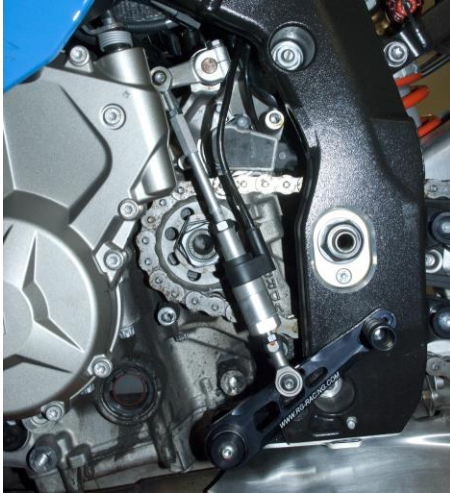




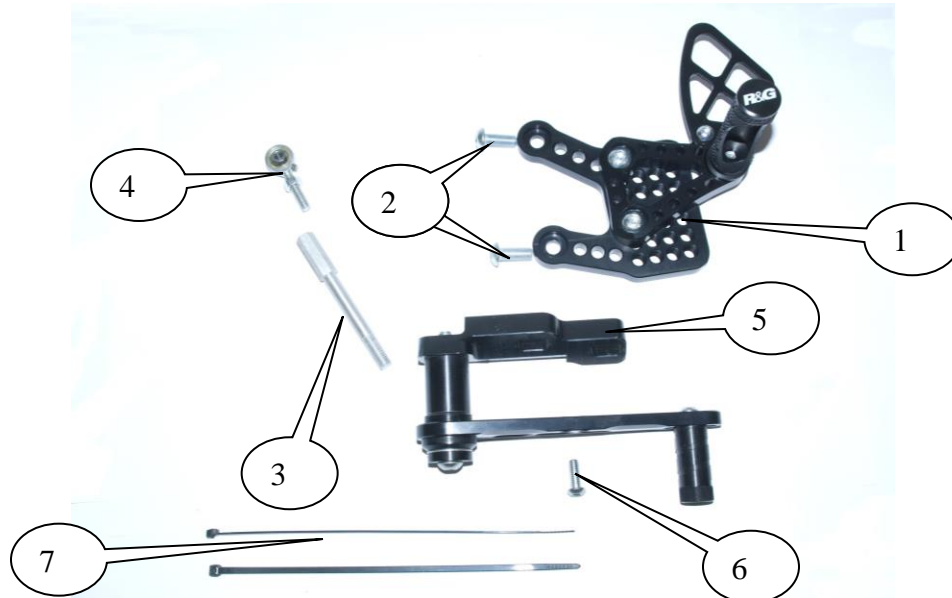
FITTING INSTRUCTIONS FOR RSET04BK ADJUSTABLE REAR SET
BMW S1000RR (RACE VERSION ONLY)



THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)

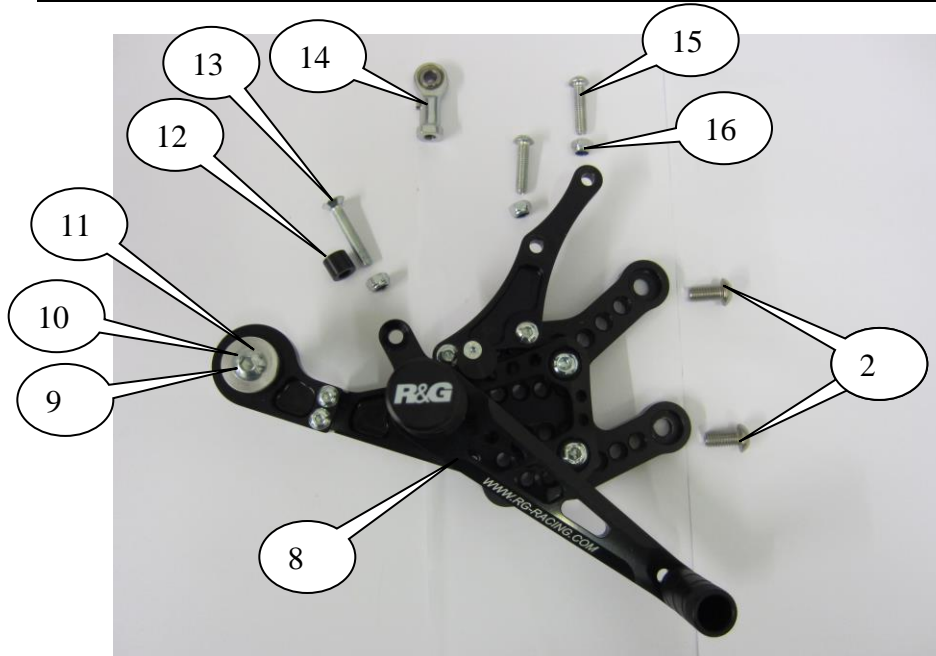


LEFT HAND/GEAR SHIFT SIDE



THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

Page | 2



RIGHT HAND/BRAKE SIDE

LEGEND

- ITEM 1= LEFT HAND SIDE FOOT REST ASSEMBLY (x1).
- ITEM 2= M8x20mm LONG BUTTON HEAD BOLTS (4x EACH SIDE) (x8).
- ITEM 3= GEAR SHAFT EXTENSION (x1).
- ITEM 4= M6 LEFT HANDED BALL JOINT WITH NUT (UPPER) (x1).
- ITEM 5= GEAR LEVER ASSEMBLY (x1).
- ITEM 6= M6x15mm LONG BUTTON HEAD BOLT (LOWER BALL JOINT) (x1).
- ITEM 7= 4mm CABLE TIES (x2).
- ITEM 8= RIGHT HAND SIDE ASSEMBLY (x1).
- ITEM 9= M8x30mm LONG BUTTON HEAD BOLT (x1).
- ITEM 10= RUBBER BUSH SPACER (x1).
- ITEM 11= M8 NUT (x1).
- ITEM 12= BALL JOINT SPACER (10mm LONG) (x1).
- ITEM 13= M6x35mm LONG COUNTER SUNK BOLT (x1).
- ITEM 14= FEMALE BALL JOINT (x1).
- ITEM 15= M6x25mm LONG BUTTON HEAD BOLTS (x2).
- ITEM 16= M6 SELF LOCKING NUTS (x3).

TOOLS REQUIRED

- 10, 11 AND 12mm OPEN ENDED SPANNERS.
 - T27, T30 AND T45 TORX KEYS.
- SET OF METRIC ALLEN KEYS UP TO 5mm A/F.
 - TORQUE WRENCH UP TO 20Nm.

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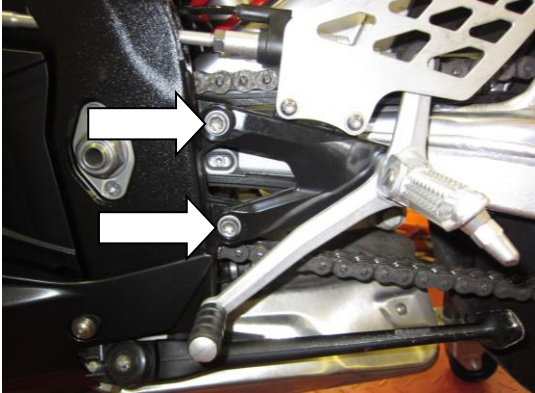
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TORQUE SETTINGS

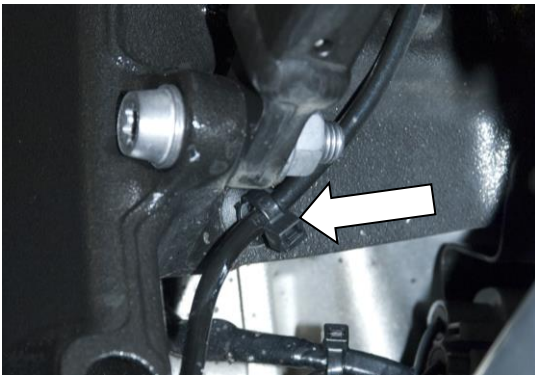
M4 BOLT = 8Nm
M5 BOLT = 12Nm
M6 BOLT = 15Nm
M8 BOLT = 20Nm



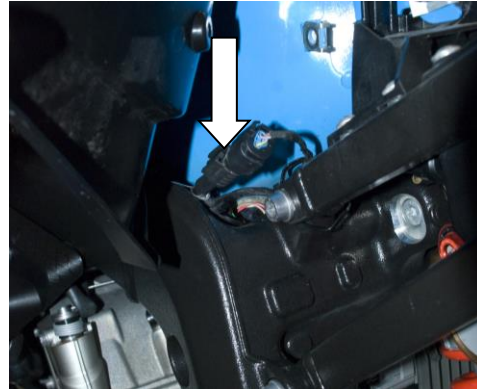
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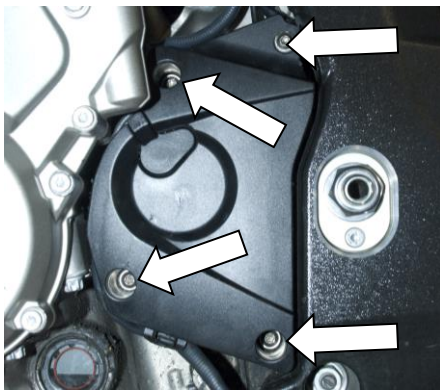
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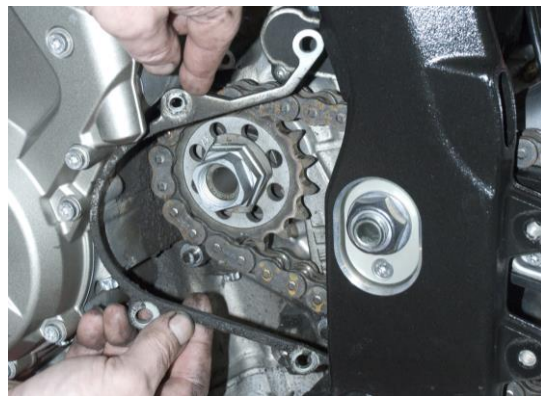
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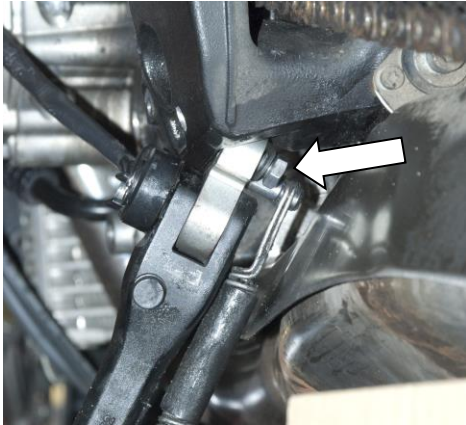
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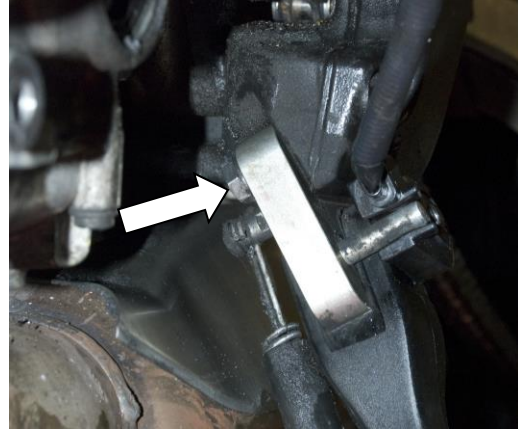
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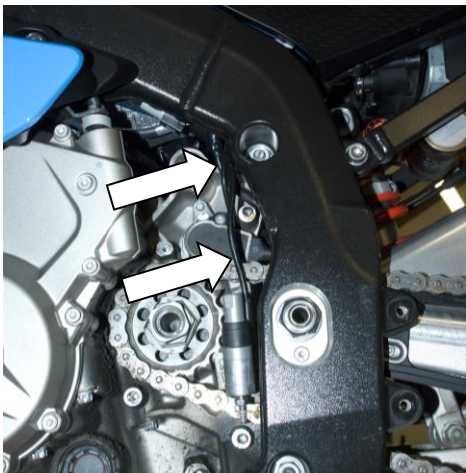
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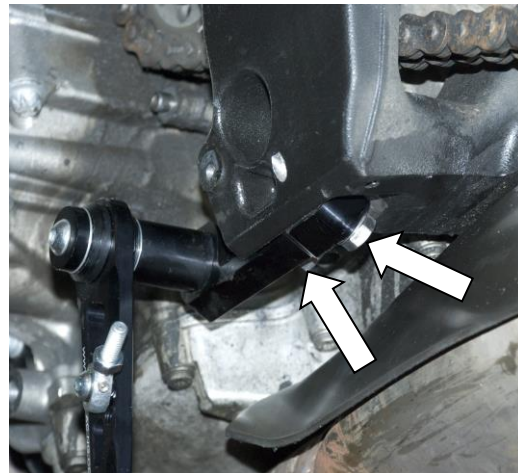
PICTURE 7



PICTURE 8



PICTURE 9



PICTURE 10



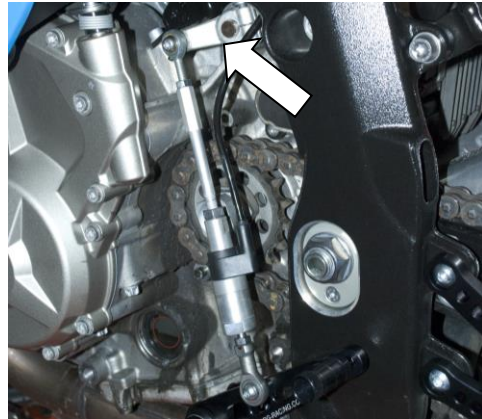
PICTURE 11



PICTURE 12

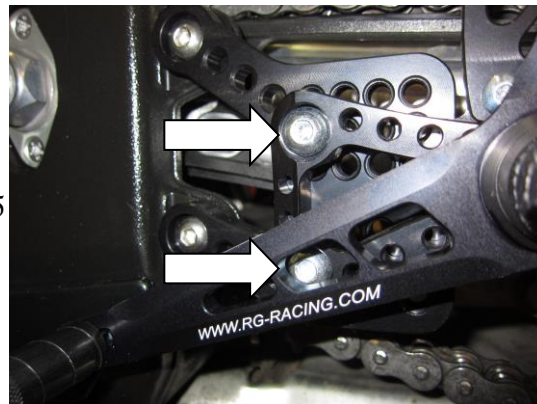


PICTURE 13



PICTURE 14

PICTURE 15



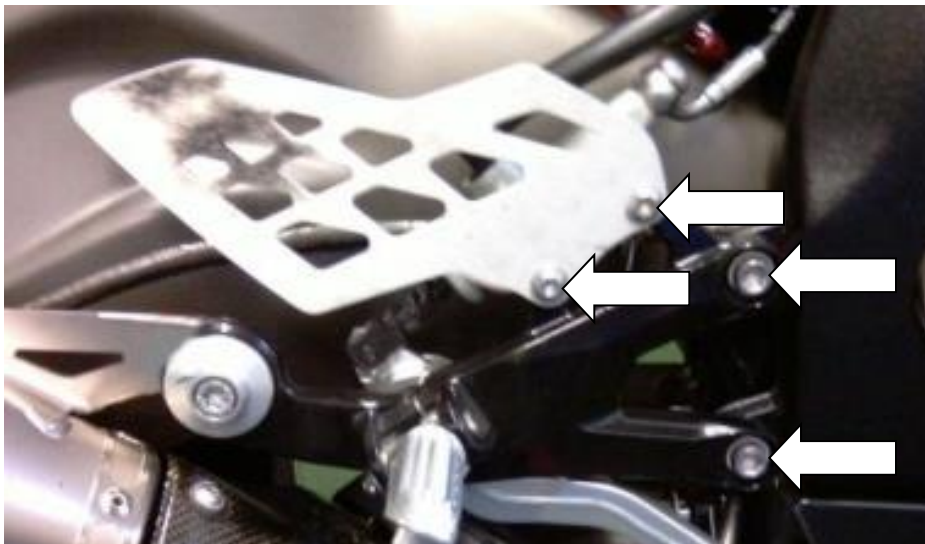
GEAR SHIFT SIDE

- Remove the lower left hand fairing.
- Remove the two footrest mounting bolts arrowed in picture 1.
- Peel back the rubber shroud as shown in picture 2 and remove the ball joint bolt.
- Cut the cable tie (arrowed in picture 3) from the quick-shifter cable.
- Disconnect the quick-shifter plug socket (shown in picture 4) located under the side cowl, just to the rear of the tank.
- Remove the quick-shifter shaft and the original foot rest, it will feed through the slot in the frame.
- Remove the four bolts arrowed in picture 5 and remove the front sprocket cover (note** this can't be refitted).
- Remove the metal support bracket as shown in picture 6 (you may also leave this in place and secure using short bolts and washers (not supplied)).
- Disconnect the side stand plug socket (note** this can't be reused).
- Remove the two bolts arrowed in pictures 7 and 8 and remove the side stand (note** this can't be reused).
- Reroute the quick-shifter cable as shown in picture 9 and reconnect plug socket.
- Fit the new gear shift lever assembly (item 5) using the original bolts as shown in picture 10.
- Fit the left hand side foot rest assembly (item 1) using the two M8 bolts (items 2) as shown in picture 11.



- Remove the original female ball joint from the original foot rest and fit to the quick shifter as shown in picture 12.
- Secure the female ball joint to the new gear shift lever assembly (item 5) using the M6 bolt (item 6) as shown in picture 13.
- Remove the M8 nut from the original gear shift shaft and fit to the new gear shaft extension as shown in picture 14.
- Remove the original gear shift bracket (arrowed in picture 14) and turn to the desired angle so that it is at right angles to the gear shift shaft as shown in picture 14.
- Fit the new M6 left handed ball joint (item 4) to the gear shaft extension (item 3) as shown in picture 14.
- Adjust the rearset for comfort and operation using the two bolts arrowed in picture 15
- Tighten all bolts and lock-nuts.
- Please check operation of gear shift before riding.

Please note if you are reusing the original lower fairing it must be trimmed to fit the new rear set.



PICTURE A



PICTURE B



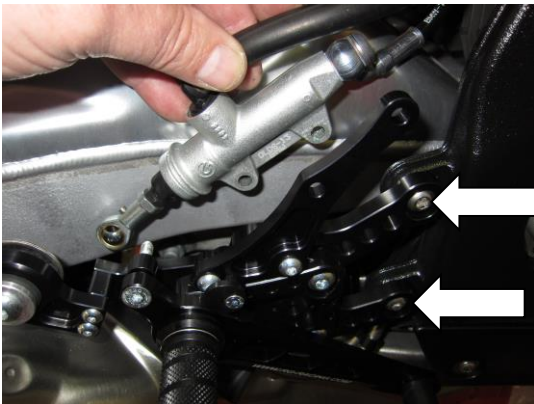
PICTURE C



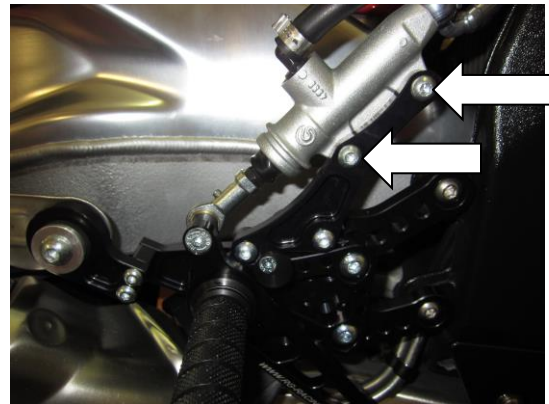
PICTURE D



PICTURE E



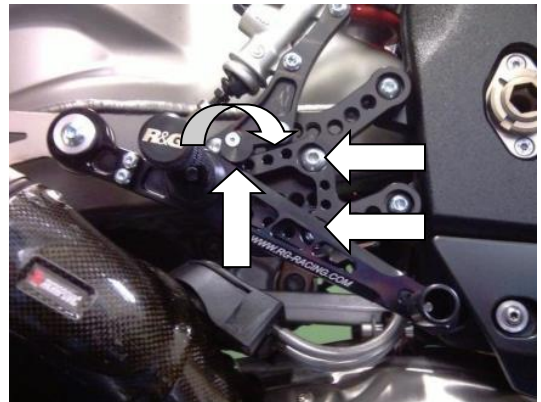
PICTURE F



PICTURE G



PICTURE H



PICTURE I



BRAKE SIDE

- Remove the spring as shown in picture B.
- Undo and remove the exhaust mounting bolt as shown in picture C.
- Undo and remove the two master cylinder bolts as shown in picture A.
- Undo and remove the two foot rest bolts as shown in picture A.
- Unclip and remove the spring clip shown in picture D.
- Remove the female ball joint from the new resets as shown in picture E.
- Fit the female ball joint to the brake master cylinder pressure shaft (as shown in picture F), do not tighten lock nut at this stage.
- Mount new rear set to the frame as arrowed in picture F.
- Using the two bolts and nuts mount and tighten the master cylinder as arrowed in picture G.
- Using the spacer and nut and bolt secure the ball joint as shown in picture H.
- Adjust the ball joint so the action of the master cylinder pressure shaft is directly in line with master cylinder. **PLEASE NOTE FAILURE TO DO THIS MAY RESULT IN BRAKE FAILURE AND/OR JAMMING OF BRAKES.** Use the lock nut to lock in position.
- Adjust the new rear set for comfort and position using the two bolts and sub plate arrowed in picture I.
- Adjust the brake lever adjustor as shown in picture I.
- Tighten all bolts and lock-nuts.
- Please check operation of brakes and brake light before riding.

PLEASE BE AWARE THAT EACH ASSEMBLY PROVIDED IS ONLY LOOSELY ASSEMBLED. FULL FITTING WILL REQUIRE TIGHTENING OF EACH BOLT TO RECOMMENDED TORQUE WITH THE ADDITION OF A THREAD LOCKING COMPOUND – SUCH AS R&G THREAD LOCK.

Because of the complexity and inherent dangers involved in undertaking any work involving the braking system we strongly recommend a qualified mechanic fits/or checks after the fitting of this product.

ISSUE 2 05/07/2021 (DM)

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Returns must be pre-authorised (if not pre-authorised the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in resellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.

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Instructions de montage

RSET04BK Train arrière ajustable

BMW S1000RR (Version course uniquement)

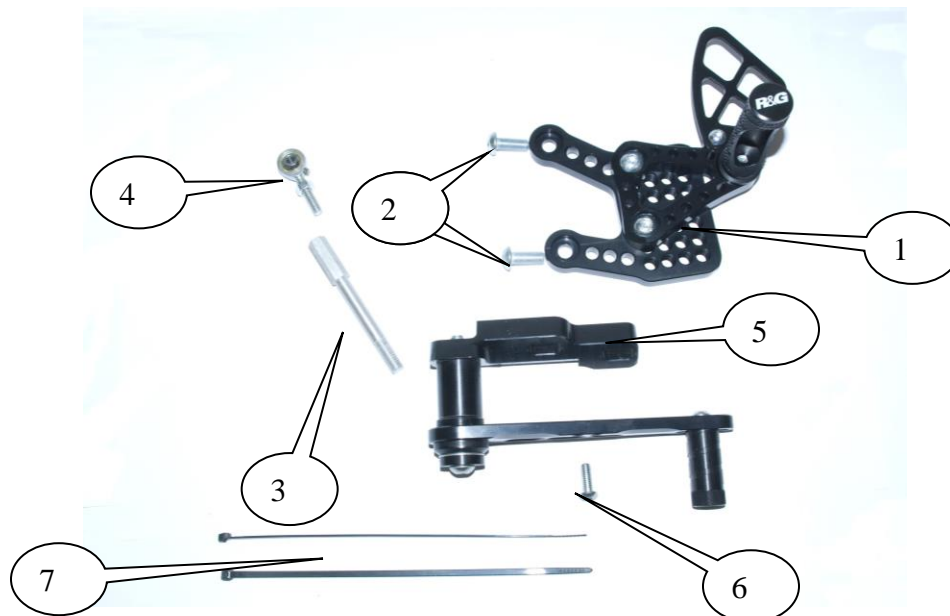
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LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES AVANT DE PROCEDER AU MONTAGE.

LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.

Les pièces présentées peuvent n'être que représentatives, afin de faciliter et clarifier les instructions de montage.



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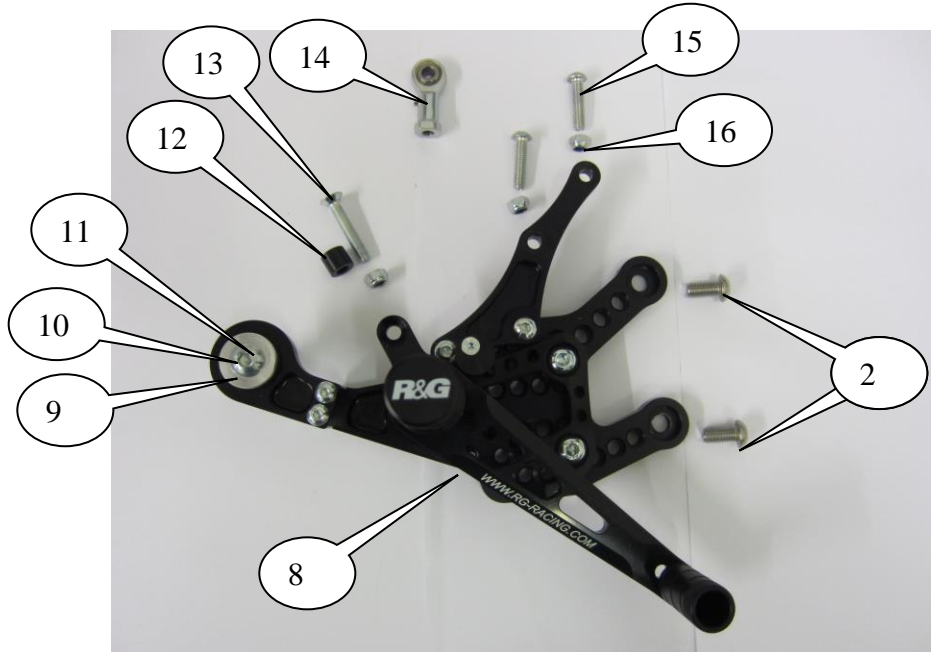
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Coté gauche/COTÉ LEVIER DE VITESSES

LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES AVANT DE PROCEDER AU MONTAGE.

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Coté droit /Coté frein

LEGENDE

- ARTICLE 1= Assemblage repose pied gauche (x1).
- ARTICLE 2= M8x20mm Longs boulons à tête ronde (4x chaque coté) (x8).
- ARTICLE 3= Extension arbre de transmission (x1).
- ARTICLE 4= M6 Rotule gauche avec écrou (supérieur) (x1).
- ARTICLE 5= Assemblage levier de vitesses (x1).
- ARTICLE 6= M6x15mm Long boulon à tête ronde (Rotule inférieure) (x1).
- ARTICLE 7= 4mm Serres câbles (x2).
- ARTICLE 8= Assemblage coté droit (x1).
- ARTICLE 9= M8x30mm Long boulon à tête ronde (x1).
- ARTICLE 10= Entretoise de bague en caoutchouc (x1).
- ARTICLE 11= M8 Ecrou (x1).
- ARTICLE 12= Entretoise rotule (10mm de long) (x1).
- ARTICLE 13= M6x35mm Long boulon à tête fraisée (x1).
- ARTICLE 14= Rotule femelle (x1).
- ARTICLE 15= M6x25mm Longs boulons à tête ronde (x2).
- ARTICLE 16= M6 Ecrans autobloquants (x3).

Outils requis

- Clés de 10, 11 et 12mm

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- Clés Torx T27, T30 et T45
- Clé Allen 5mm A/F.
- Clé dynamométrique 20Nm.

Couples de serrage

M4 Boulon = 8Nm

M5 Boulon = 12Nm

M6 Boulon = 15Nm

M8 Boulon = 20Nm

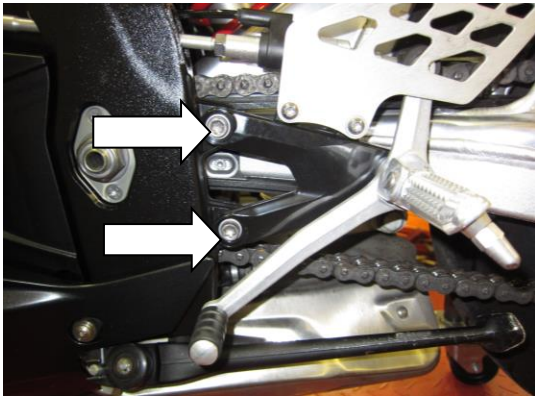


PHOTO 1



PHOTO 2

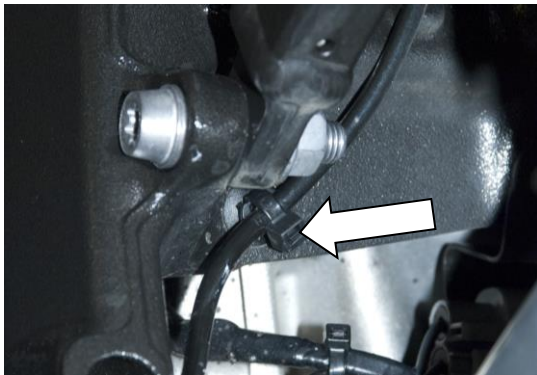


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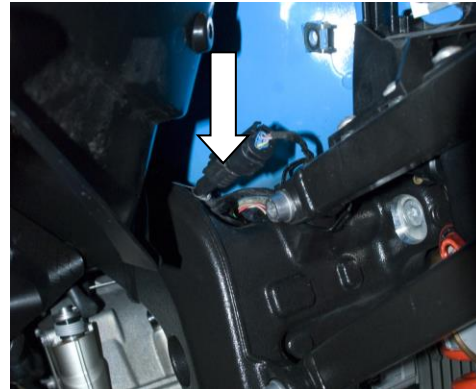


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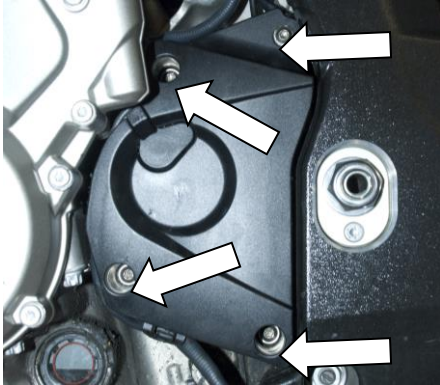


PHOTO 5



PHOTO 6

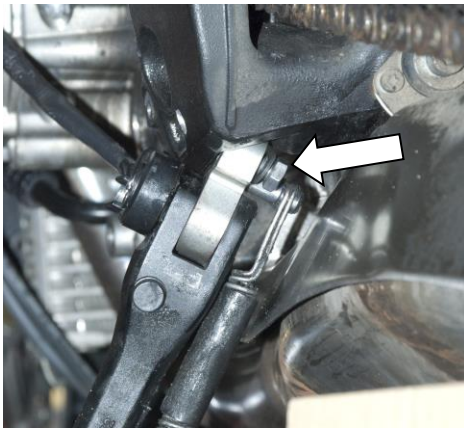


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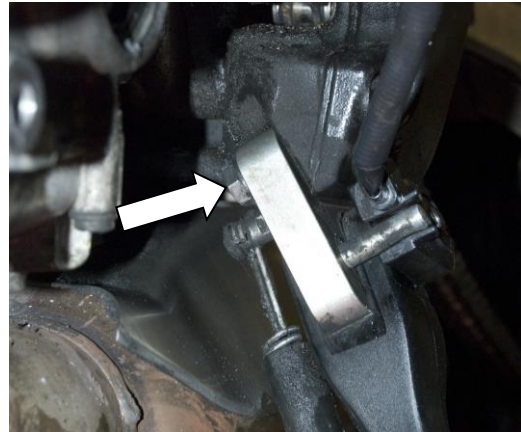


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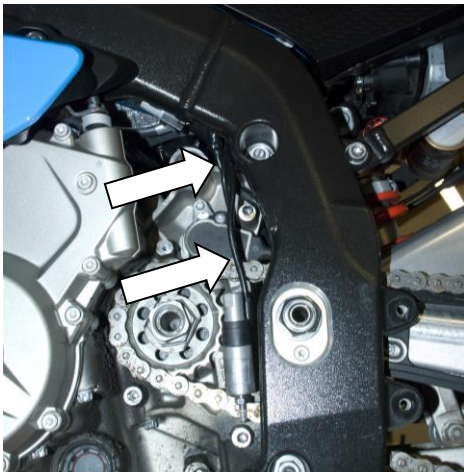


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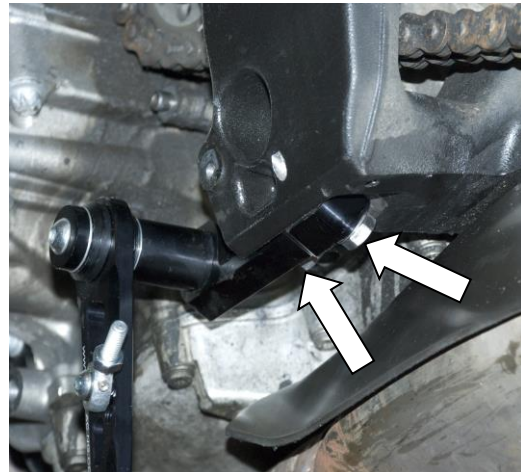


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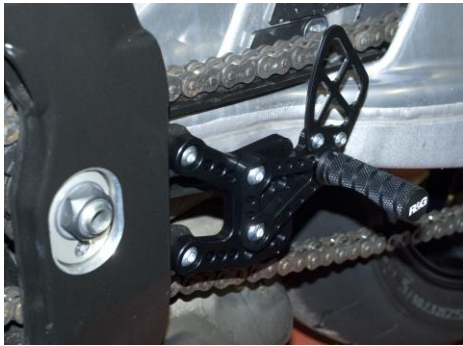


PHOTO 11



PHOTO 12



PHOTO 13

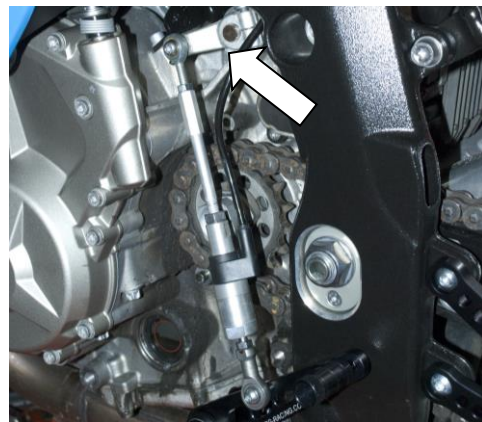
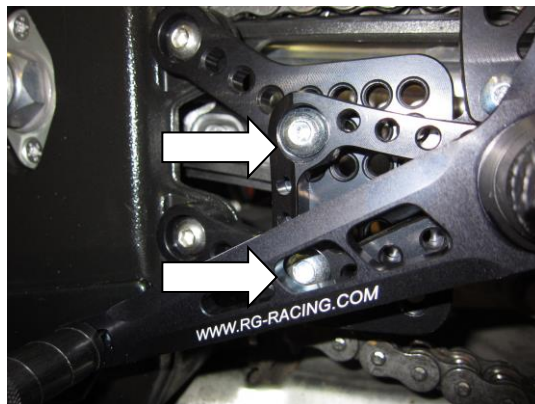


PHOTO 14

PHOTO 15



INSTRUCTIONS DE MONTAGE COTE LEVIER DE VITESSES

- Enlever le carénage en bas à gauche.
- Enlever les 2 boulons de fixation du repose pied (Photo 1).
- Repoussez le capot en caoutchouc (Photo 2) et enlever le boulon de rotule.
- Couper le serre-câble (Photo 3) du câble de passage de vitesses rapide.

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- Débranchez la prise de courant du passage de vitesses rapide (Photo 4) logée sous le coté du capot, juste à l'arrière du réservoir.
- Retirer l'arbre de levier de vitesses rapide et le repose-pieds d'origine, il passera à travers la fente dans le cadre.
- Enlever les 4 boulons (Photo 5) et enlever le couvercle de pignon (note** cela ne peut pas être remis en place).
- Retirez le support métallique comme le montre la photo 6 (vous pouvez aussi le laisser en place et le fixer avec des boulons courts et des rondelles (non fournies)).
- Débranchez la prise de la béquille latérale (note** cela ne peut pas être remis en place).
- Enlever les 2 boulons (Photos 7 et 8) puis enlever la béquille (note** cela ne peut pas être remis en place).
- Rediriger le câble de passage de vitesses rapide (Photo 9) et reconnectez la prise de courant. Monter le nouveau levier de vitesses (Article 5) en utilisant les boulons d'origine (Photo 10).
- Monter le repose pied gauche (article 1) à l'aide des deux boulons M8 (Articles 2) comme le montre la photo 11.
- Retirer la rotule féminine du repose-pied d'origine et l'installer sur le levier de vitesses rapide comme le montre la photo 12.
- Fixer la rotule femelle au nouveau levier de vitesses (Article 5) en utilisant le boulon M6 (Article 6) (Photo 13).
- Enlever l'écrou M8 de l'arbre de transmission d'origine et le mettre sur l'extension d'arbre de transmission (Photo 14).
- Enlever le support de levier de vitesses (Photo 14) et régler à l'angle désiré de façon à ce que l'angle soit bon pour le levier de vitesses (Photo 14).
- Passer la nouvelle rotule M6 coté gauche (Article 4) à l'extension d'arbre de transmission (Article 3) (Photo 14).
- Ajuster le repose pied pour avoir un maximum de confort en utilisant les 2 boulons (Photo 15).
- Serrer tous les boulons et écrous de blocage.
- Vérifier que les vitesses passent correctement.

NOTE: Si vous réutilisez le carénage inférieur d'origine, il devra être adapté au nouveau repose pied.

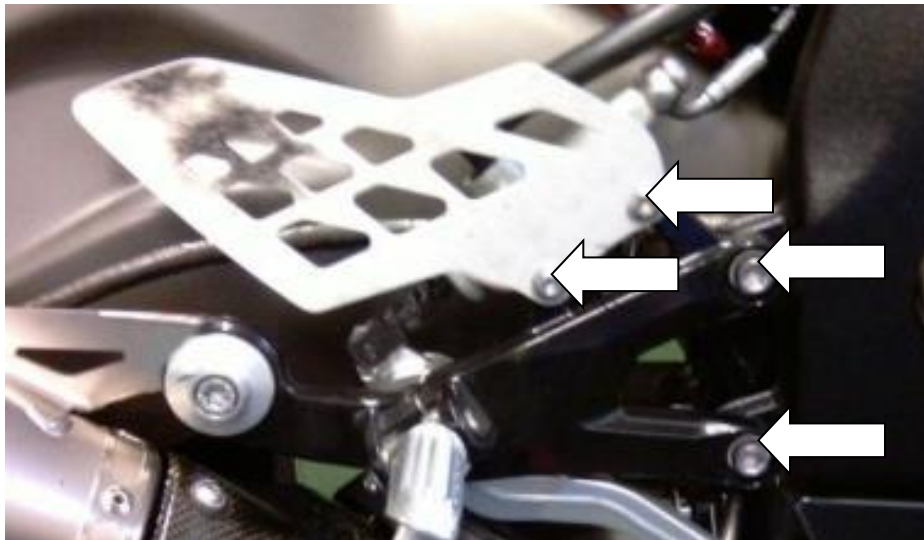


PHOTO A

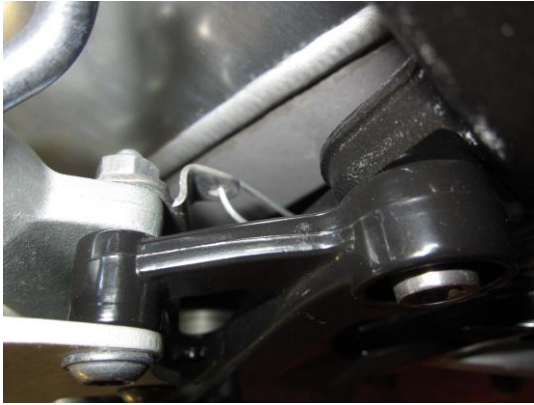


PHOTO B

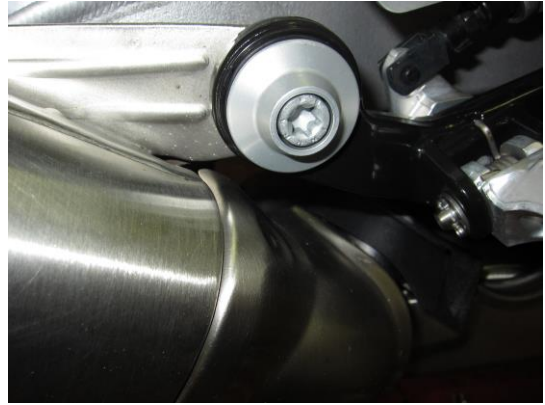


PHOTO C

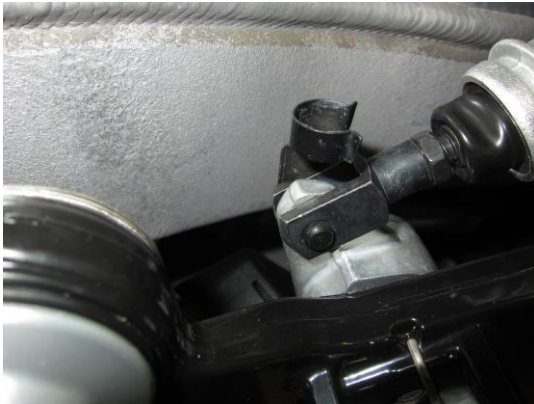


PHOTO D

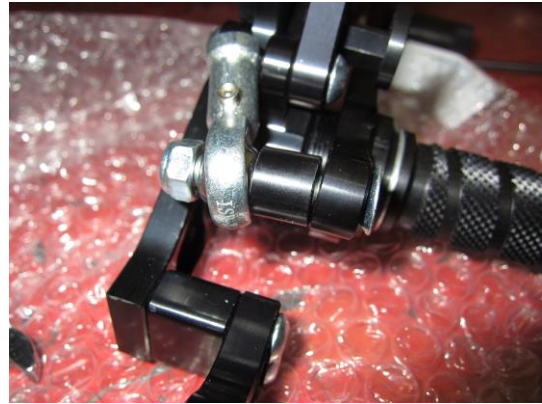


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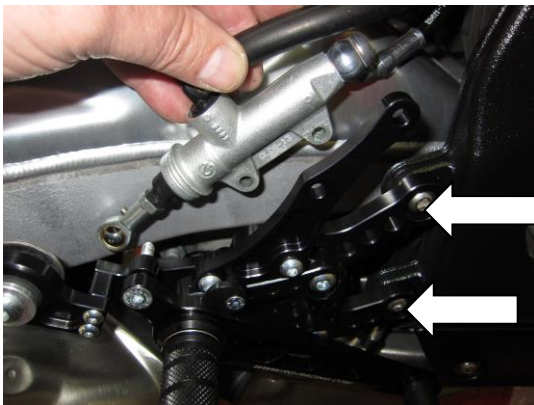


PHOTO F

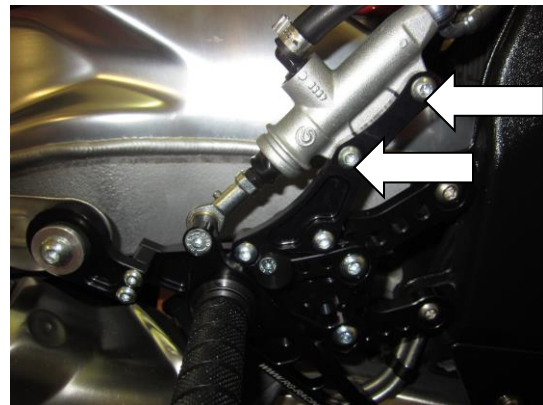


PHOTO G

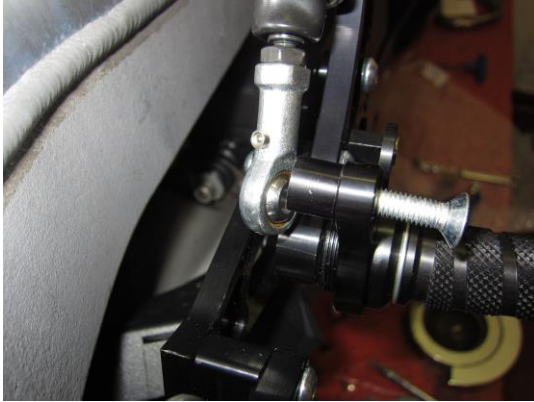


PHOTO H

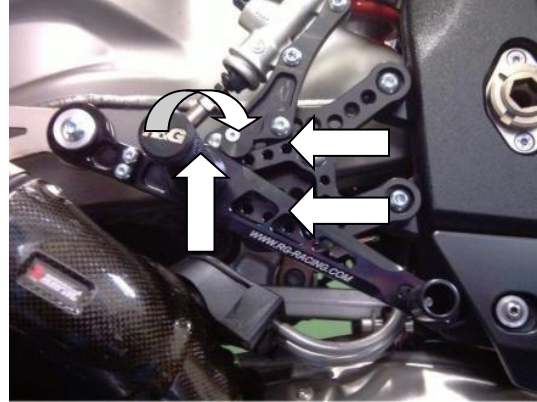


PHOTO I

INSTRUCTIONS DE MONTAGE COTE FREIN

- Retirer le ressort (Photo B).
- Desserrer et enlever le boulon de support d'échappement as shown in Photo C.
- Desserrer et enlever les 2 boulons de maître cylindre (Photo A).
- Desserrer et enlever les 2 boulons de repose pied (Photo A).
- Décliper et enlever le clip de ressort (Photo D).
- Enlever la rotule femelle du nouveau repose pied (Photo E).
- Installer la rotule femelle au levier de pression du maître cylindre de frein (Photo F), ne pas bloquer l'écrou de blocage à ce stade du montage.
- Monter le nouveau repose pied au cadre (Photo F).
- En utilisant les 2 boulons et écrous, monter puis fixer le maître cylindre (Photo G).
- En utilisant l'entretoise, l'écrou et le boulon, fixer la rotule (Photo H).
- Ajuster la rotule de façon à ce que l'action de l'arbre de pression du maître cylindre soit bien alignée avec le maître cylindre. **NE PAS EFFECTUER CET AJUSTEMENT PEUT CAUSER DES PROBLEMES DE FREINAGE OU UN BLOCAGE DES FREINS.** Utiliser l'écrou de blocage pour fixer la position.
- Ajuster le repose pied pour avoir un maximum de confort en utilisant les 2 boulons et la sous plaque (Photo I).
- Ajuster l'ajusteur de levier de freins (Photo I).
- Fixer tous les boulons et écrous de blocage.
- Vérifier que les freins et les feux stop fonctionnent correctement avant de prendre la route.

SACHEZ QUE CHAQUE ASSEMBLAGE FOURNI EST ASSEMBLÉ LIBREMENT. UN MONTAGE COMPLET NÉCESSITERA LE SERRAGE DE CHAQUE BOULON AU COUPLE RECOMMANDÉ AVEC L'ADDITION D'UN COMPOSÉ DE BLOCAGE DE FILET - TEL QUE R&G THREAD LOCK.

Du fait de la complexité du montage et des risques inhérents aux opérations sur le système de freinage, nous vous recommandons de faire monter les pièces R&G Racing par un mécanicien qualifié.



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