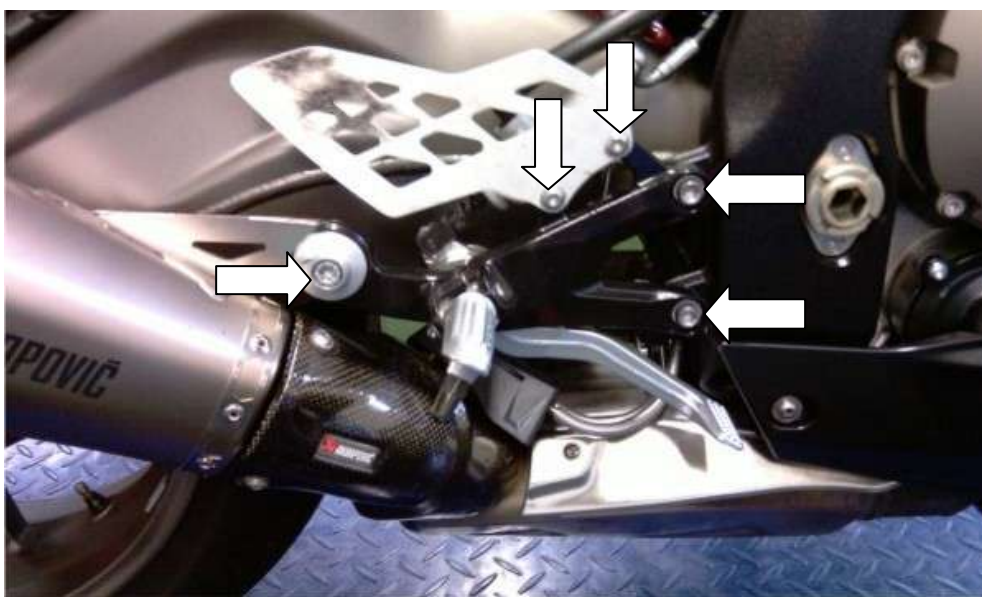




FITTING INSTRUCTIONS FOR RSET01BK ADJUSTABLE REARSETS
FOR THE BMW S1000RR

First, remove the original rearsets





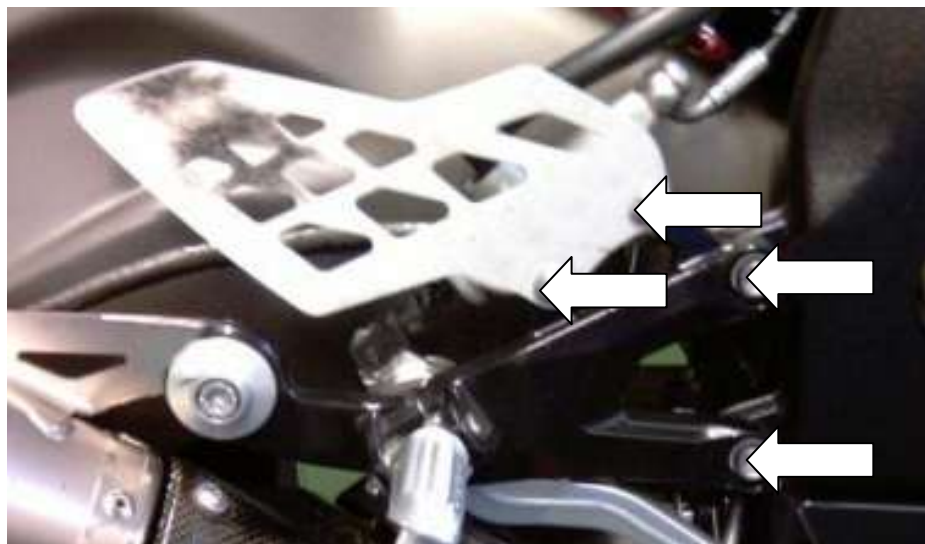
On the shift side

Connect the gear shaft to the new rearset (as shown below)



Then connect the rearset to the frame, using M8 X 16 bolts in the R&G kit (as shown below)





PICTURE A



PICTURE B



PICTURE C



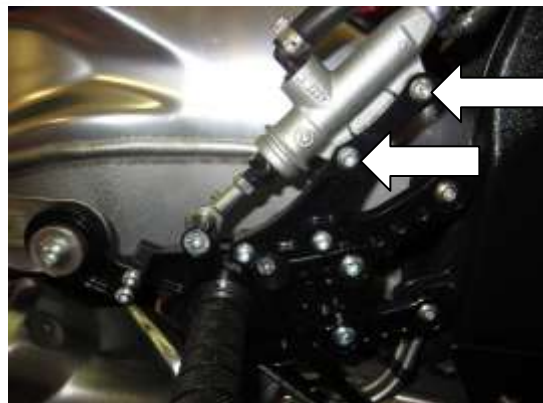
PICTURE D



PICTURE E



PICTURE F



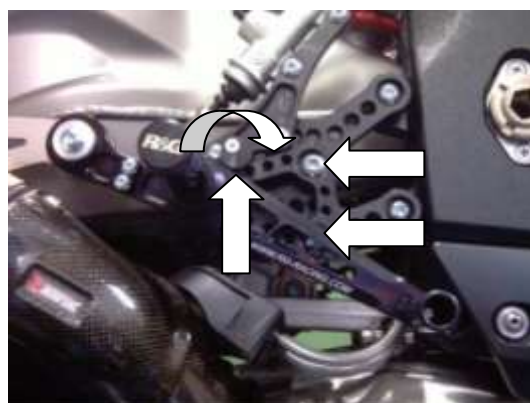
PICTURE G



PICTURE H



PICTURE I



PICTURE J



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 (please ensure the exhaust mounting bracket on the rear-set sits behind the original exhaust bracket as shown in picture H).
- Using the two bolts and nuts mount and tighten the master cylinder as arrowed in picture G.
- Mount the exhaust bracket using the bolt, nut and oversize washer as shown in picture H.
- Using the spacer and bolt secure the ball joint as shown in picture I.
- 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 on the master cylinder.
- 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 J.
- Tighten all bolts and lock-nuts.
- Please check operation of brakes and brake light before riding.

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.

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Tightening Torque Settings

M5 > 12Nm

M6 > 15Nm

M8 > 20Nm

M10 > 25Nm

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.



Premièrement, démonter les commandes reculées.



Du côté du sélecteur de vitesse, connecter et fixer le bras de sélection à la commande reculée.



Puis fixer la commande reculée sur le cadre, utiliser les nouvelles vis M8 X 16 mm fournies dans le kit.



Du côté de la pédale de frein, connecter et fixer le maître cylindre du frein arrière sur la commande reculée.



Puis fixer le support de pot d'échappement sur la commande reculée, et terminer la fixation de la platine à l'aide des vis M8 x 16mm.

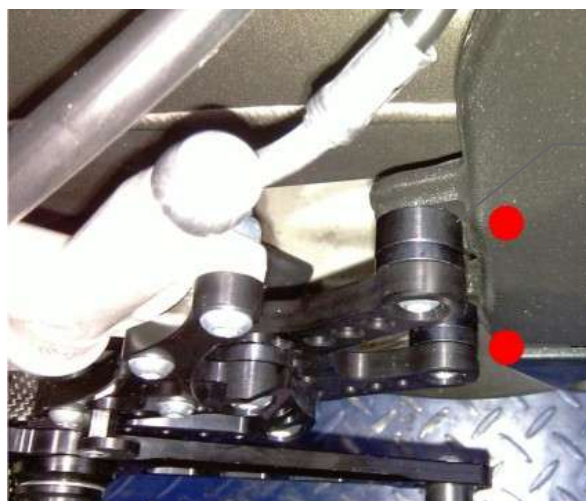
Merci de noter que le plot de pression du maître cylindre doit être en ligne avec le maître cylindre, un manquement à ceci peut faire échouer le freinage et/ou provoquer le blocage du frein.



Si vous utilisez un système d'échappement adaptable, vous devrez utiliser les vis M8 X 35 mm et entretoises (livrées dans le kit R&G).



For OEM
Exhaust
(No spacers
required)



Use spacers
supplied for
Aftermarket
Exhaust

Fixer la patte de frein arrière



Couples de serrage :

M5 > 12Nm

M6 > 15Nm

M8 > 20Nm

M10 > 25Nm

A cause de la complexité et des dangers inhérents pouvant survenir suite à une modification sur le système de freinage, nous vous recommandons vivement de faire monter et/ou vérifier le montage de cet article par un mécanicien professionnel et qualifié.