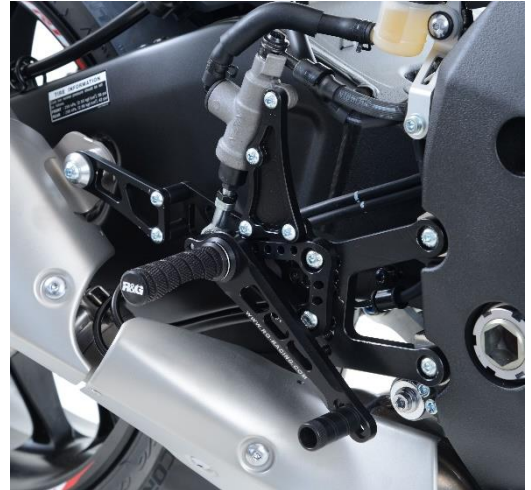
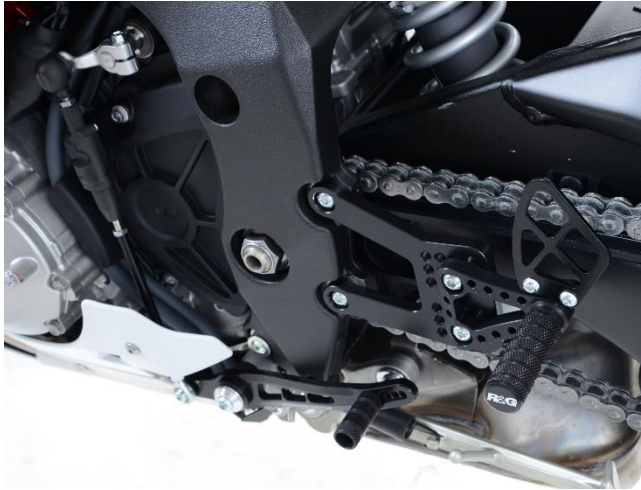




RSET027

**FITTING INSTRUCTIONS FOR RSET027BK ADJUSTABLE REAR SET
FOR YAMAHA YZF-R1 2015-**

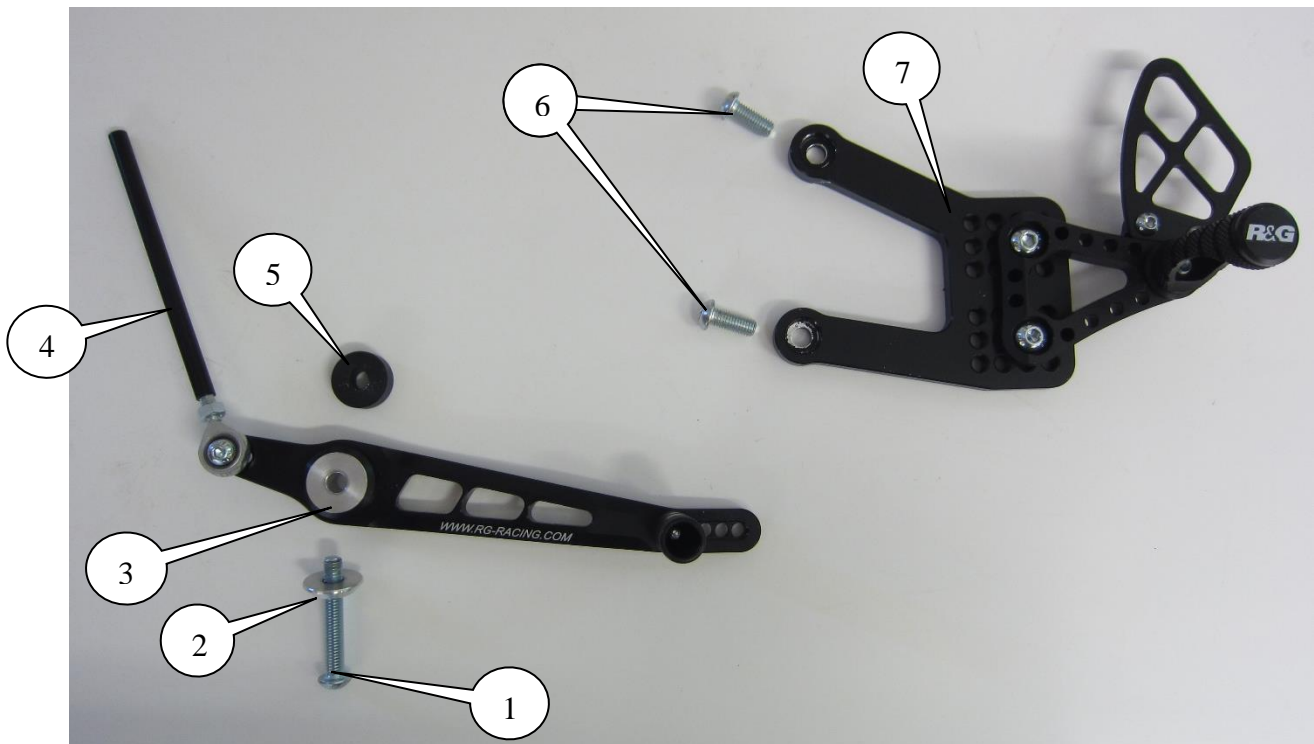
Page | 1



**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)

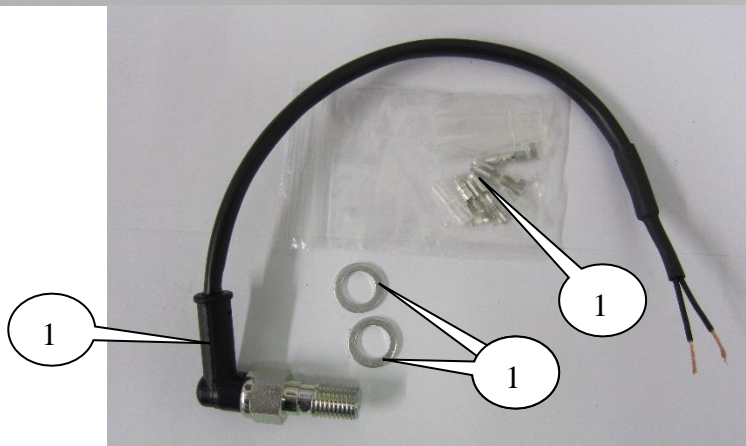
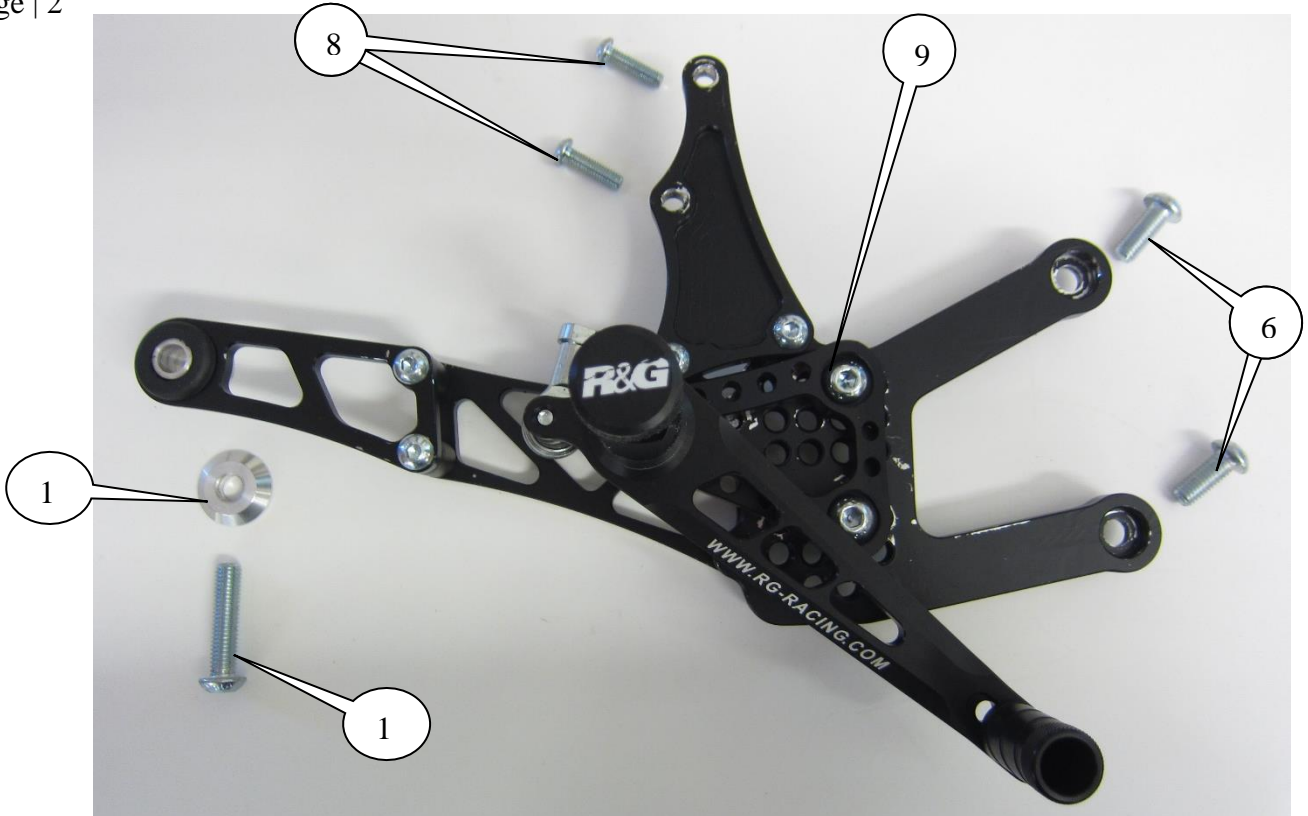


LEFT HAND/GEAR SHIFT SIDE



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RIGHT HAND/BRAKE SIDE



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LEGEND

- ITEM 1= GEAR SHIFT LEVER BOLT (M8x50mm long) (x1).
ITEM 2= GEAR SHIFT LEVER SPACER (x1).
ITEM 3= GEAR SHIFT LEVER ASSEMBLY (x1).
ITEM 4= GEAR SHIFT SHAFT (130mm long) (x1).
ITEM 5= GEAR SHIFT LEVER SPACER (10mm wide) (x1).
ITEM 6= M8x20mm LONG BUTTON HEAD BOLTS (2x each side) (x4).
ITEM 7= LEFT HAND SIDE FOOT REST ASSEMBLY (x1).
ITEM 8= MASTER CYLINDER MOUNTING BOLTS (M6x20mm long button head bolts) (x2).
ITEM 9= RIGHT HAND SIDE ASSEMBLY (x1).
ITEM 10= EXHAUST BOLT (M8x35mm long) (x1).
ITEM 11= EXHAUST BOLT SPACER (x1).
ITEM 12= BRAKE LIGHT PRESSURE SWITCH (x1).
ITEM 13= PACKET OF BULLET CONNECTORS FOR BRAKE LIGHT SWITCH (CON 4) (x1).
ITEM 14= ALUMINIUM SEALING WASHERS (x2).

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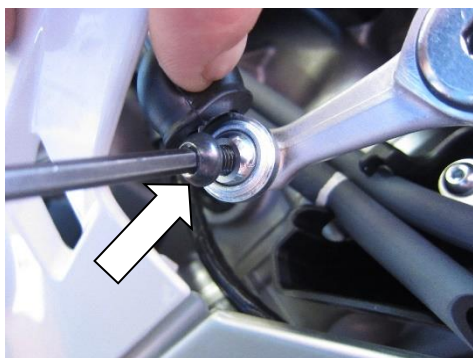
TOOLS REQUIRED

- 2x 10 AND 12mm OPEN ENDED SPANNERS.
- SET OF METRIC ALLEN KEYS TO INCLUDE 4, 5 AND 6mm A/F.
 - PLIERS.
- ELECTRICAL/CRIMPING PLIERS.

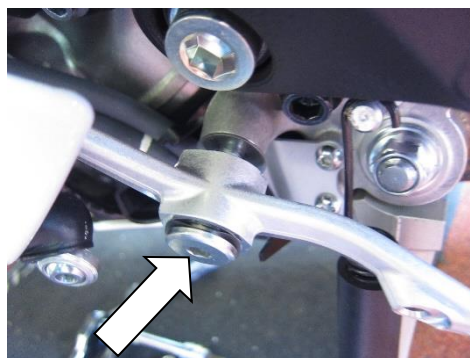
GENERAL TORQUE SETTINGS

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

Digital copies of these instructions are available to download from www.rg-racing.com



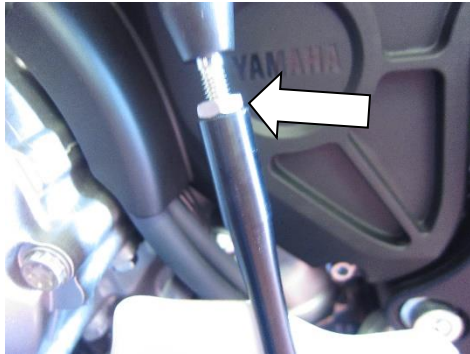
PICTURE 1



PICTURE 2



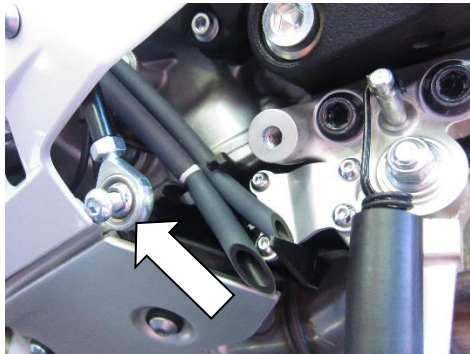
RSET027



PICTURE 3



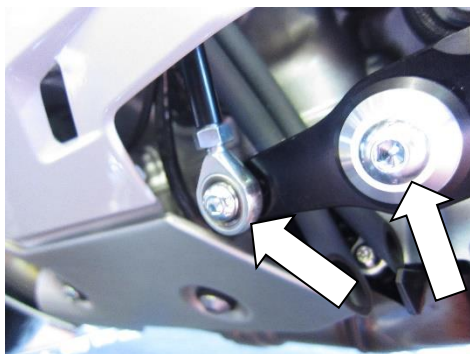
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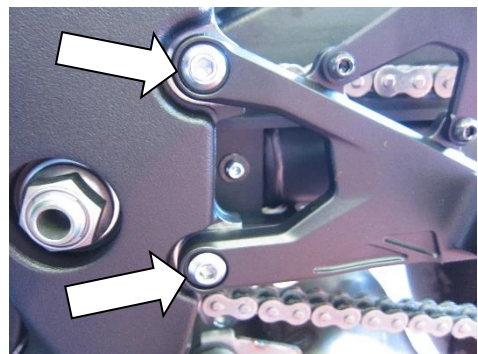
PICTURE 5



PICTURE 6



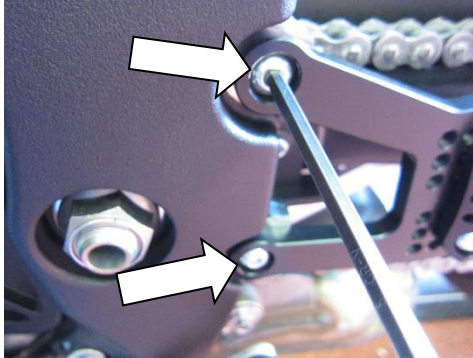
PICTURE 7



PICTURE 8



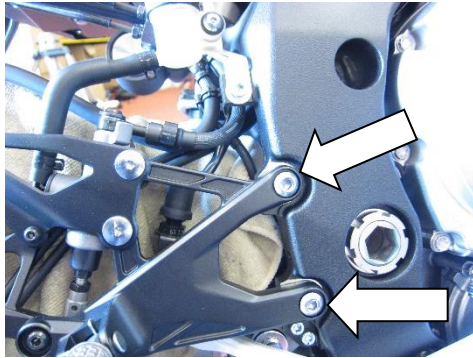
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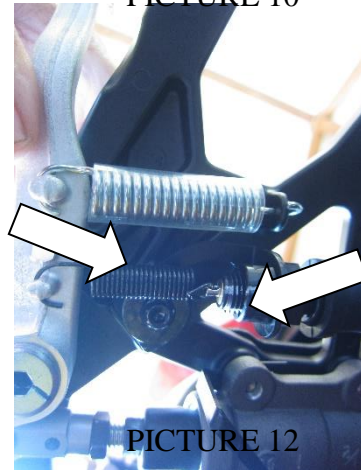
PICTURE 9



PICTURE 10



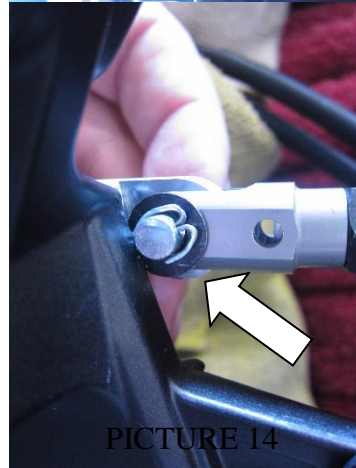
PICTURE 11



PICTURE 12



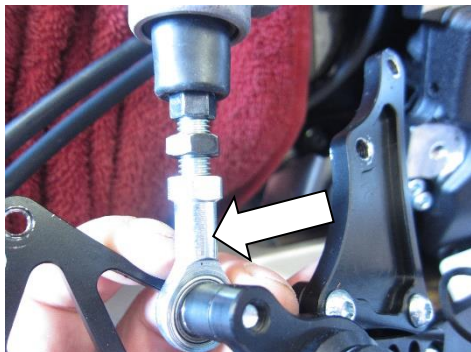
PICTURE 13



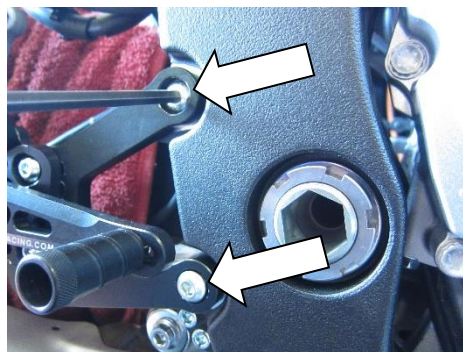
PICTURE 14



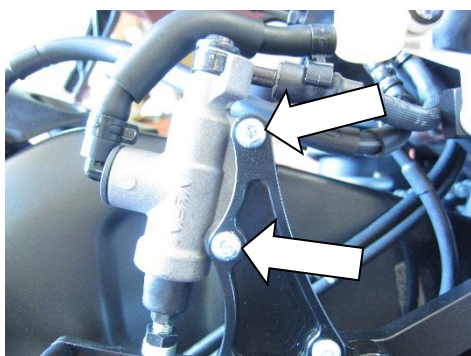
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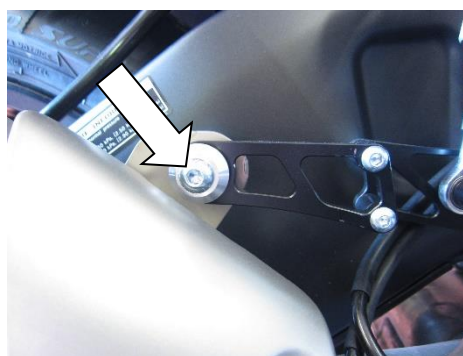
PICTURE 15



PICTURE 16



PICTURE 17



PICTURE 18

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.

GEAR SHIFT SIDE

- Peel back the rubber cover and undo and remove the bolt arrowed in picture 1.
- Undo and remove the bolt arrowed in picture 2, then remove the original gear shift lever.
- Loosen the lock nut arrowed in picture 3 and remove the original gear shift rod.
- Replace the original gear shift rod with the new one from kit as shown in pictures 4 and 5.
- Assemble the new gear shift lever as shown in picture 6 using items 1, 2, 3 and 5.
- Offer the new gear shift lever assembly into position and secure the assembly and lower gear shift rod ball end as shown in picture 7.
- Remove the two footrest mounting bolts arrowed in picture 8 and remove the original foot rest bracket.
- Offer the left hand side assembly (item 7) into position and secure using the 2 M8 bolts (item 6) as shown in picture 9.
- Adjust the foot rest and toe peg for comfort and operation.
- Before riding please check all bolts are tightened and the operation and position of all parts.

GEAR SHIFT RACE SET UP

- Peel back the rubber cover and undo and remove the bolt arrowed in picture 1.
- Undo and remove the bolt arrowed in picture 2, then remove the original gear shift lever.

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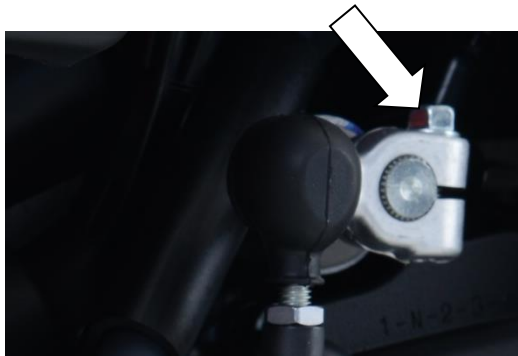
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- Loosen the lock nut arrowed in picture 3 and remove the original gear shift rod.
- Undo and remove the bolt arrowed in picture 19, then remove the gear shift shaft bracket and rotate through 180 degrees as indicated in picture 20.
- Refit and tighten the bolt to clamp the gear shift shaft bracket.
- Replace the original gear shift rod with the new one from kit as shown in pictures 4 and 5.
- Assemble the new gear shift lever as shown in picture 6 using items 1, 2, 3 and 5.
- Offer the new gear shift lever assembly into position and secure the assembly and lower gear shift rod ball end as shown in picture 7.
- Remove the two footrest mounting bolts arrowed in picture 8 and remove the original foot rest bracket.
- Offer the left hand side assembly (item 7) into position and secure using the 2 M8 bolts (item 6) as shown in picture 9.
- Adjust the foot rest and toe peg for comfort and operation.
- Before riding please check all bolts are tightened and the operation and position of all parts.



PICTURE 19



PICTURE 20

BRAKE SIDE

- Before starting it is a good idea to protect the swing-arm and frame with some sort of cover.
- Undo and remove the exhaust mounting bolt arrowed in picture 10.
- Undo and remove the four bolts arrowed in picture 11 and carefully ease the original foot rest bracket away from the frame/swingarm (you may have to release cable/hose clamps).
- Disconnect the two springs as shown in picture 12.
- Remove the brake light sensor switch as shown in picture 13.
- Remove the split pin arrowed in picture 14.
- Loosen the lock nut and remove the master cylinder shaft fork end as shown in picture 11 and replace with the new ball joint from kit as shown in picture 15.
- Offer the right hand side assembly (item 9) into position and secure using the two shorter remaining M8 bolts from kit (item 6) as shown in picture 16.
- Using the two M6 bolts from kit (item 8) attach the master cylinder to the master cylinder bracket as shown in picture 17 (please ensure 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.**
- Using the remaining M8 bolt and spacer (items 10 and 11) secure the exhaust as shown in picture 18.

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- Adjust the foot rest and toe peg for comfort and operation.
- Before riding please check all bolts are tightened and the operation and position of all parts.
- Tighten all bolts and lock-nuts.
- Please check operation of the brake before riding.

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Brake Light Banjo Switch

- Remove the bolt holding the banjo fitting to the end of the master cylinder and replace the bolt with the brake light sensor switch using the aluminium sealing washers. **PLEASE NOTE YOU WILL HAVE TO BLEED THE BRAKING SYSTEM.**
- We recommend cutting the original wiring and using bullet connectors to connect the brake light sensor switch wires to the original wiring.
- Please check operation of brakes and brake light before riding.

Please note that the master cylinder pressure shaft has to be directly in line with the master cylinder. Failure to do this may result in brake failure or jamming of the brakes.

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)

CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

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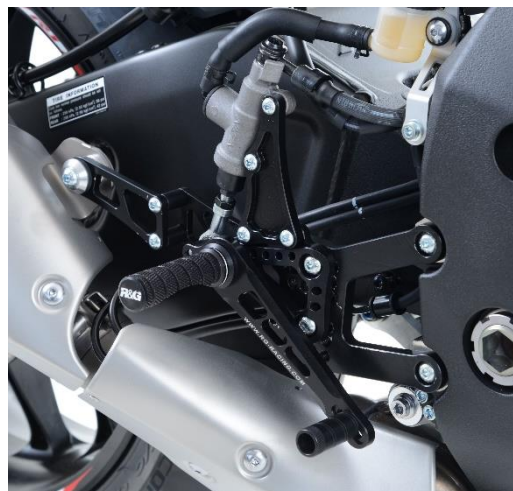
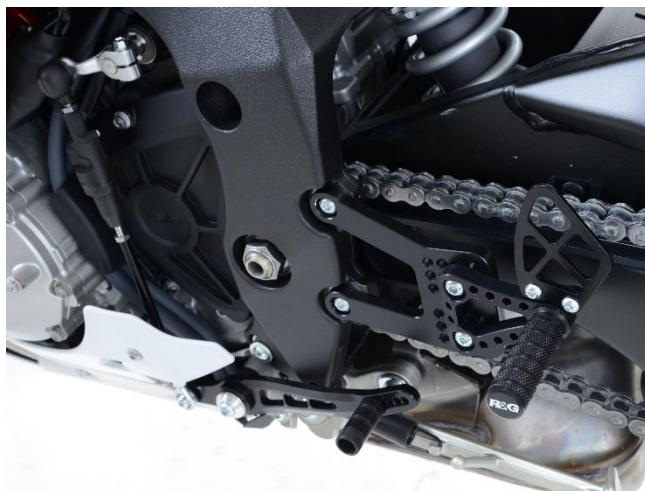
Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of 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.



RSET027

INSTRUCTIONS DE MONTAGE POUR RSET027BK JEU ARRIERE
AJUSTABLE
FOR YAMAHA YZF-R1 2015-

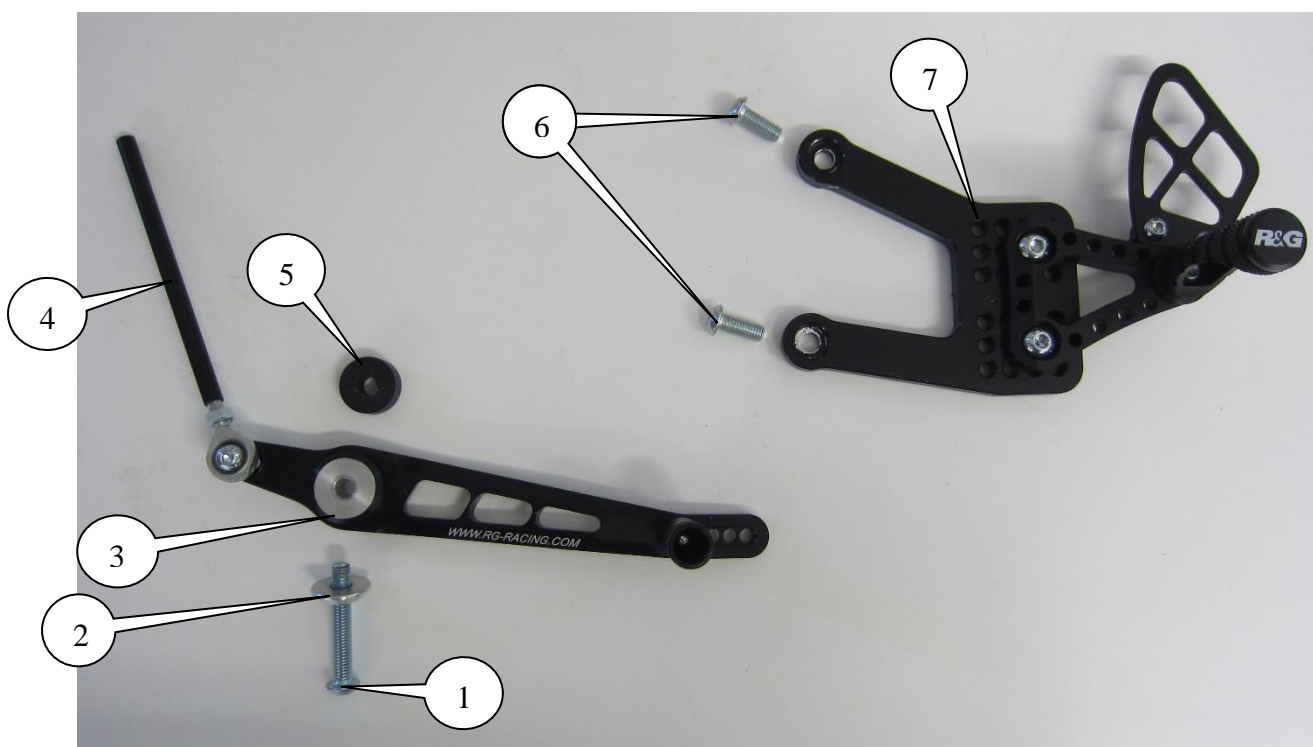
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Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.

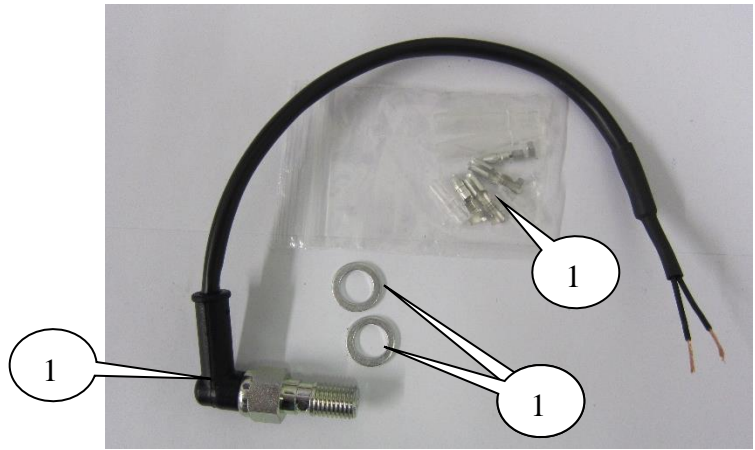
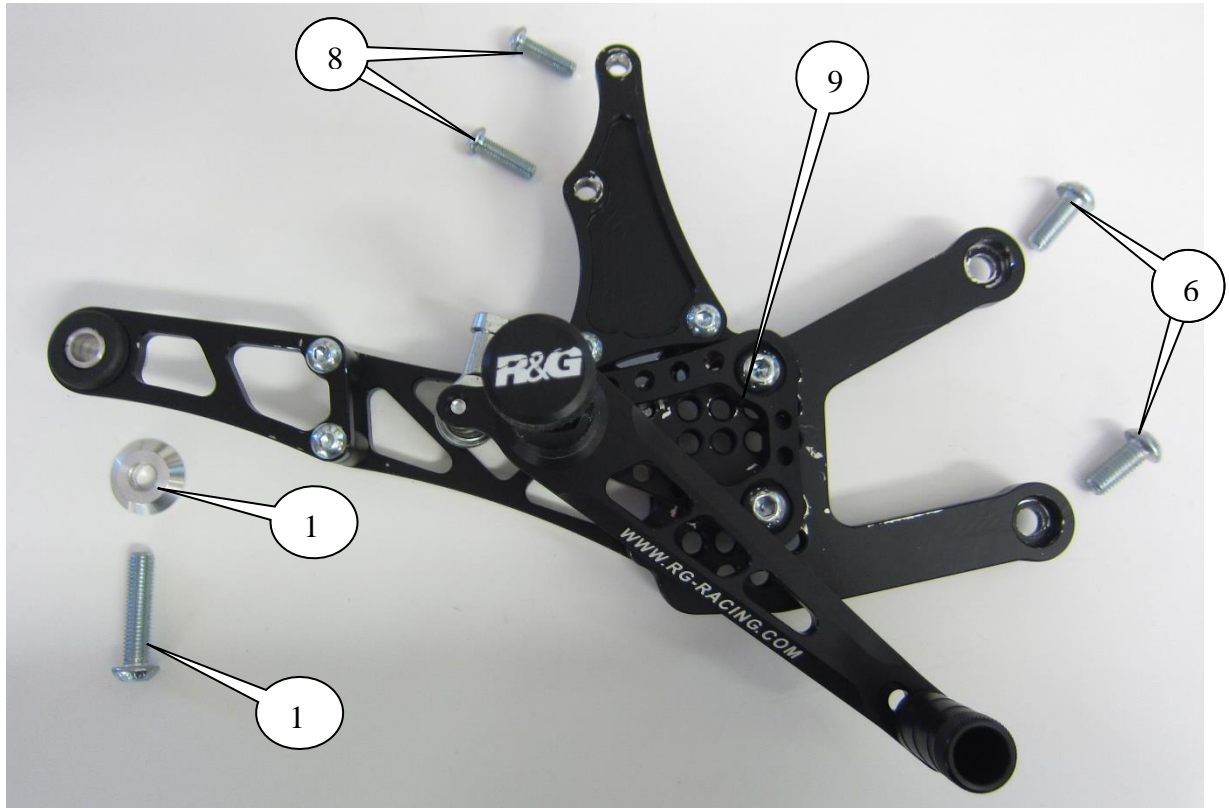
La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.

**LES PARTIES PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES
(POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT)**





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COTE DROIT / COTE FREIN



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LEGENDE

- ARTICLE 1= BOULON DE LEVIER DE VITESSES (M8x50mm de long) (x1).
ARTICLE 2= ENTRETOISE DE LEVIER DE VITESSES (x1).
ARTICLE 3= ASSEMBLAGE DE LEVIER DE VITESSES (x1).
ARTICLE 4= ARBRE DE LEVIER DE VITESSES (130mm de long) (x1).
ARTICLE 5= ENTRETOISE DE LEVIER DE VITESSES (10mm de large) (x1).
ARTICLE 6= M8x20mm BOULONS (2x de chaque coté) (x4).
ARTICLE 7= ASSEMBLAGE REPOSE PIED COTE GAUCHE (x1).
ARTICLE 8= BOULONS DE FIXATION DU MAITRE CYLINDRE (M6x20mm boulons) (x2).
ARTICLE 9= ASSEMBLAGE COTE DROIT (x1).
ARTICLE 10= BOULON D'ECHAPPEMENT (M8x35mm de long) (x1).
ARTICLE 11= ENTRETOISE DU BOULON D'ECHAPPEMENT (x1).
ARTICLE 12= INTERRUPTEUR DE PRESSION DU FEU STOP (x1).
ARTICLE 13= PAQUET DE CONNECTEURS POUR INTERRUPTEUR DE PRESSION DU FEU STOP (CON 4) (x1).
ARTICLE 14= RONDELLES D'ETANCHEITE EN ALUMINIUM (x2).

OUTILS REQUIS

- CLES 2x 10 et 12mm.
- JEU DE CLES ALLEN 4, 5 et 6mm.
 - PINCES.
- PINCES ELECTRIQUES.

REGLAGES DE COUPLE

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

Notice disponible sur www.rg-racing.com



PHOTO 1

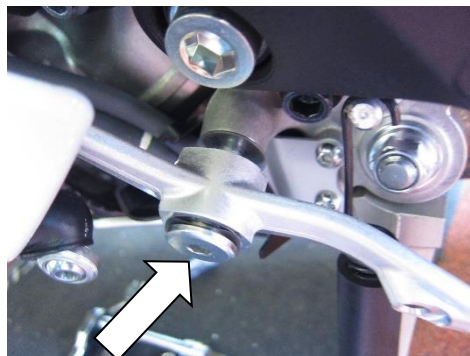


PHOTO 2



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PHOTO 3



PHOTO 4

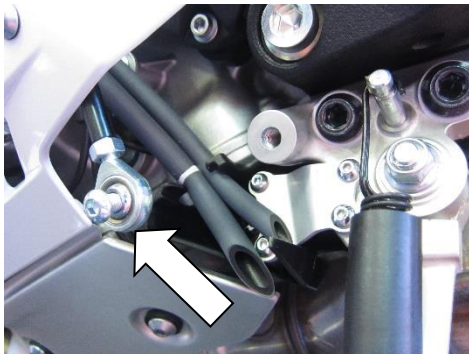


PHOTO 5



PHOTO 6

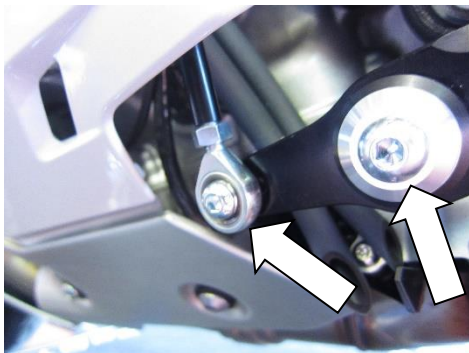


PHOTO 7



PHOTO 8



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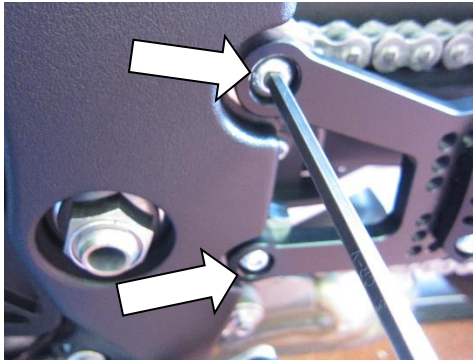


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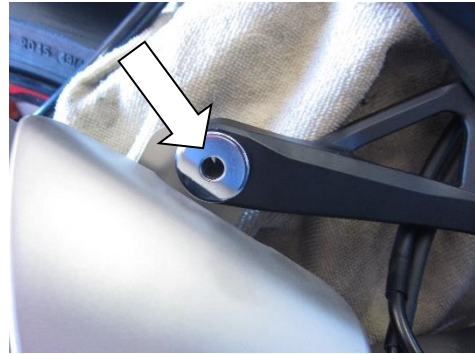


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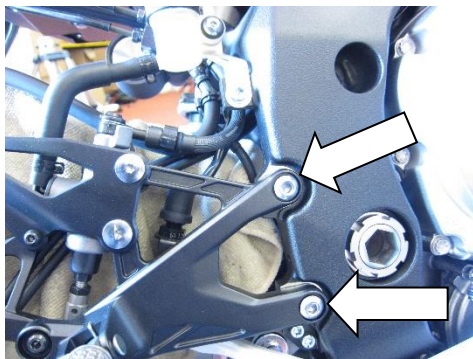


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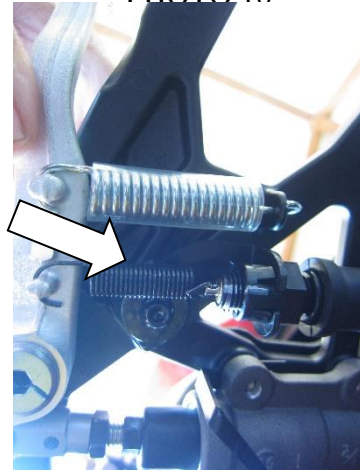
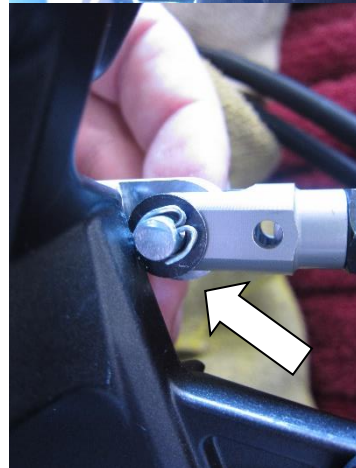


PHOTO 13





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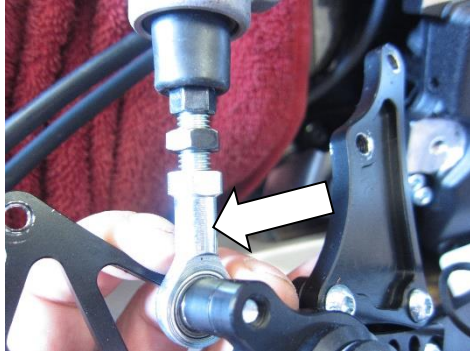


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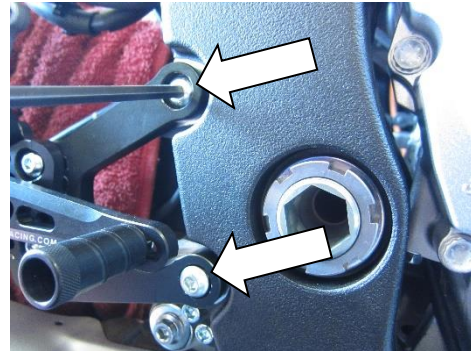


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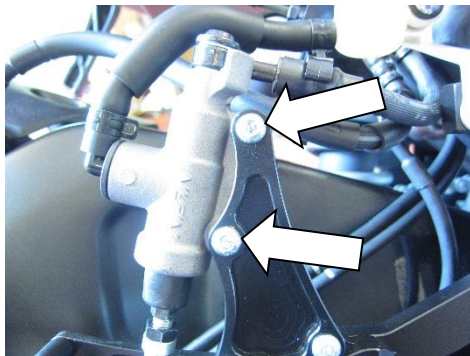


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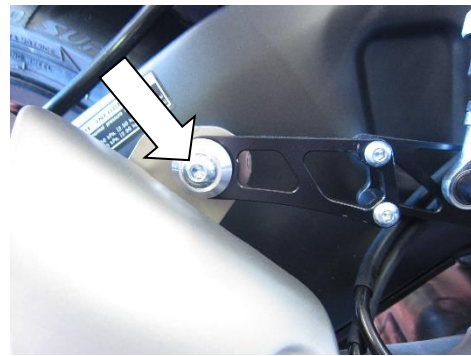


PHOTO 18

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.

COTE VITESSES

- Peler le cache en caoutchouc et enlever le boulon, voir photo 1.
- Enlever le boulon indiqué sur la photo 2, puis le levier de vitesses d'origine.
- Desserrer l'écrou de blocage, voir photo 3 puis enlever la rotule de levier de vitesses d'origine.
- Remplacez la rotule de levier de vitesses d'origine par la nouvelle du kit, voir photos 4 et 5.
- Assembler le nouveau levier de vitesses, voir photo 6, à l'aide des articles 1, 2, 3 et 5.
- Monter le nouvel assemblage de levier de vitesses en position puis fixer l'assemblage et la rotule comme sur la photo 7.
- Enlever les 2 boulons de fixation du support repose pied, voir photo 8 puis enlever le support repose pied d'origine.
- Monter l'assemblage du coté gauche (article 7) en position puis fixer à l'aide de 2 boulons M8 (article 6), voir photo 9.
- Ajuster le repose pied et repose cheville pour davantage de confort.
- Avant de prendre la route, vérifiez svp que tous les boulons soient correctement serrés et que la position de toutes les parties est adéquate ainsi que leur bon fonctionnement.

VITESSES REGLEES EN MODE COURSE

- Peler le cache en caoutchouc et enlever le boulon, voir photo 1.
- Enlever le boulon indiqué sur la photo 2, puis le levier de vitesses d'origine.

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- Desserrer l'écrou de blocage, voir photo 3 puis enlever la rotule de levier de vitesses d'origine.
- Enlever le boulon indiqué sur la photo 19, puis enlever le support d'arbre de levier de vitesses avant de le tourner à 180 degrés, comme sur la photo 20.
- Remettre et insérer le boulon pour clipser le support d'arbre du levier de vitesses.
- Remplacez la rotule de levier de vitesses d'origine par la nouvelle du kit, voir photos 4 et 5.
- Assembler le nouveau levier de vitesses, voir photo 6, à l'aide des articles 1, 2, 3 et 5.
- Monter le nouvel assemblage de levier de vitesses en position puis fixer l'assemblage et la rotule comme sur la photo 7.
- Enlever les 2 boulons de fixation du support repose pied, voir photo 8 puis enlever le support repose pied d'origine.
- Monter l'assemblage du coté gauche (article 7) en position puis fixer à l'aide de 2 boulons M8 (article 6), voir photo 9.
- Ajuster le repose pied et repose cheville pour davantage de confort.
- Avant de prendre la route, vérifiez svp que tous les boulons soient correctement serrés et que la position de toutes les parties est adéquate ainsi que leur bon fonctionnement.

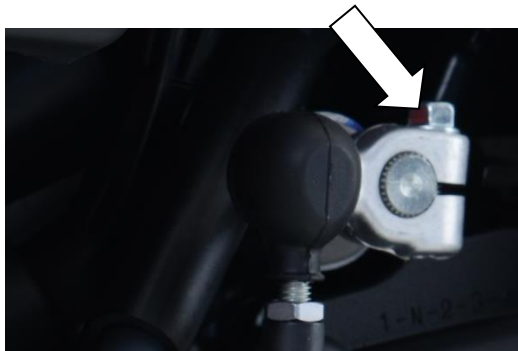


PHOTO 19



PHOTO 20

COTE FREIN

- Protégez le bras oscillant et le cadre à l'aide de caches divers.
- Enlever le boulon de fixation de l'échappement, voir photo 10.
- Enlever les 4 boulons indiqués sur la photo 11 puis extraire le repose pied d'origine du cadre /repose pied (vous pourriez avoir à libérer pincés câble / tuyau).
- Déconnectez les 2 ressorts, voir photo 12.
- Enlever l'interrupteur de feu stop, voir photo 13.
- Enlever la goupille, voir photo 14.
- Desserrer l'écrou de blocage et enlever l'extrémité de fourche de l'arbre de maître cylindre, voir photo 11 puis remplacez le par la nouvelle rotule du kit, voir photo 15.
- Monter l'assemblage du coté droit (article 9) en position puis fixez le en utilisant les 2 boulons courts M8 restants du kit (article 6), voir photo 16.
- Utiliser les 2 boulons M6 du kit (article 8) pour attacher le maître cylindre au support, voir photo 17 (**Veillez à ce que l'arbre de pression du maître cylindre soit directement aligné avec le maître cylindre**).

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- **ATTENTION : SI CELA N'EST PAS CORRECTEMENT INSTALLE, VOUS POUVEZ POTENTIELLEMENT RENCONTRER DES PROBLEMES DE FREIN.**
- A l'aide du boulon M8 et de l'entretoise (articles 10 and 11), fixez l'échappement, voir photo 18.
- Ajuster le repose pied et repose cheville pour davantage de confort.
- Avant de prendre la route, vérifiez svp que tous les boulons soient correctement serrés et que la position de toutes les parties est adéquate ainsi que leur bon fonctionnement.
- Serrer tous les boulons et écrous de blocage.
- Vérifiez que les freins fonctionnent correctement avant de prendre la route.

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Comutateur de feu stop Banjo

- Enlever le boulon qui fixe le banjo montant l'extrémité du maître cylindre et remplacer le boulon par l'interrupteur de capteur de lumière de feu stop, en utilisant les rondelles étanches en aluminium. **NOTE : VOUS DEVREZ PURGER LE SYSTEME DE FREIN.**
- Nous vous recommandons de couper le fil d'origine et d'utiliser les billes de connecteur pour connecter les fils de commutateur de feu stop aux fils.
- Vérifier que les freins et le feu stop fonctionnent correctement avant de prendre la route.

Veillez à ce que l'arbre de pression du maître cylindre soit directement aligné avec le maître cylindre

ATTENTION : SI CELA N'EST PAS CORRECTEMENT INSTALLE, VOUS POUVEZ POTENTIELLEMENT RENCONTRER DES PROBLEMES DE FREIN.

Du fait de la complexité et des dangers inhérents à l'installation des produits, impliquant notamment le système de freinage, nous vous recommandons de faire effectuer/contrôler le montage par un mécanicien qualifié.

ISSUE 2 05/07/2021 (DM)

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