</u></a>	* must use 2012+ Headlift stand
<b>950 Adventure</b>	<a href="#"><u>#5 pin</u></a>	
<b>Super Duke 990 (05-13)</b>	<a href="#"><u>#5 pin</u></a>	
<b>990 SMT (12)</b>	<a href="#"><u>#12 pin</u></a>	
<b>RC8R</b>	<a href="#"><u>#18 pin</u></a>	
<b>RC8C ('23)</b>	#64 pin*	*only works with Wide Headlift or older Forklift Converter due to fork guard interference
<b>1090 Adventure</b>	TBD	
<b>1190 Adventure (14-17)</b>	<a href="#"><u>#4 pin</u></a>	
<b>1290 Super Adventure (21-23)</b>	<a href="#"><u>#38T pin</u></a> *	* must use 2012+ Headlift stand
<b>1290 Super Adventure (18-20)</b>	<a href="#"><u>#12T pin</u></a>	* must use 2012+ Headlift stand
<b>1290 Superduke (20-22)</b>	<a href="#"><u>#7T pin</u></a>	
<b>1290 Superduke (17-19)</b>	<a href="#"><u>#38 pin</u></a>	
<b>1290 Superduke (up to 16)</b>	<a href="#"><u>Std Pin</u></a>	
<b>1290 Superduke GT (16-21)</b>	<a href="#"><u>#38 pin</u></a>	
<b>1390 Superduke</b>	<a href="#"><u>#7T pin</u></a>	

## MOTUS

<b>All</b>	<a href="#"><u>#37 Pin</u></a>	
------------	--------------------------------	--

## MV AGUSTA

<b>F3 675</b>	<a href="#"><u>#15 pin</u></a>	
<b>F3 800</b>	<a href="#"><u>#15 pin</u></a>	
<b>Brutale 1090 (13+)</b>	<a href="#"><u>Std Pin + #2 adapter</u></a>	

## SUZUKI

<b>VanVan RV200 (2018)</b>	<a href="#"><u>#17S Pin</u></a>	may fit other years
<b>GSX250R</b>	<a href="#"><u>Std Pin</u></a>	
<b>GS500</b>	<a href="#"><u>Std pin + #1 adapter</u></a>	
<b>500 Gamma</b>	<a href="#"><u>Std pin + #1 adapter</u></a>	
<b>GSXR600 (up to 96)</b>	<a href="#"><u>Std pin + #1 adapter</u></a>	
<b>GSXR600 (97-05)</b>	<a href="#"><u>#6X pin</u></a>	
<b>GSXR750 (up to 95)</b>	<a href="#"><u>Std pin + #1 adapter</u></a>	
<b>GSXR750 (96-05)</b>	<a href="#"><u>#6X pin</u></a>	
<b>GSXR600/750 (06-07)</b>	<a href="#"><u>#2T pin</u></a>	
<b>GSXR600/750 (08-24)</b>	<a href="#"><u>#39 pin</u></a>	
<b>Bandit (all sizes)</b>	<a href="#"><u>Std pin + #1 adapter</u></a>	*some models must remove the adapter sleeve
<b>Katana</b>	<a href="#"><u>Std Pin</u></a>	
<b>RF600R/RF900R</b>	<a href="#"><u>Std pin + #1 adapter</u></a>	
<b>SV650 (up to 02)</b>	<a href="#"><u>Std Pin</u></a>	
<b>SV650 (03-12)</b>	<a href="#"><u>#8 pin</u></a>	
<b>SV650 (16-24)</b>	<a href="#"><u>Std pin + #1 adapter</u></a>	
<b>Gladius/SVF650</b>	<a href="#"><u>Std pin + #1 adapter</u></a>	
<b>Vstrom 650</b>	<a href="#"><u>#8T pin</u></a>	
<b>GSX-S 750 (15-22)</b>	<a href="#"><u>#33 pin</u></a> *	*remove plug
<b>GSX-S 8R</b>	<a href="#"><u>#68 pin</u></a>	
<b>GSX-S 8S</b>	<a href="#"><u>#37 Pin</u></a>	
<b>GSXR1000 (up to 02)</b>	<a href="#"><u>#6X pin</u></a>	
<b>GSXR1000 (03-04)</b>	<a href="#"><u>#11 pin</u></a>	
<b>GSXR1000 (05-08)</b>	<a href="#"><u>#5 pin</u></a>	

**SUZUKI (continued on next page)**



# TRIUMPH

<b>Daytona 600</b>	<a href="#">#5 pin</a> *	* remove horn
<b>TT600/Speed 4</b>	<a href="#">#5 pin</a>	
<b>Trident 660</b>	<a href="#">#26 pin</a>	
<b>Daytona 675 (up to 12)</b>	<a href="#">#5 pin</a> *	In rare cases some 12 models
<b>Daytona 675 (13 &amp; up)</b>	<a href="#">#26S pin</a> *	may use the #26S pin
<b>Street Triple 675(up to 12)</b>	<a href="#">#5 pin</a> *	
<b>Street Triple 675 (13 &amp; up)</b>	<a href="#">#26S pin</a>	
<b>Street Triple 765 (17-24)</b>	<a href="#">#26S pin</a>	
<b>Tiger 800 (all models up to 14)</b>	<a href="#">#17T Pin</a>	
<b>Tiger 800 XCX (15 &amp; up)</b>	<a href="#">#17S Pin</a> ***	*** w/ 21" wheel
<b>Tiger 800 XRX (15 &amp; up)</b>	<a href="#">#17SS Pin</a> ****	**** w/ 19" wheel
<b>Tiger 900 Rally</b>	<a href="#">#26T Pin</a> *	*must use ADV pivot plates
<b>Bonneville (up to 15)</b>	<a href="#">#33 pin</a>	
<b>Street Twin</b>	<a href="#">#33 pin</a>	
<b>Thruxton (up to 15)</b>	<a href="#">#33 pin</a>	
<b>Thruxton 1200 (16+)</b>	<a href="#">#26 pin</a>	
<b>Scrambler 1200 XC</b>	<a href="#">#26T Pin</a>	*must use ADV pivot plates
<b>Bobber (17-24)</b>	<a href="#">#7 pin</a>	
<b>Speedmaster (18+)</b>	<a href="#">#7 pin</a>	
<b>Speed Triple (up to 10)</b>	<a href="#">Std pin + #1 adapter</a>	
<b>Speed Triple (11-24)</b>	<a href="#">#26 pin</a>	Includes Speed Triple R
<b>Speed Twin (19-24)</b>	<a href="#">#26 pin</a>	
<b>Explorer 1200</b>	<a href="#">#12 pin</a>	
<b>Tiger 1050 ABS</b>	<a href="#">#4 pin</a>	
<b>Trophy (96-03)</b>	<a href="#">#33 pin</a>	
<b>Trophy SE (13-16)</b>	<a href="#">#26 pin</a>	

# YAMAHA

<b>Virago 250</b>	<a href="#">Std Pin</a>	
<b>FZR400/600/1000</b>	<a href="#">Std Pin</a>	
<b>TZ250</b>	<a href="#">#3 pin</a> *	* #2 pin also works
<b>TZR250</b>	<a href="#">Std Pin</a>	
<b>R3</b>	<a href="#">#8T pin</a>	
<b>RZ350/RZ500</b>	<a href="#">Std Pin</a>	
<b>FZ6/FZ8/FZ1</b>	<a href="#">Std Pin</a>	
<b>YZF600 (up to 96)</b>	<a href="#">Std Pin</a>	
<b>YZF600 (97 &amp; up)</b>	<a href="#">#4 pin</a> **	** Remove Horn
<b>R6 (99-00)</b>	<a href="#">Std Pin</a>	
<b>R6 (01-05)</b>	<a href="#">#8 pin</a>	
<b>R6 (06-24)</b>	<a href="#">#8S pin</a>	
<b>R6S</b>	<a href="#">#8 pin</a>	
<b>R7</b>	<a href="#">#49 pin</a>	
<b>MT-07</b>	<a href="#">#33 pin</a>	
<b>XSR700</b>	<a href="#">#33 pin</a>	
<b>Tenere 700</b>	<a href="#">#37T pin</a>	
<b>FZ/FJ/MT-09 (up to 20)</b>	<a href="#">#4 pin</a>	
<b>MT-09/ Tracer GT (21-25)</b>	<a href="#">#72 Pin</a>	
<b>XSR900 (up to 21)</b>	<a href="#">#4 pin</a>	
<b>XSR900 (22-24)</b>	<a href="#">#72 Pin</a>	
<b>FZ/MT-10</b>	<a href="#">#36 pin</a>	
<b>YZF750/1000</b>	<a href="#">Std Pin</a>	
<b>R1 (98-01)</b>	<a href="#">#8 pin</a>	
<b>R1 (02-14)</b>	<a href="#">#8T pin</a>	
<b>R1 (15-25)</b>	<a href="#">#8S pin</a>	
<b>R1M</b>	<a href="#">#36 pin</a>	
<b>SECA II</b>	<a href="#">Std Pin</a>	
<b>FJ1200</b>	<a href="#">Std Pin</a>	





# OTHER MAKES

## KRAMER

**Limited Earlier Kramers**

[#19 pin](#)

Due to lack of information from Kramer USA, we are not sure when the #19 pin became obsolete for Kramer models.

**All Newer Kramers**

[#18 pin](#)

## LAVERDA

**650/750 GHOST/STRIKE**

[#3 pin](#)

## MOTO GUZZI

**Sport Models**

[#1 pin](#)

**Griso 8V 1200 (10)**

[#30 pin](#)

**V7 Racer**

[#1 pin](#)

**V9 Bobber**

[#15 pin](#)

## MuZ SCORPION

**All**

[#1 pin](#)

## NORTON

**Commando 961**

[#5 pin](#)

## ROYAL ENFIELD

**Continental GT 650**

[#2 pin](#)

## ZERO

**S / SR**

[#7 pin](#)

**DS / FX**

[#7 pin](#) \*

\* only when fender removed or drilled to allow access to hole

## AFTERMARKET

**Kyle Racing 848/1098**

[#16 pin](#)

**Attack Racing 848/1098**

[#17 pin](#)

**Ducshop 848/1098**

[#17 pin](#)

**Corse Dynamics 848/1098**

[#17 pin](#)

**Attack Racing R1**

[#29 pin](#)

**Attack Racing R6**

[#32 pin](#)

**Attack Racing ZX10R**

[#31 pin](#)

**Nichols Busa/GSXR**

[#6X pin](#)