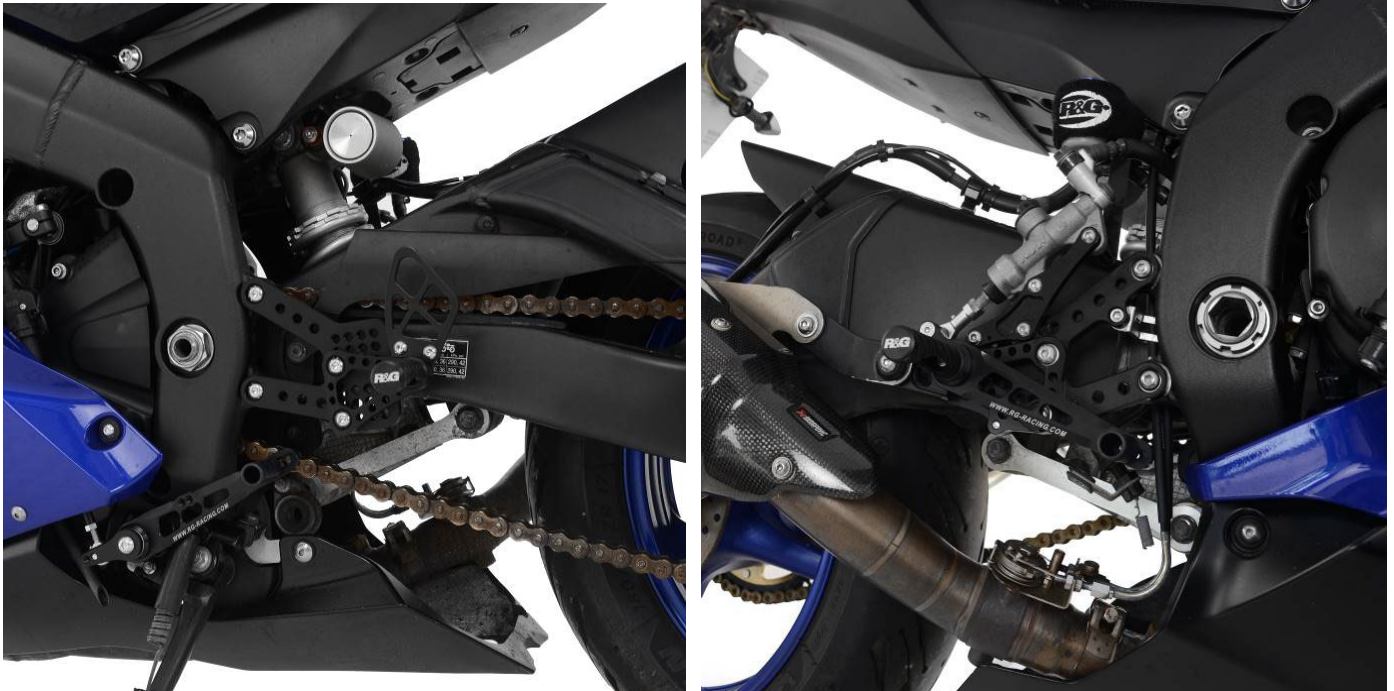




FITTING INSTRUCTIONS FOR RSET33BK ADJUSTABLE REARSETS



THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED OVER PAGE.

SOME PARTS MAY BE SHOWN FOR CLARITY OF INSTRUCTIONS ONLY.

DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

PLEASE READ ALL INSTRUCTIONS BEFORE PROCEEDING.

**IF IN ANY DOUBT WHEN FITTING OUR PRODUCTS, CONSULT ONE OF OUR DEALERS OR
HAVE FITTED BY A QUALIFIED TECHNICIAN.**

PLEASE NOTE THAT THE WAY THE KIT IS PACKED DOES NOT NECESSARILY REPRESENT THE WAY OF
MOUNTING TO THE BIKE.

DIGITAL COPIES OF THESE INSTRUCTIONS ARE AVAILABLE FROM:

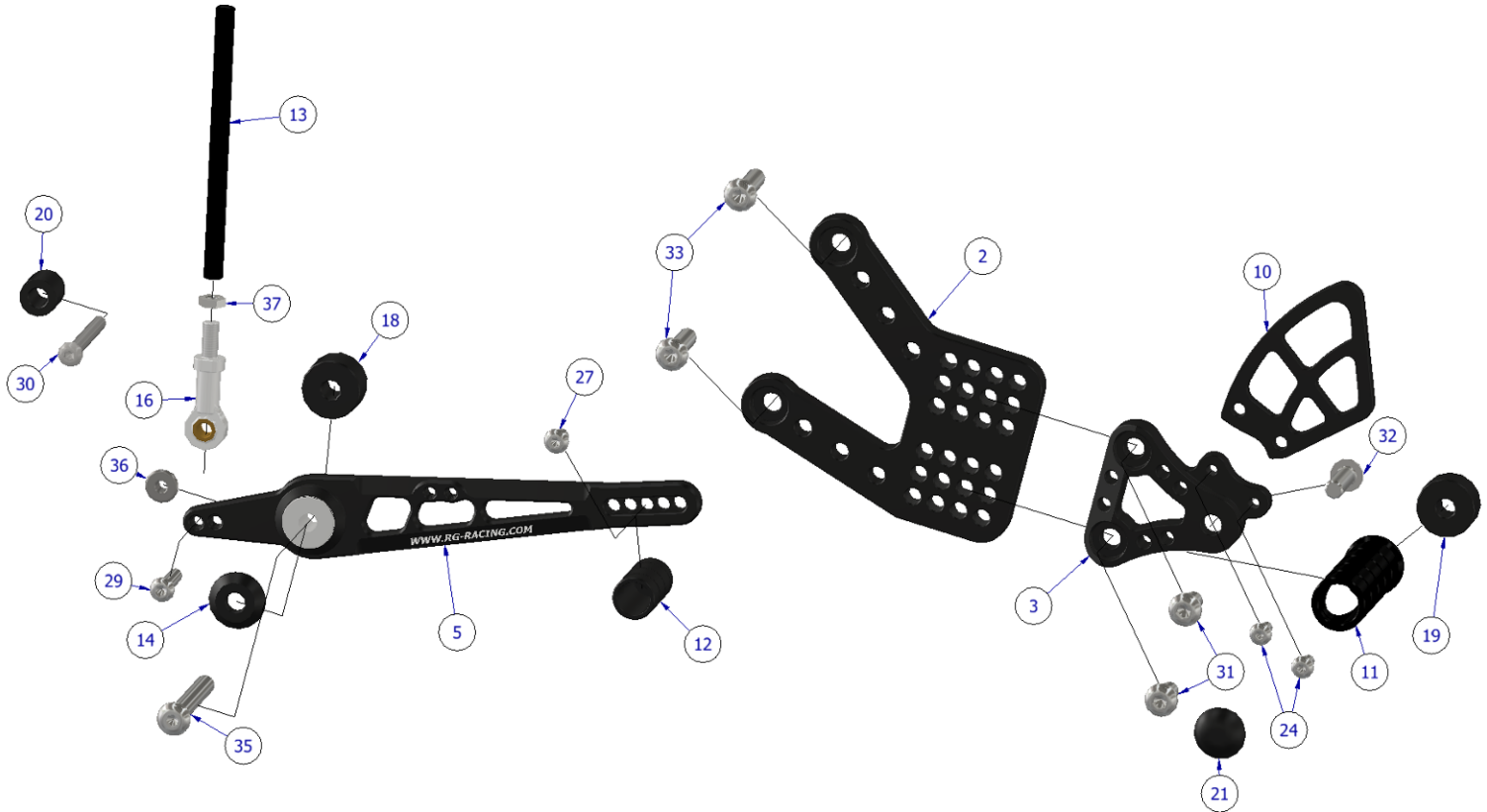
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COMPONENT DIAGRAMS

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

LEFT HAND GEAR SHIFT LEVER ASSEMBLY

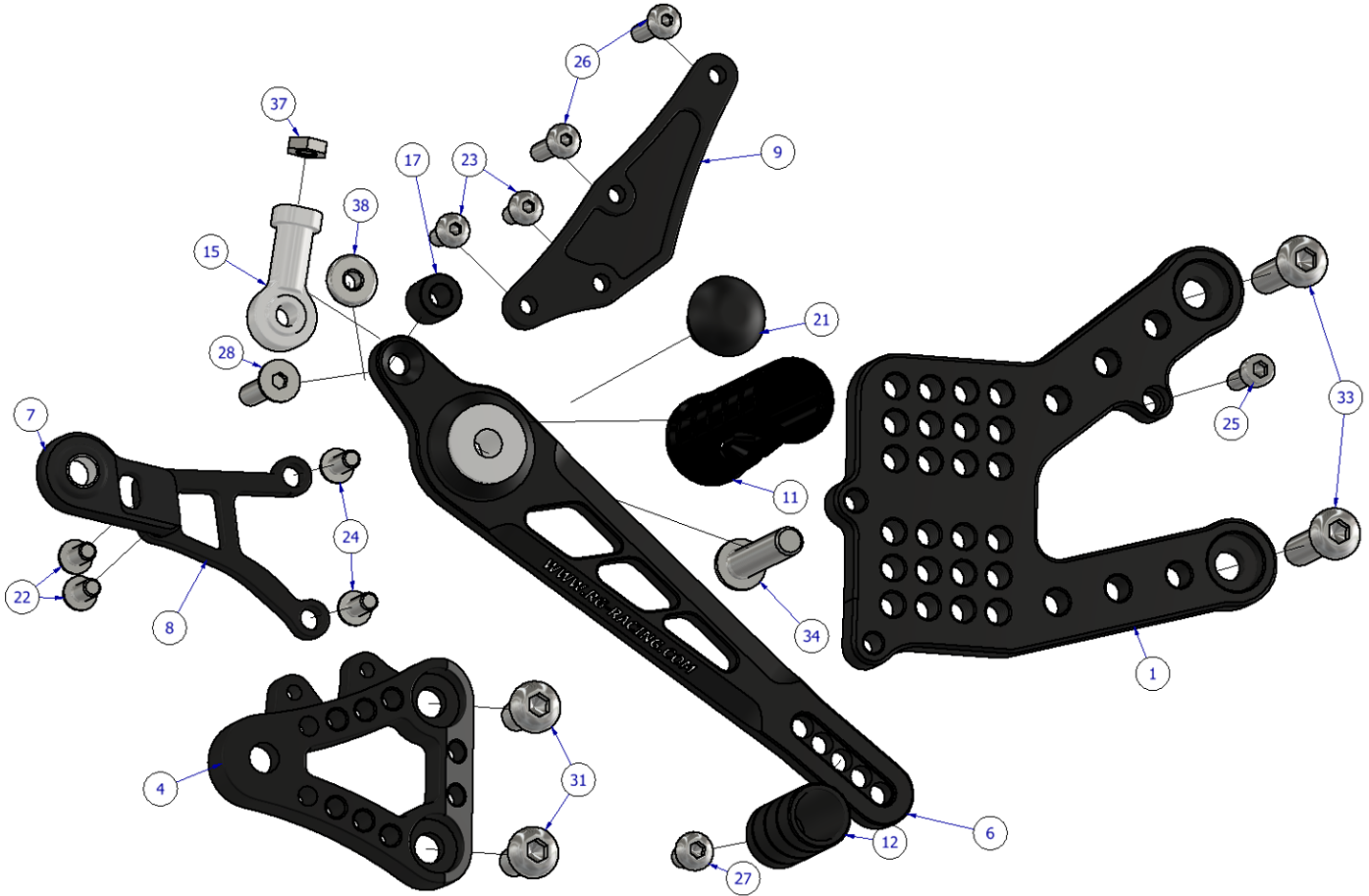


RIGHT HAND MOUNTING ASSEMBLY

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BRAKE LIGHT PRESSURE SWITCH



**LEGEND**

Item	Description	QTY
1	RHS MAIN BRACKET	1
2	LHS MAIN BRACKET	1
3	LHS SECONDARY BRACKET	1
4	RHS SECONDARY BRACKET	1
5	SHIFT LEVER ASSEMBLY	1
6	BRAKE LEVER ASSEMBLY	1
7	EXHAUST BRACKET 1	1
8	EXHAUST BRACKET 2	1
9	MASTER CYLINDER BRACKET	1
10	LHS HEEL PLATE	1
11	FOOT PEGS	2
12	TOE PEG	2
13	SHIFT LINKAGE ROD	1
14	TAPERED SPACER	1
15	M6 FEMALE ROSE JOINT	1
16	M6 MALE ROSE JOINT	1
17	SPACER - FEMALE ROSE JOINT (RHS)	1
18	SPACER - SHIFT LEVER SPACER (LHS)	1
19	SPACER - FOOT PEG (LHS)	1
20	SPACER - FAIRING SPACER - SHIFT ROD	1
21	FOOT PEG CAPS	2
22	M5 x 10 - COUNTER SUNK BOLT - EXHAUST BRACKET 1 MOUNT	2
23	M5 x 12 - COUNTER SUNK BOLT - MASTER CYLINDER BRACKET MOUNT	2
24	M5 x 12 - BUTTON HEAD BOLT - HEEL PLATE & EXHAUST BRACKET 2 MOUNT	4
25	M5 x 16 - CAP HEAD BOLT - OEM BRACKET MOUNT	1
26	M5 x 20 - BUTTON HEAD BOLT - MASTER CYLINDER MOUNT	2
27	M6 x 10 - BUTTON HEAD BOLT - TOE PEG	2
28	M6 x 25 - COUNTER SUNK BOLT - FEMALE ROSE JOINT - MASTER CYLINDER LINI	1
29	M6 x 25 - BUTTON HEAD BOLT - SHIFT LINKAGE (MALE ROSE JOINT)	1
30	M6 x 55 - BUTTON HEAD BOLT - FARING SPACER	1
31	M8 x 16 - SECONDARY BRACKET MOUNTING	4
32	M8 x 25 - LHS FOOTPEG	1
33	M8 x 30 - MAIN MOUNTING BOLTS	4
34	M8 x 40 - RHS FOOTPEG	1
35	M8 x 60 - SHIFT LEVER MOUNT	1
36	M6 NYLOC NUT - SHIFT & BRAKE LINKAGE	2
37	M6 HEX NUT - ROSE JOINT LOCK NUTS	2

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**TOOLS REQUIRED**

- 10, 11 AND 12mm OPEN ENDED SPANNERS.
- SET OF METRIC ALLEN KEYS UP TO 8mm A/F.
- TORQUE WRENCH UP TO 20Nm

TORQUE SETTINGS

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

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.

DISASSEMBLY OF OEM FOOT CONTROLS (SHIFT SIDE)

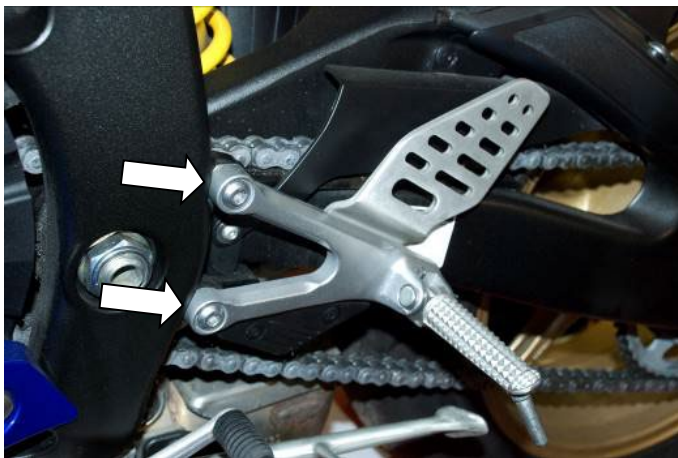
- Remove the two bolts arrowed in **Picture 1** and remove the original foot-rest bracket.
- Remove the bolt arrowed in **Picture 2** and remove the original gear lever.
- Disconnect the original gear shift shaft from the OEM rose joint and lever. (**Picture 5**)

GEAR SHIFT SIDE FITTING INSTRUCTIONS

- Remove the OEM fairing bolt seen in **Picture 8** and replace with the supplied button head and spacer (**Items 20 & 30**) between the fairing and its bracket.
- Replace the OEM gear shift shaft with the supplied R&G shaft (**Item 13**) as shown in **Picture 6**.
- Fit the gear shift lever assembly as shown in **Picture 5**.
- Fit the foot-rest assembly as shown in **Picture 7** using bolts: **Item 33**.
- Adjust the foot-rest and gear shift lever for position and operation and tighten all nuts and bolts.

PLEASE NOTE:

For 'race shift' set-up please attach the shift linkage rose joint to either of the two holes towards the toe peg of the shift lever.

**PICTURE 1****PICTURE 2**

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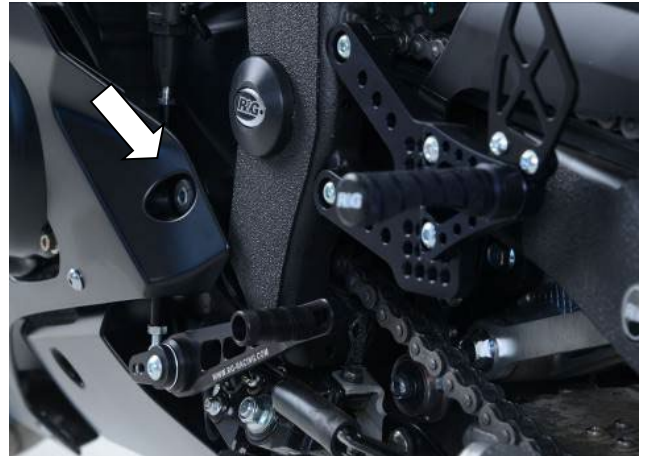
PICTURE 3



PICTURE 4



PICTURE 5



PICTURE 6



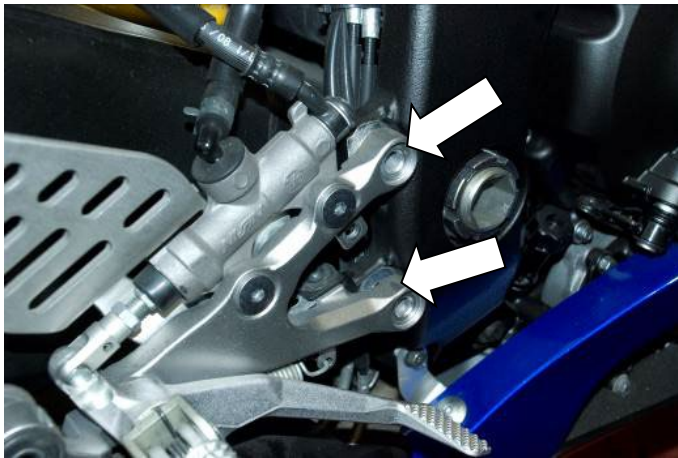
PICTURE 7



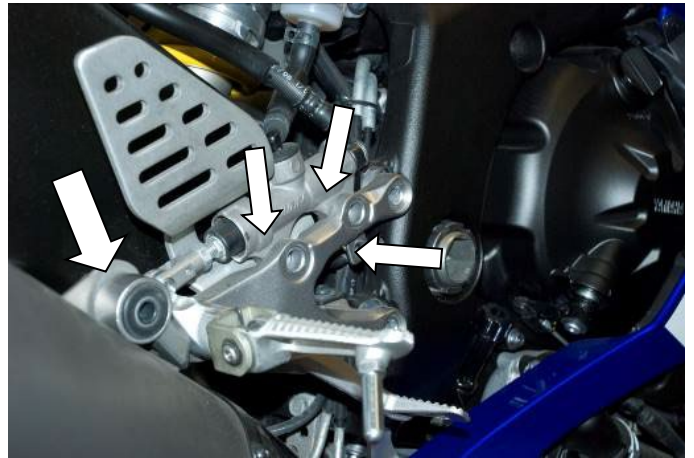
PLEASE CHECK OPERATION OF ALL COMPONENTS BEFORE RIDING

DISASSEMBLY OF OEM FOOT CONTROLS (BRAKE SIDE)

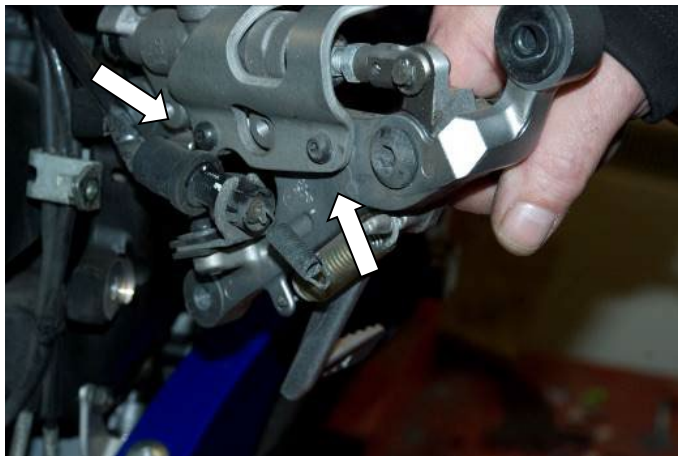
- Remove the two bolts arrowed in **Picture 9**.
- Remove the four bolts arrowed in **Picture 10**.
- Gently move the original rear set to allow access and removal of the two bolts arrowed in **Picture 11**.
- Remove the original brake light switch as shown in **Picture 12**.
- Disconnect the master cylinder from the rear set as shown in **Picture 13**.



PICTURE 9



PICTURE 10



PICTURE 11



PICTURE 12



PICTURE 13



PICTURE 14



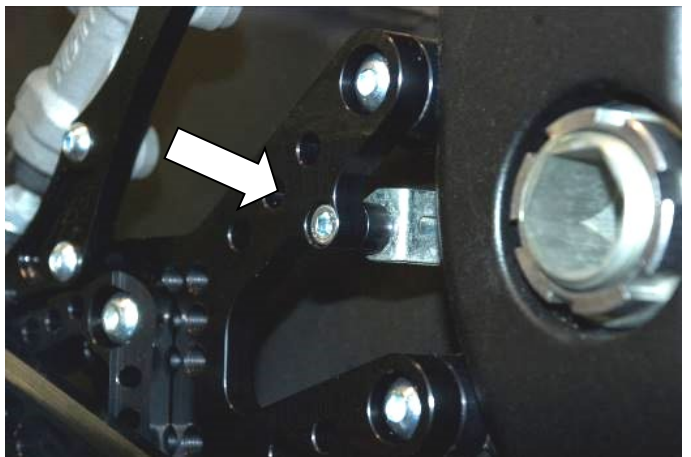
PICTURE 15



PICTURE 16



PICTURE 17



PICTURE 18



BRAKE SIDE FITTING INSTRUCTIONS

- Connect the new rear set rose joint (**Item 15 & 37**) as shown in **Picture 14**.
- Refit the master cylinder to the master cylinder bracket (**Item 9**) using the two M6 bolts (**Items 26**) as shown in **Picture 14**. Adjust the rose 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 (**Item 37**) to lock into the desired position.
- Fit the main mounting plate (**Item 4**) using the two bolts (**Item 31**) in the desired position.
- Combine the exhaust mounting brackets using two button head bolts (**Item 22**) then attach the exhaust bracket to **Item 1** with button head bolts **Item 24**, as shown in **Picture 17**.
- Reconnect the cable guide bracket as arrowed in **Picture 18** using the M6 cap head bolt (**Item 25**).

After the fitting of this product.

- Adjust the new rear set for comfort and position.
- Tighten all bolts and lock-nuts with thread locking compound.
- Please check operation of brakes and brake light before riding.

BRAKE LIGHT SENSOR SWITCH

- Remove the bolt holding the banjo fitting to end of the master cylinder and replace the bolt with the brake light sensor switch using the aluminium sealing washers supplied as arrowed in picture of the Brake switch assembly.

PLEASE NOTE YOU WILL HAVE TO BLEED THE BRAKING SYSTEM.

- We recommend cutting the original wiring and using the bullet connectors to connect the brake light sensor switch to the original wiring.
- Please check operation of brakes and brake light before riding.

IMPORTANT: The above instructions are for guidance only. It is your (the installers) responsibility to ensure all components are secure and in no circumstances interfere with other bike components they aren't meant to, failure to do this can be dangerous and may cause damage to the rider or motorcycle.

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 1 06/09/2022 (TB)

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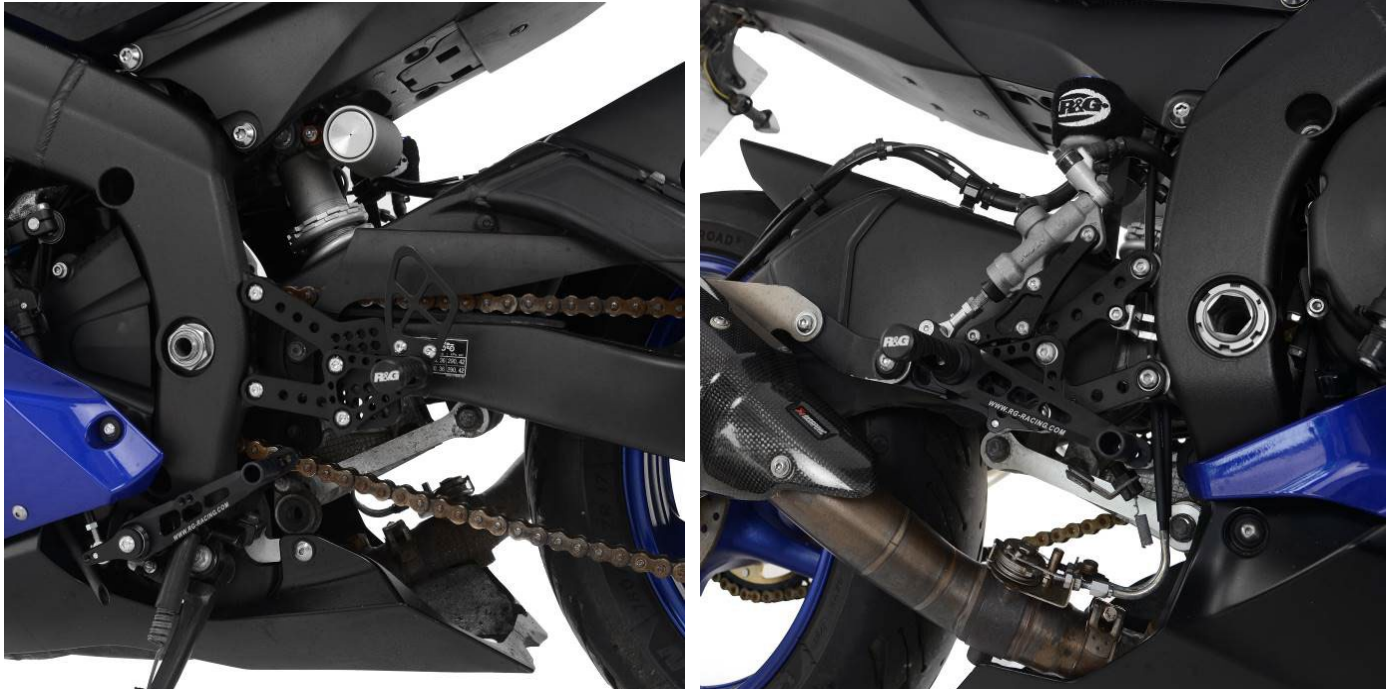
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NOTICE DE MONTAGE POUR RSET33BK COMMANDES REÇULÉES RÉGLABLES



CE KIT CONTIENT LES ARTICLES ILLUSTRÉS ET ÉTIQUETES SUR LA PAGE.

CERTAINES PARTIES PEUVENT ÊTRE PRÉSENTES UNIQUEMENT POUR LA CLARTÉ DES INSTRUCTIONS.

NE PAS PROCÉDER AU MONTAGE TANT QUE VOUS N'ÊTES PAS SÛR QUE TOUTES LES PIÈCES SOIENT PRÉSENTES.

VEUILLEZ LIRE TOUTES LES INSTRUCTIONS AVANT DE CONTINUER.

EN CAS DE DOUTE LORS DU MONTAGE DE NOS PRODUITS, CONSULTEZ UN DE NOS REVENDEURS OU FAITES APPEL À UN TECHNICIEN QUALIFIÉ.

VEUILLEZ NOTER QUE LA FAÇON DONT LE KIT EST EMBALLÉ NE REPRÉSENTE PAS NECESSAIREMENT LA MANIÈRE DE LE MONTER SUR LA MOTO.

SI DES RONDELLES EN CAOUTCHOUC SONT UTILISÉES POUR MAINTENIR LES COMPOSANTS SUR LES BOULONS, ELLES PEUVENT ÊTRE JETÉES.

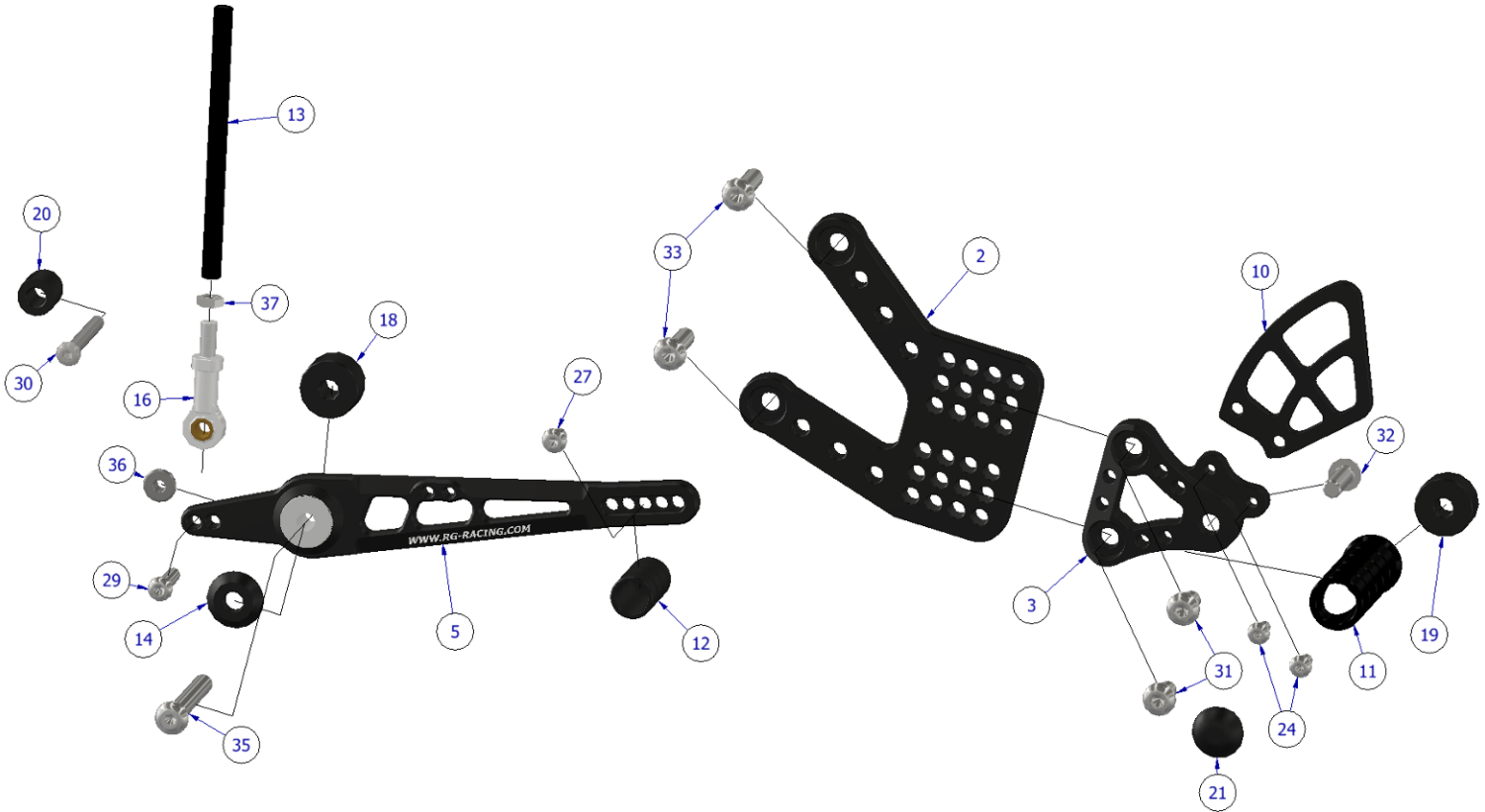
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SCHÉMA DES COMPOSANTS

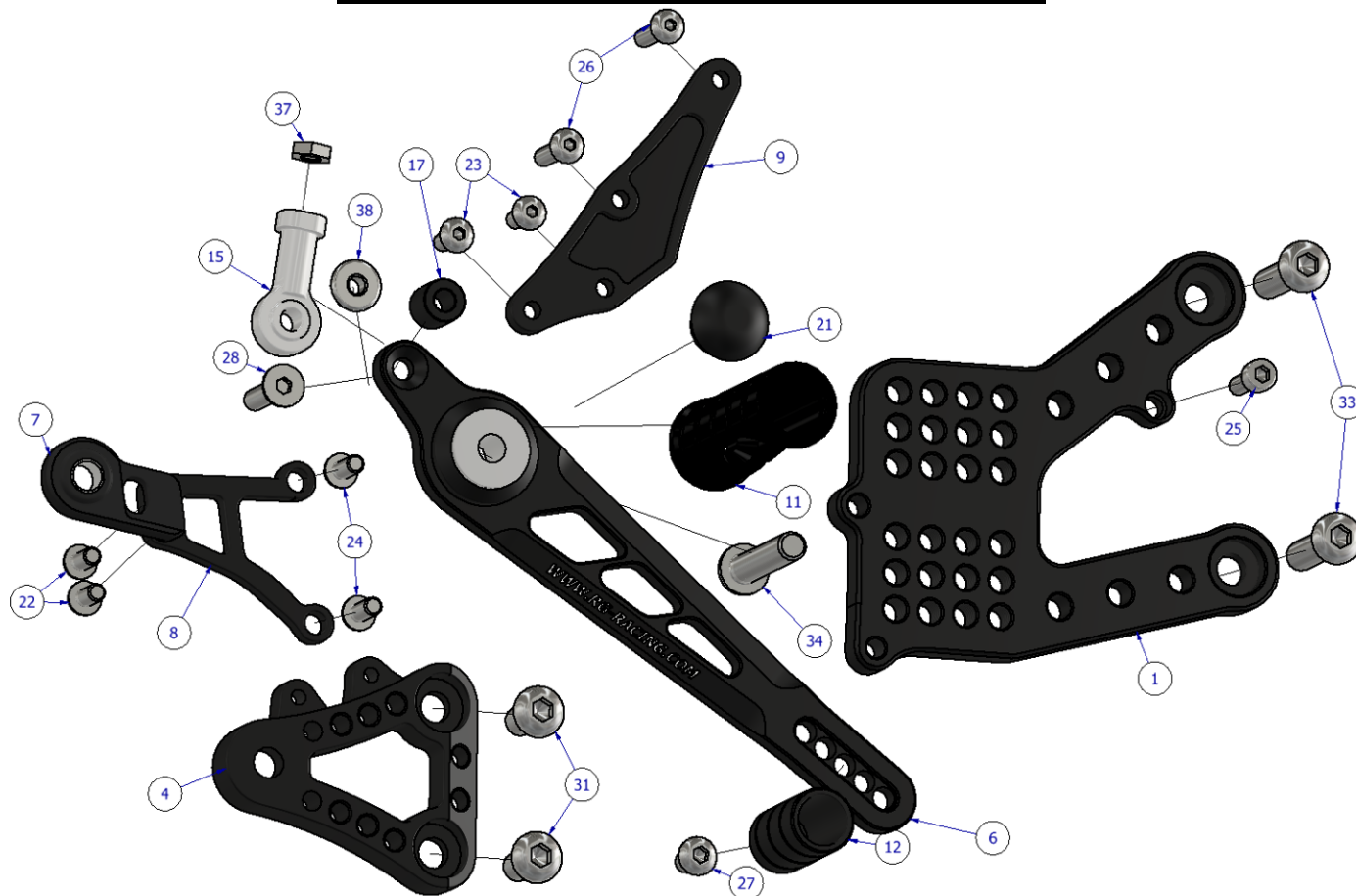
LES PIÈCES INDIQUÉES PEUVENT ÊTRE UNIQUEMENT REPRÉSENTATIVES (POUR LA CLARTÉ DES INSTRUCTIONS)

ENSEMBLE DE LEVIER DE VITESSE GAUCHE





ASSEMBLAGE DE MONTAGE CÔTÉ DROIT

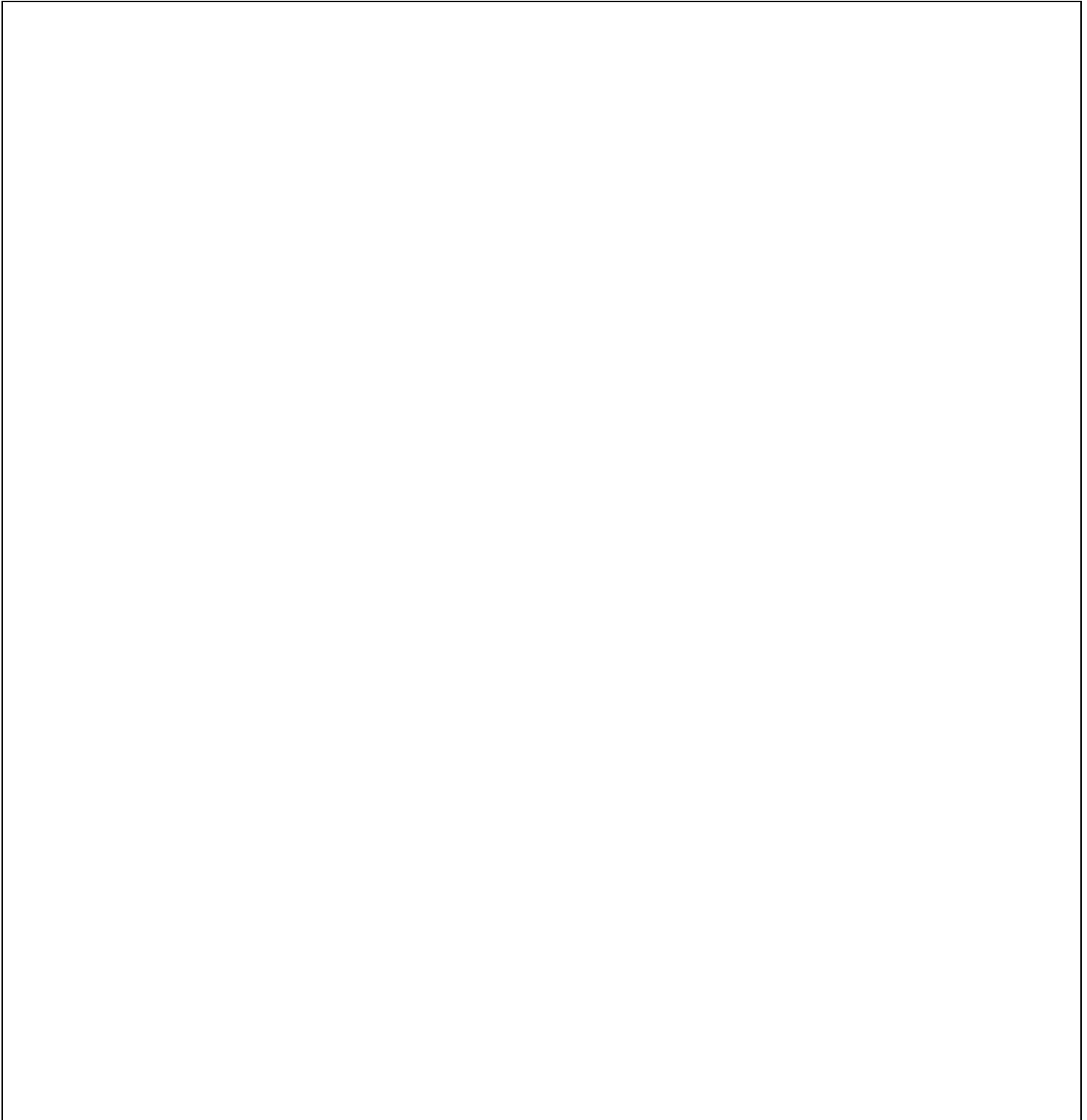


PRESSOSTAT DES FEUX DE FREINAGE





LÉGENDE





<u>OUTILS REQUIS</u>	<u>VALEURS DE SERRAGE</u>
<ul style="list-style-type: none"> • CLÉ À MOLETTE 10, 11 ET 12mm. <ul style="list-style-type: none"> • CLÉS ALLEN À 8mm A/F. • CLÉ DYNAMOMÉTRIQUE À 20Nm 	<p>M4 BOULON = 8Nm</p> <p>M5 BOULON = 12Nm</p> <p>M6 BOULON = 15Nm</p> <p>M8 BOULON = 20Nm</p> <p>M10 BOULON = 40Nm</p> <p>M12 BOULON = 40Nm</p>

VEUILLEZ NOTER QUE CHAQUE ASSEMBLAGE FOURNI N'EST ASSEMBLÉ QUE DE FAÇON LÂCHE. LE MONTAGE COMPLET NÉCESSITE LE SERRAGE DE CHAQUE BOULON AU COUPLE RECOMMANDÉ AVEC L'AJOUT D'UN COMPOSÉ DE FREIN FILET - TEL QUE LE FREIN FILET R&G.

DÉMONTAGE DES COMMANDES AU PIED D'ORIGINE (CHANGEMENT DE CÔTÉ)

- Retirez les deux boulons fléchés sur l'image 1 et retirez le support de repose-pieds d'origine.
- Retirez le boulon fléché sur la photo 2 et retirez le levier de vitesses d'origine.
- Déconnectez l'arbre de changement de vitesse d'origine de la rosace et du levier d'origine. (Photo 5)

INSTRUCTIONS DE MONTAGE CÔTÉ CHANGEMENT DE VITESSES

- Retirez le boulon de carénage d'origine vu sur la photo 8 et remplacez-le par la tête de bouton et l'entretoise fournies (articles 20 et 30) entre le carénage et son support.
- Remplacez l'arbre de changement de vitesse d'origine par l'arbre R&G fourni (article 13) comme indiqué sur la photo 6.
- Montez l'ensemble du levier de changement de vitesse comme indiqué sur la Photo 5.
- Monter l'ensemble repose-pieds comme indiqué sur la Photo 7 à l'aide des boulons : Article 33.
- Réglez le repose-pied et le levier de changement de vitesse pour la position et le fonctionnement et serrez tous les écrous et boulons.

NOTE:

Pour la configuration "changement de vitesse mode course", veuillez fixer le joint rose de tringlerie de changement de vitesse à l'un des deux trous vers la cheville du levier de changement de vitesse.

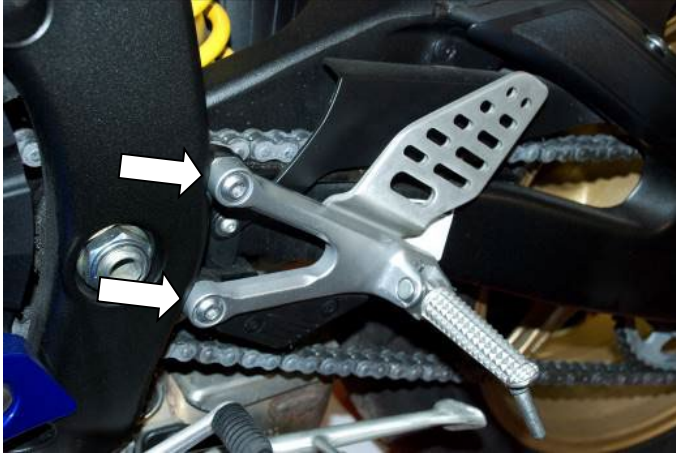


PHOTO 1



PHOTO 2



PHOTO 3



PHOTO 4



PHOTO 5

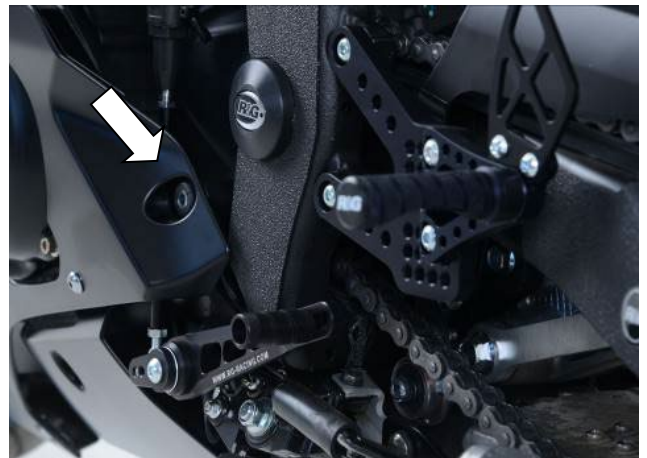


PHOTO 6



PHOTO 7

VEUILLEZ VÉRIFIER LE FONCTIONNEMENT DE TOUS LES COMPOSANTS AVANT DE CONDUIRE

DÉMONTAGE DES COMMANDES AU PIED D'ORIGINE (CÔTÉ FREIN)

- Retirez les deux boulons fléchés sur la **Photo 9**.
- Retirez les quatre boulons fléchés sur la **Photo 10**.
- Déplacer délicatement l'ensemble arrière d'origine pour permettre l'accès et le retrait des deux boulons fléchés **Photo 11**.
- Retirer le contacteur de feu stop d'origine comme indiqué sur **Photo 12**.
- Déconnectez le maître-cylindre de l'ensemble arrière comme indiqué sur la **Photo 13**.

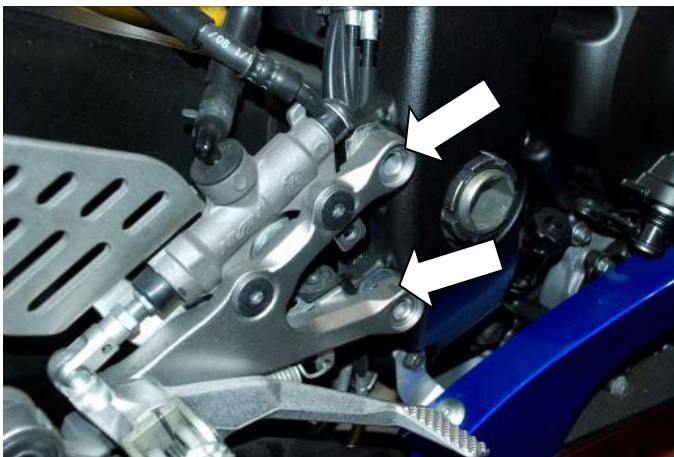


PHOTO 9

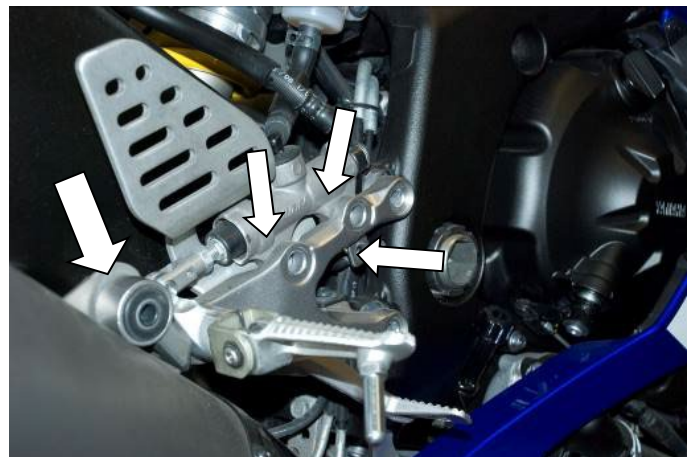


PHOTO 10

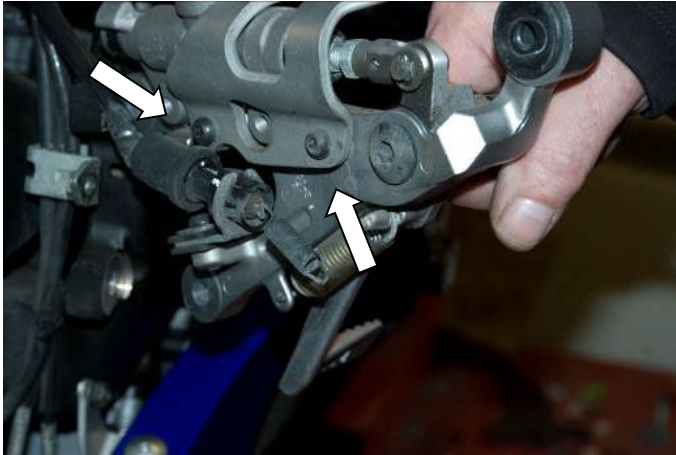


PHOTO 11



PHOTO 12



PHOTO 13



PHOTO 14



PHOTO 15



PHOTO 16



PHOTO 17

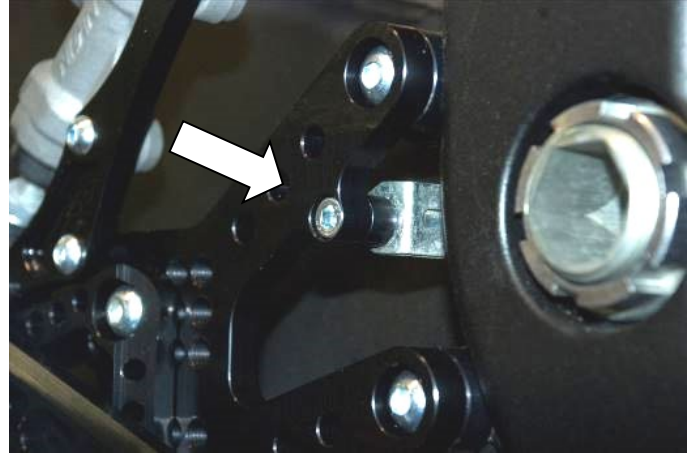


PHOTO 18



NOTICE DE MONTAGE COTE FREIN

- Connectez le nouveau joint de rosace arrière (Article 15 & 37) comme indiqué sur la Photo 14.
- Remontez le maître-cylindre sur le support du maître-cylindre (Article 9) à l'aide des deux boulons M6 (Articles 26) comme indiqué sur la Photo 14. Réglez la rosace de sorte que l'action de l'arbre de pression du maître-cylindre soit directement alignée avec le maître-cylindre.

VEUILLEZ NOTER QUE NE PAS LE FAIRE PEUT ENTRAÎNER UNE DÉFAILLANCE DU FREIN ET/OU UN BLOCAGE DES FREINS.

- Utilisez le contre-écrou (article 37) pour verrouiller dans la position souhaitée.
- Montez la plaque de montage principale (article 4) à l'aide des deux boulons (article 31) dans la position souhaitée.
- Combinez les supports de montage d'échappement à l'aide de deux boulons à tête ronde (article 22) puis fixez le support d'échappement à l'article 1 avec les boulons à tête ronde article 24, comme indiqué sur la photo 17.
- Reconnectez le support guide-câble comme indiqué sur la Photo 18 à l'aide de la vis à tête cylindrique M6 (Article 25).

Après la pose de ce produit.

- Ajustez le nouvel ensemble arrière pour le confort et la position.
- Serrez tous les boulons et contre-écrous avec du frein filet.
- Veuillez vérifier le fonctionnement des freins et du feu stop avant de rouler.

INTERRUPTEUR DE CAPTEUR DE FEU STOP

- Retirez le boulon qui maintient le raccord banjo à l'extrémité du maître-cylindre et remplacez le boulon avec le commutateur du capteur de feu stop à l'aide des rondelles d'étanchéité en aluminium fournies comme indiqué sur la photo de l'ensemble du commutateur de frein.

NOTEZ QUE VOUS DEVREZ PURGER LE SYSTÈME DE FREINAGE.

- Nous recommandons de couper le câblage d'origine et d'utiliser les cosses rondes pour connecter l'interrupteur du capteur de feu stop au câblage d'origine.
- Veuillez vérifier le fonctionnement des freins et du feu stop avant de rouler.

IMPORTANT : Les instructions ci-dessus sont fournies à titre indicatif uniquement. Il est de votre responsabilité (les installateurs) de vous assurer que tous les composants soient sécurisés et n'interfèrent en aucun cas avec d'autres composants de la moto auxquels ils ne sont pas destinés, le non-respect de cette consigne peut être dangereux et endommager le pilote ou la moto.

En raison de la complexité et des dangers inhérents à tout travail impliquant le système de freinage, nous recommandons fortement qu'un mécanicien qualifié ajuste ou vérifie après le montage de ce produit.

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