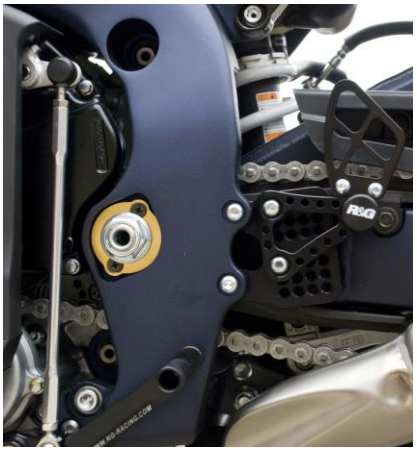
FITTING INSTRUCTIONS FOR RSET03BK ADJUSTABLE REAR SET
SUZUKI GSX-R1000 2009-2011



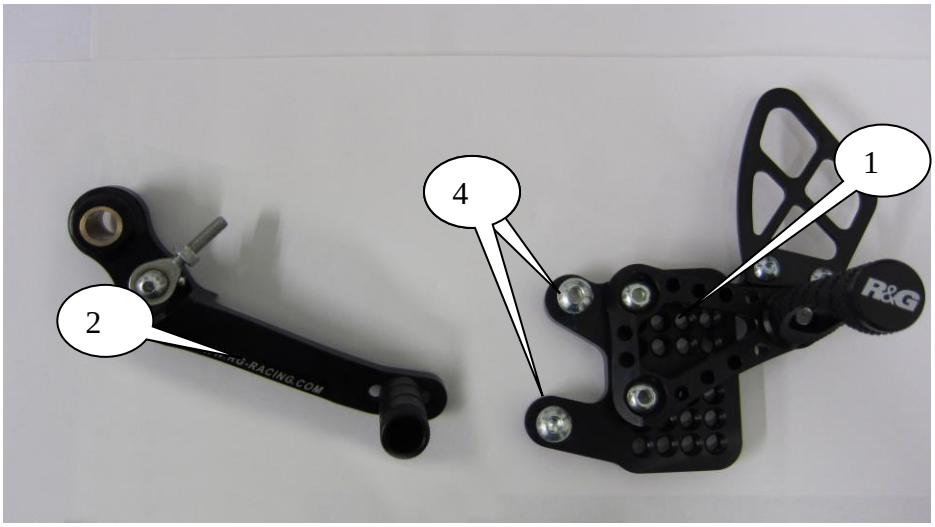
PICTURE ONE

PICTURE TWO

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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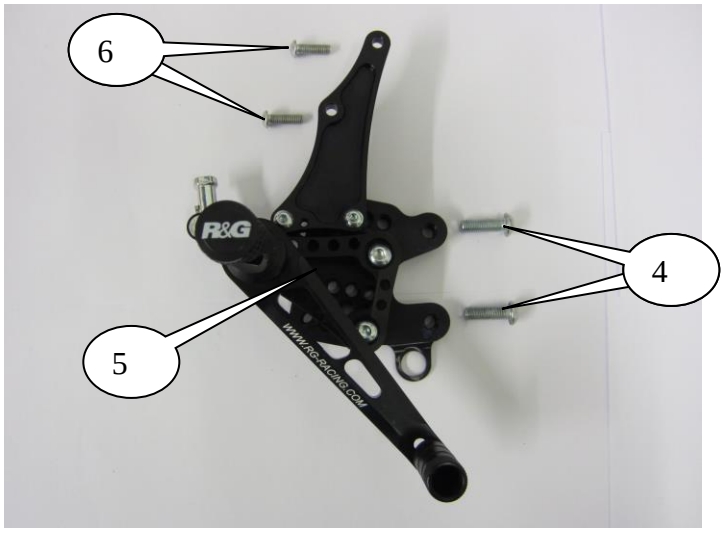

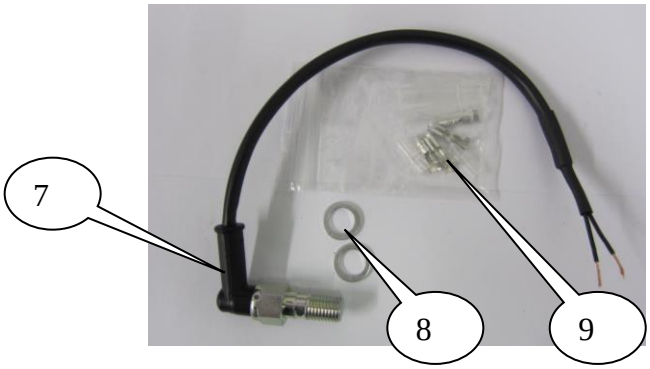

RIGHT HAND/BRAKE SIDE

LEGEND

ITEM 1= LEFT HAND SIDE ASSEMBLY (x1).
ITEM 2= GEAR SHIFT LEVER (x1).
ITEM 4= M8x25mm LONG BUTTON HEAD BOLTS (2x EACH SIDE) (x4).
ITEM 5= RIGHT HAND SIDE ASSEMBLY (x1).
ITEM 6= M6x20mm LONG BUTTON HEAD BOLTS (x2).
ITEM 7= BRAKE LIGHT SENSOR SWITCH (x1).
ITEM 8= ALUMINIUM SEALING WASHERS (x2).
ITEM 9= PACKET OF BULLET CONNECTORS FOR BRAKE LIGHT SWITCH (CON 4) (x1).

TOOLS REQUIRED

- EXTERNAL CIRCLIP PLIERS.
- 2 x 10mm OPEN ENDED SPANNERS.
- 11mm OPEN ENDED SPANNER.
- 12mm OPEN ENDED SPANNER.
- ELECTRICAL/CRIMPING PLIERS.
- TORQUE WRENCH UP TO 25Nm.

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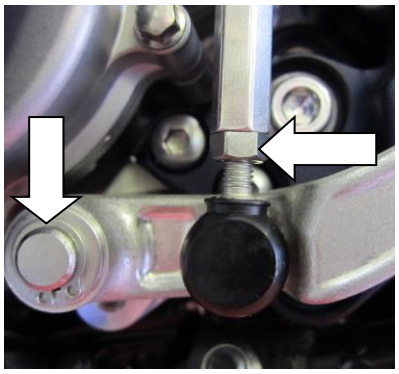
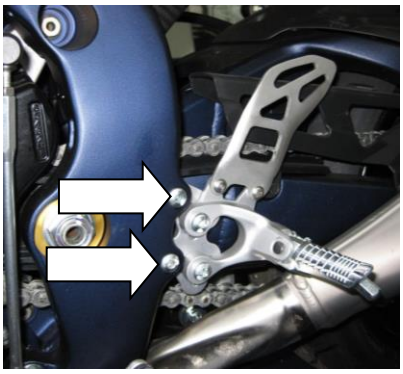
- METRIC ALLEN KEY SET UP TO 6mm A/F.
- LONG NOSED PLIERS.

TORQUE SETTINGS

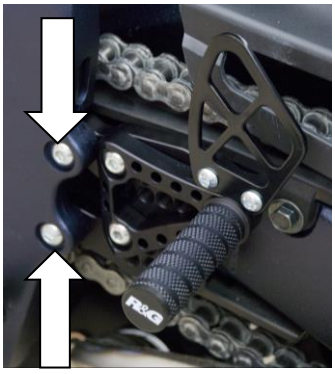
M4 BOLT = 8Nm
M5 BOLT = 12Nm
M6 BOLT = 15Nm
M8 BOLT = 20Nm
M10 BOLT = 25Nm



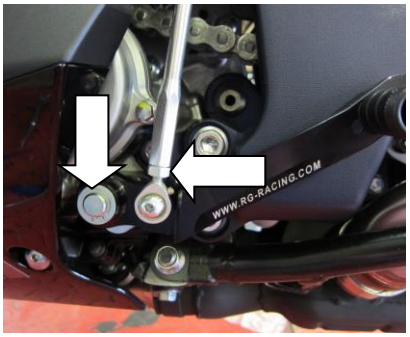
PICTURE 3



PICTURE 4



PICTURE 5



PICTURE 6

FITTING INSTRUCTIONS

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

- Remove the circlip as arrowed in picture 3 and remove the washer from shaft.
- Remove the gear shift lever from the pivot shaft.
- Loosen the lower locking nut and remove the lower ball joint as arrowed in picture 3.

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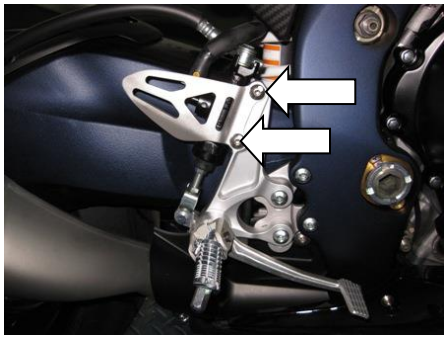
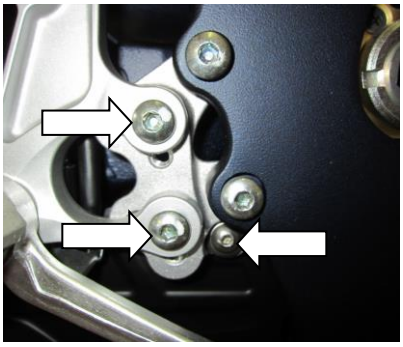
- Remove the two bolts arrowed in picture 4 and remove the original footrest.
- Fit new footrest using two of the new M8 bolts as shown in picture 5 and adjust for comfort and position using the sub-plate and the two M8 bolts arrowed in picture 5.
- Fit the new gear change lever to the pivot shaft using the original washer and circlip as shown in picture 6.
- Remove the new lower ball joint from the new gear shift lever (keep the spacer).
- Engage the new lower ball joint into the original gear shift shaft as shown in picture 6.
- Adjust the new ball joint for comfort and position (ensuring a minimum of 8mm of full thread engagement) and lock into position using the lock-nut as shown in picture 6.
- Once happy with position recheck and tighten all bolts.

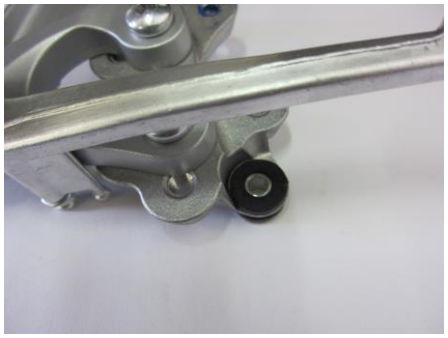


PICTURE 7



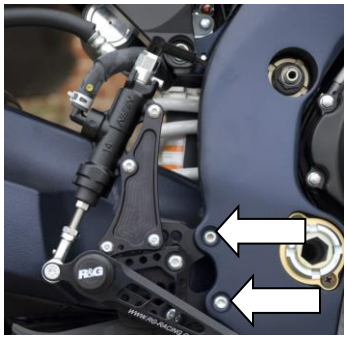
PICTURE 8

PICTURE 9



PICTURE 10

PICTURE 11



PICTURE 12

BRAKE SIDE

- Remove the two bolts holding the heel-guard and master cylinder in position as arrowed in picture 7.
- Remove the three bolts holding the original foot-rest in position as arrowed in picture 8.
- Unhook and remove the brake light sensor switch as shown in picture 9.
- Undo and remove the clevis pin from the original foot-rest.
- Remove the original lower ball joint from the master cylinder pressure shaft.
- Remove the original foot-rest from bike.
- Remove the bush and rubber grommet from original foot-rest, shown in picture 10.
- Fit bush and grommet to new foot-rest as shown in picture 11.
- Fit the new lower ball-joint to the master cylinder pressure shaft, PLEASE LEAVE BALL-JOINT AND LOCK NUT LOOSE AT THIS STAGE.

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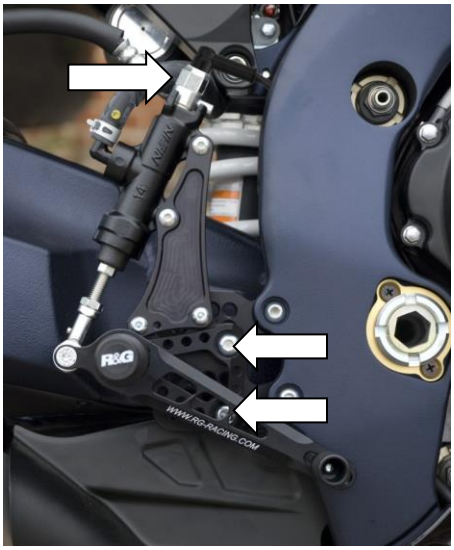
- Use the two new M8 bolts to mount and secure the new foot-rest assembly as arrowed in picture 12.
- Use the original bolt through the newly fitted bush and grommet to secure as original.
- Use the two new M6 bolts to secure the master cylinder to the adaptor plate as shown in picture 13.
- Adjust the new lower ball joint so the action of the master cylinder pressure shaft is directly in line with master cylinder as shown in picture 12. **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 for comfort and position using the sub plate and two bolts arrowed in picture 13.



PICTURE 13

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 (item 7) using the aluminium sealing washers supplied (item 8) as shown in picture 13. **PLEASE NOTE YOU WILL HAVE TO BLEED THE BRAKING SYSTEM.**
- We recommend cutting the original wiring and using the bullet connectors (item 9) to connect the brake light sensor switch wires to the original wiring.
- 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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R&G RACING RETURNS POLICY (NON-FAULTY GOODS)

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 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.

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INSTRUCTIONS DE MONTAGE

RSET03BK
TRAIN ARRIERE AJUSTABLE
SUZUKI GSX-R1000 2009-2011

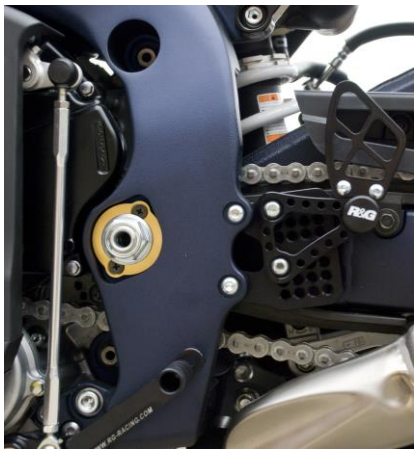
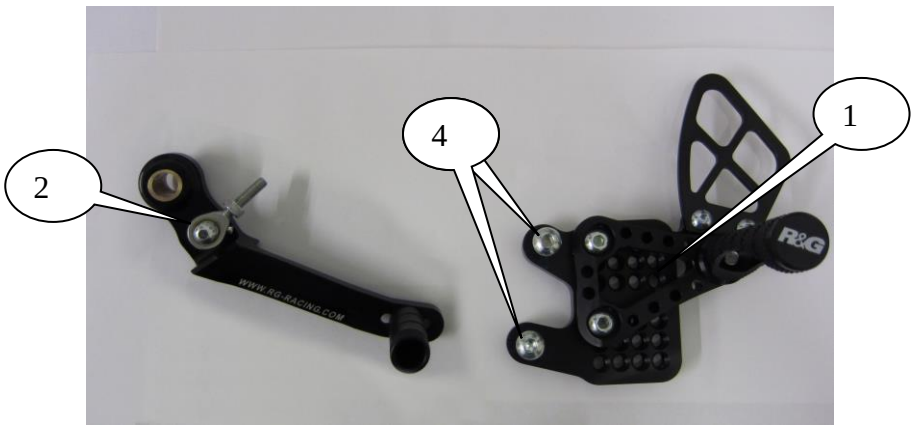


Image 1

Image 2

Vérifier le contenu de la boite avant de déballer les pièces

La facon dont le kit est emballé ne représente pas nécessairement la façon de le monter sur la moto.
Les parties représentées peuvent parfois être uniquement représentatives
(Pour la clarté des explications)



Coté gauche / Coté changement de vitesses

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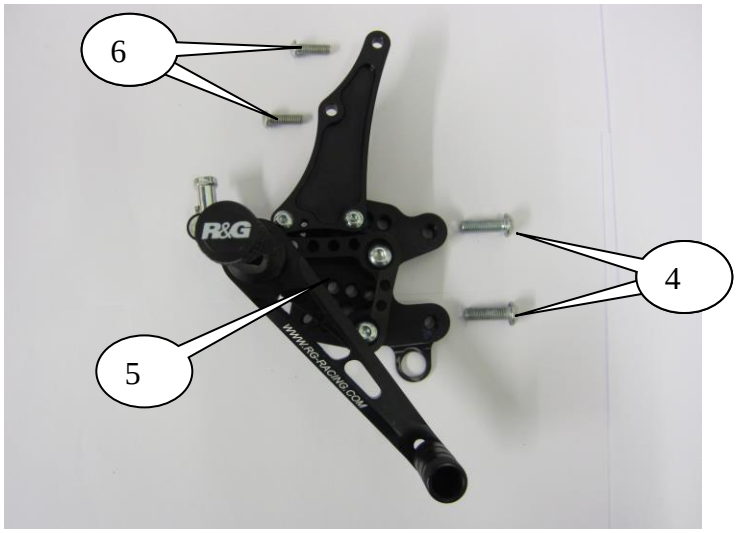
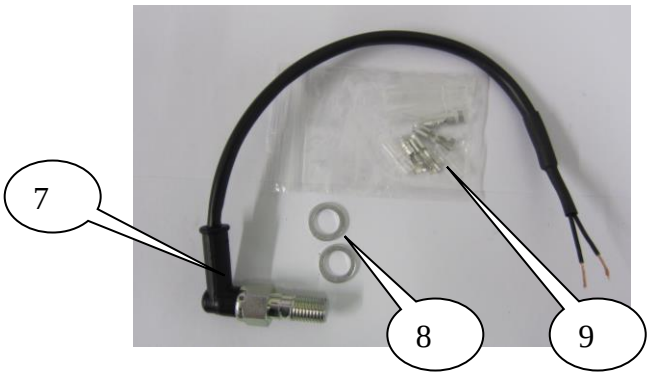
Ne pas procéder au montage s'en s'être assuré au préalable que les articles figurant sur la photo du dessus soient bien présents.





COTE DROIT / COTE FREIN

LEGENDE

ITEM 1= ASSEMBLAGE COTE GAUCHE (x1).
ITEM 2= LEVIER DE CHANGEMENT DE VITESSE (x1).
ITEM 3= ARBRE DE VITESSES – PASSAGE EN VERSION « CIRCUIT » SEULEMENT (x1).
ITEM 4= M8x25mm LONGS BOULONS A TETE RONDE (2x CHAQUE COTE) (x4).
ITEM 5= ASSEMBLAGE COTE DROIT (x1).
ITEM 6= M6x20mm LONGS BOULONS A TETE RONDE (x2).
ITEM 7= INTERRUPTEUR FEU STOP (x1).
ITEM 8= RONDELLES D'ETANCHEITE EN ALUMINIUM (x2).
ITEM 9= LOT DE PETITS CONNECTEURS POUR INTERRUPTEUR DE FEU STOP.

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Outils requis

- Pinces pour circlip externe
- 2 x 10mm Clefs ouvertes
- 11mm Clef ouverte
- 12mm Clef ouverte
- Pince à sertir / électrique
- Clé dynamométrique au delà de 25Nm.
- Clé Allen métrique réglée à 6mm A/F.
- Longue pince à bec.

Serrages de clé

M4 Boulon = 8Nm
M5 Boulon = 12Nm
M6 Boulon = 15Nm
M8 Boulon = 20Nm
M10 Boulon = 25Nm

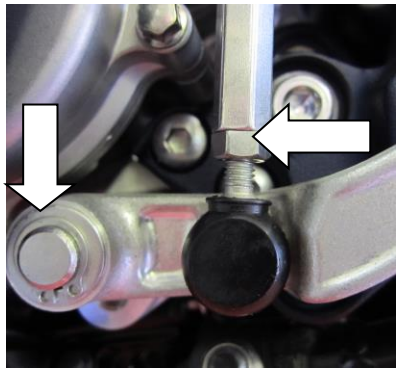

Image 3

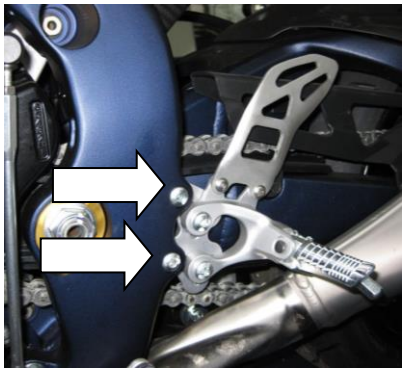

Image 4

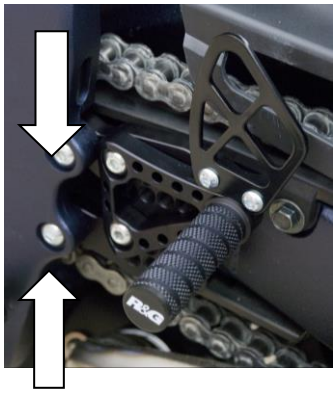

Image 5

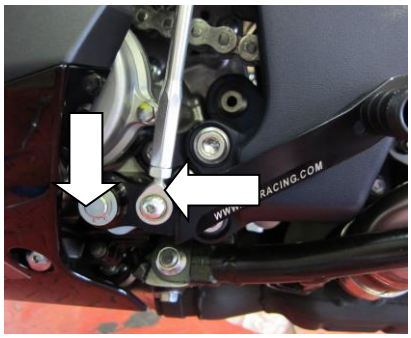

Image 6

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INSTRUCTIONS DE MONTAGE

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.

CÔTÉ VITESSES

- Retirer le circlip comme l'indique l'image 3 et enlever la rondelle de l'arbre.
- Retirer le levier de vitesses de l'axe de pivotement.
- Desserrer l'écrou de blocage intérieur et retirer la rotule inférieure comme indiqué en image 3.
- Retirer les 2 boulons fléchés en image 4 et retirer le repose-pied d'origine.
- Installer le nouveau repose-pied en utilisant 2 des nouveaux boulons M8 comme le montre l'image 5 puis ajuster pour un confort et une position optimale en utilisant la sous-plaque et les 2 boulons M8 (image 5).
- Installer le nouveau levier de passage de vitesse à l'axe de pivotement à l'aide de la rondelle et du circlip d'origine (image 6).
- Retirer la nouvelle rotule du nouveau levier de passage de vitesse (garder l'entretoise).
- Engager la nouvelle rotule dans l'arbre de transmission d'origine (image 6).
- Ajuster la nouvelle rotule pour un confort et une position optimisés (s'assurer d'un minimum de 8mm d'engagement complet du filetage) et bloquer la position à l'aide de l'écrou de blocage (image 6).
- Une fois satisfait, vérifier la position et serrer tous les boulons.

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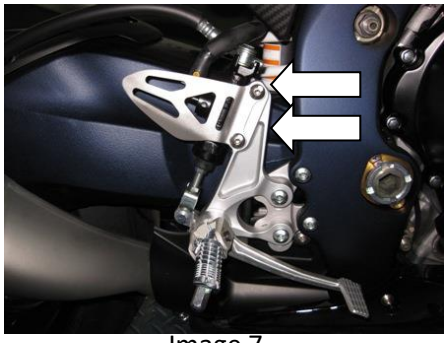

Image 7

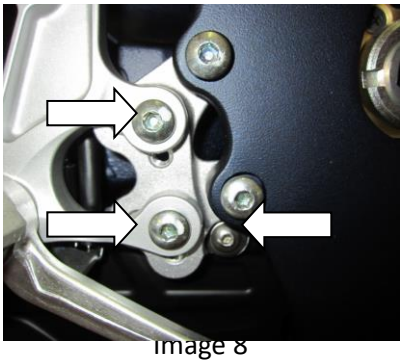

Image 8

Image 9

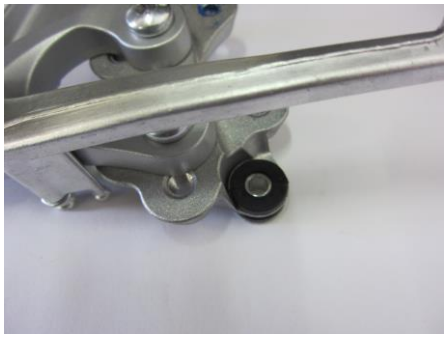

Image 10

Image 11

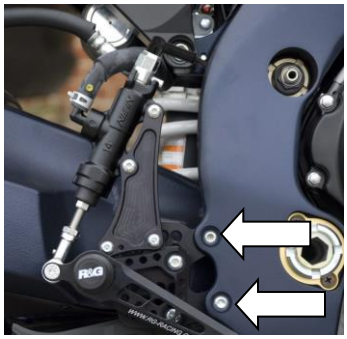

Image 12

CÔTÉ FREINS

- Enlever les 2 boulons tenant le repose talon et le maître cylindre comme sur la photo 7.
- Enlever les 3 boulons tenant le repose pieds d'origine comme sur la photo 8.
- Enlever l'interrupteur du feu stop comme sur la photo 9.
- Défaire l'axe de chape du repose-pied d'origine.
- Retirer la rotule d'origine la plus basse de l'arbre de pression du maître cylindre.
- Retirer le repose-pied d'origine de la moto.
- Retirer la bague et l'oeillet en caoutchouc de repose-pied d'origine (photo 10)
- Mettre la bague et l'oeillet au nouveau repose-pied (photo 11).
- Installer la nouvelle rotule du bas à l'arbre de pression du cylindre maître. LAISSER LA ROTULE ET L'ECROU EN VRAC A CE STADE
- Utiliser les 2 nouveaux boulons M8 pour fixer le nouvel ensemble du repose-pied (photo 12)
- Passer le boulon d'origine à travers la bague et l'oeillet pour fixer le tout comme à l'origine.
- Utiliser les 2 nouveaux boulons M6 pour fixer le cylindre maître à la plaque d'adaptateur (photo 13).

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- Ajuster la nouvelle rotule de façon à ce que l'arbre de pression du maître cylinder soit directement alignée avec les maître cylindre (photo 12).
- **NOTE : Ne pas effectuer correctement ce montage, ni les vérifications destinées à assurer une sécurité optimale peuvent provoquer la défaillance du frein ou son blocage. Utilisez l'écrou de blocage pour verrouiller en position.**
- Utiliser l'écrou pour bloquer la position.
- Ajuster pour un confort et une position optimises à l'aide de la sous-plaque et de 2 boulons (photo 13).

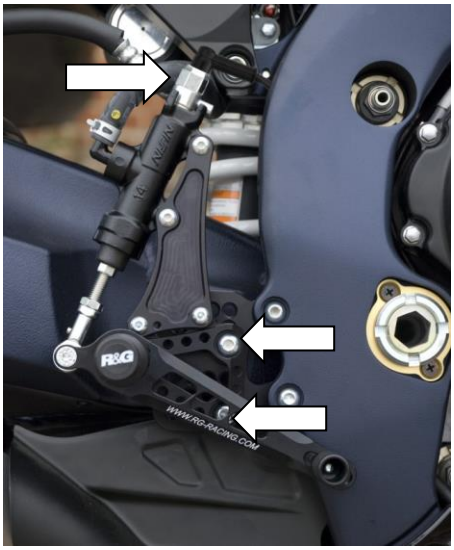

Image 13

Contact de feu stop

- Retirez le boulon qui tient le banjo à l'extrémité du maître-cylindre et remplacer le boulon avec le commutateur de capteur de lumière de frein (point 7) en utilisant les rondelles d'étanchéité en aluminium fournies (point 8) comme indiqué sur l'image 13.
- **NOTE** : Le système de freinage devra être purgé.
- Nous vous recommandons de couper le câblage d'origine en utilisant les connecteurs de puce (article 9) pour connecter les câbles de d'interrupteur de freins au câblage d'origine.
- S'il vous plaît vérifier le bon fonctionnement des freins et des feux stop avant de rouler.

DU FAIT DE LA COMPLEXITE ET DES RISQUES INHERENTS A LA MODIFICATION DE CERTAINS ELEMENTS DE LA MOTO IMPLIQUANT LE SYSTEME DE FREINAGE, NOUS RECOMMANDONS VIVEMENT DE FAIRE CONTROLER LE MONTAGE PAR UN MECANICIEN QUALIFIE.

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