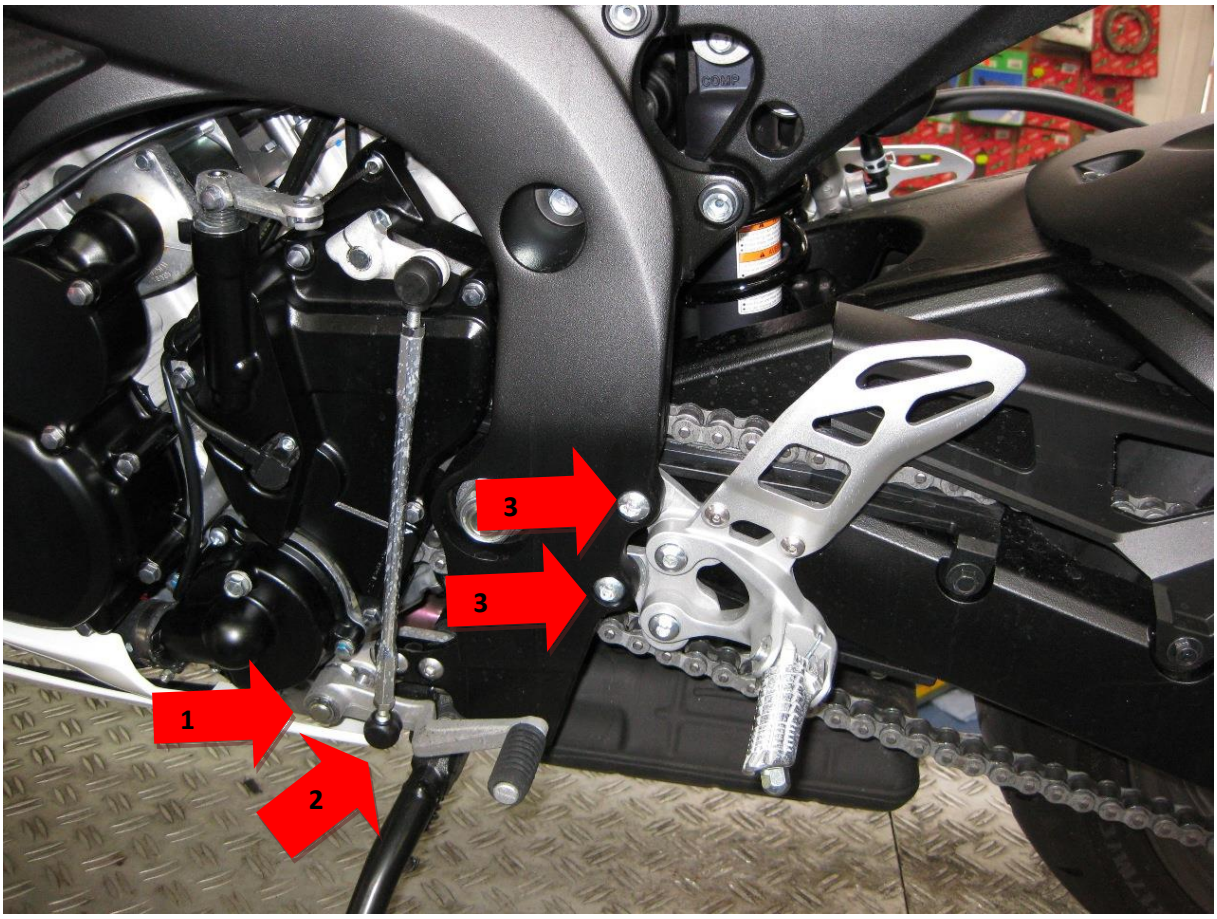
Fitting Instructions for RSET06BK Adjustable Rear sets

Suzuki GSX-R600/750 (2011)



First remove the original gear lever (1), remove the lower connection (2) of the gear shaft and keep the original gear shaft on the bike. Then remove the original footrest.

Re-connect the original gear shaft with the R&G gear lever and then connect the gear lever into the original position. After that install the R&G Rear Set.

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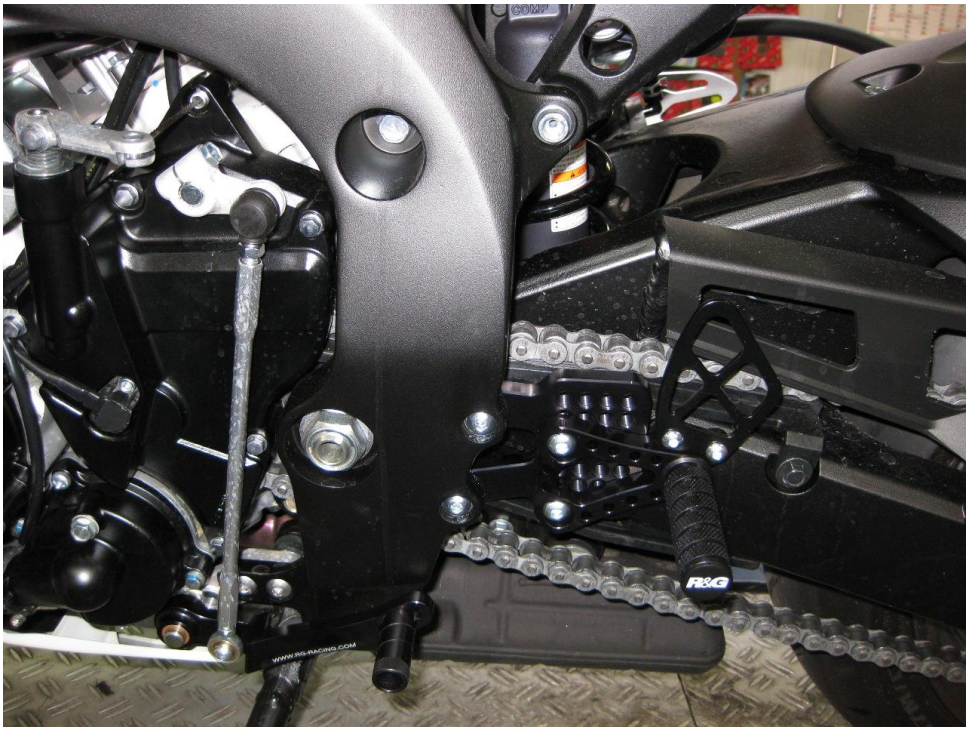
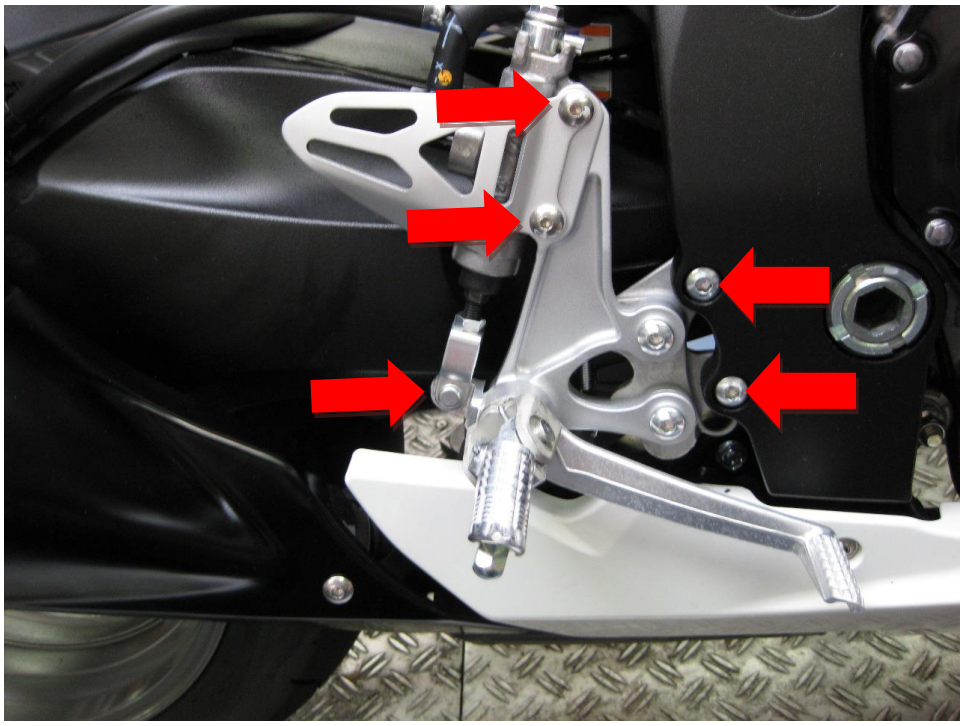


On the brake side, first remove the original footrest and disconnect the rear brake master cylinder.



Having removed the original footrest, first connect the R&G Rear Set to the frame (1), but don´t tighten it yet.

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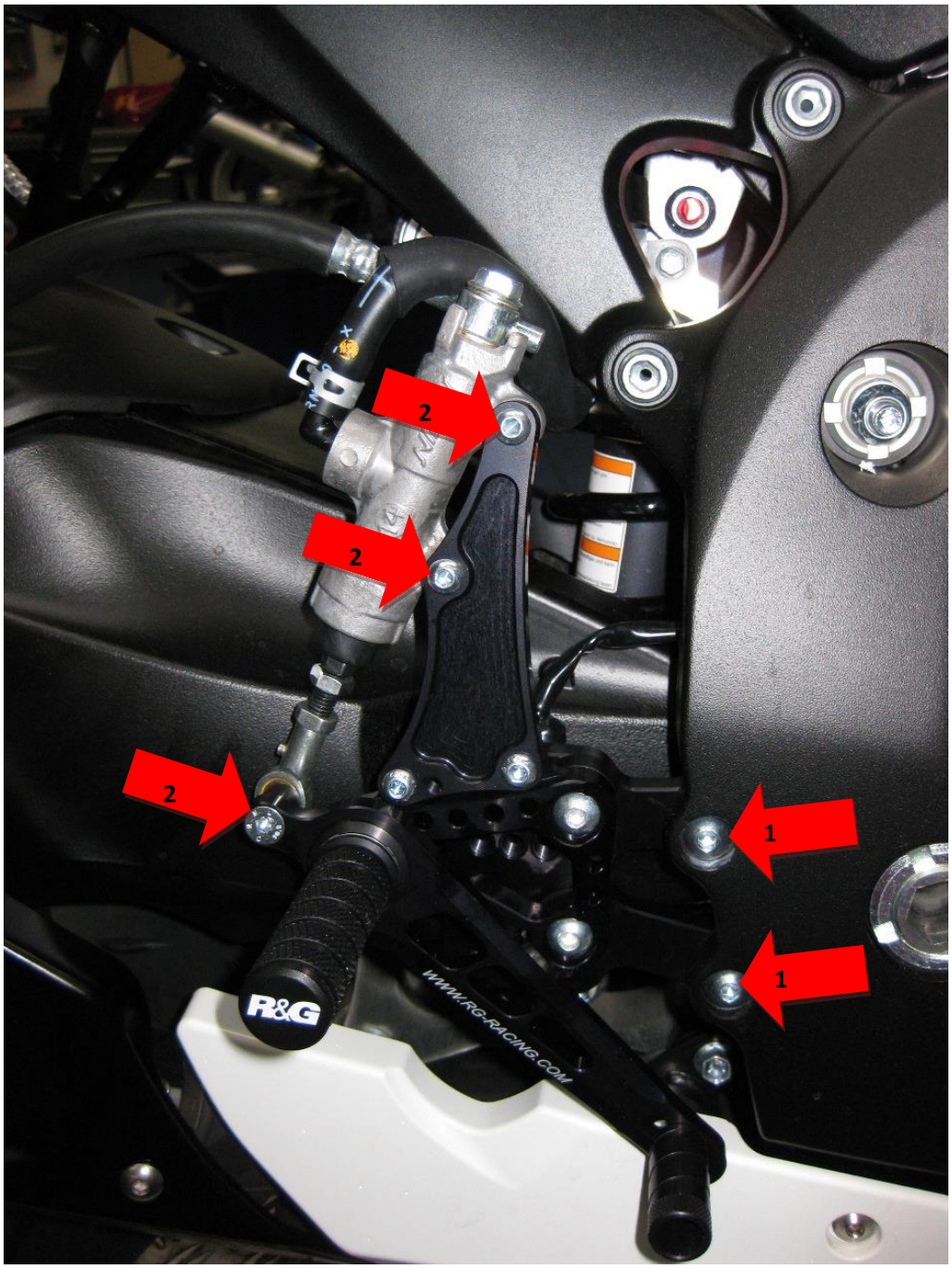

Then re-connect the rear brake master cylinder (2), find the right position and then tighten all screws.

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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 AND OR JAMMING OF BRAKES.

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.

This rear set contains a replacement hydraulic switch which bolts into the master cylinder and connects to the existing brake light circuit (on certain models you may have to reuse the original wiring plug socket) - removing the OEM part

PLEASE NOTE YOU WILL HAVE TO BLEED THE BRAKING SYSTEM.

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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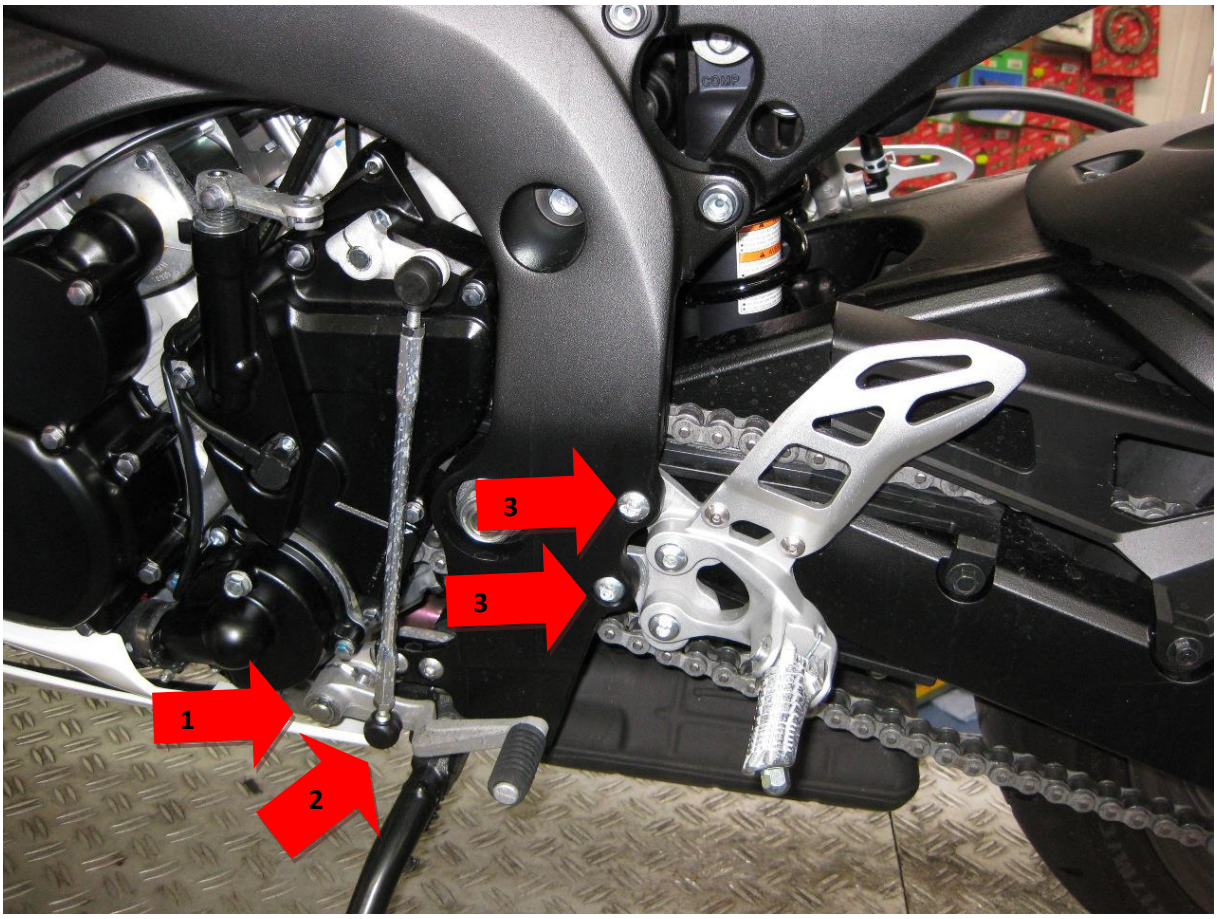
Instructions de montage pour RSET06BK Jeu arriere adaptable
Suzuki GSX-R600/750 (2011)



Commencer par retirer le levier de vitesses d'origine(1), retirer le raccord inferieur (2) de l'arbre de transmission et garder l'arbre de transmission sur la moto. Retirer ensuite le repose pied d'origine.

Connectez l'arbre de transmission d'origine avec l'arbre de transmission R&G Racing, puis connectez le levier de vitesses en position d'origine.

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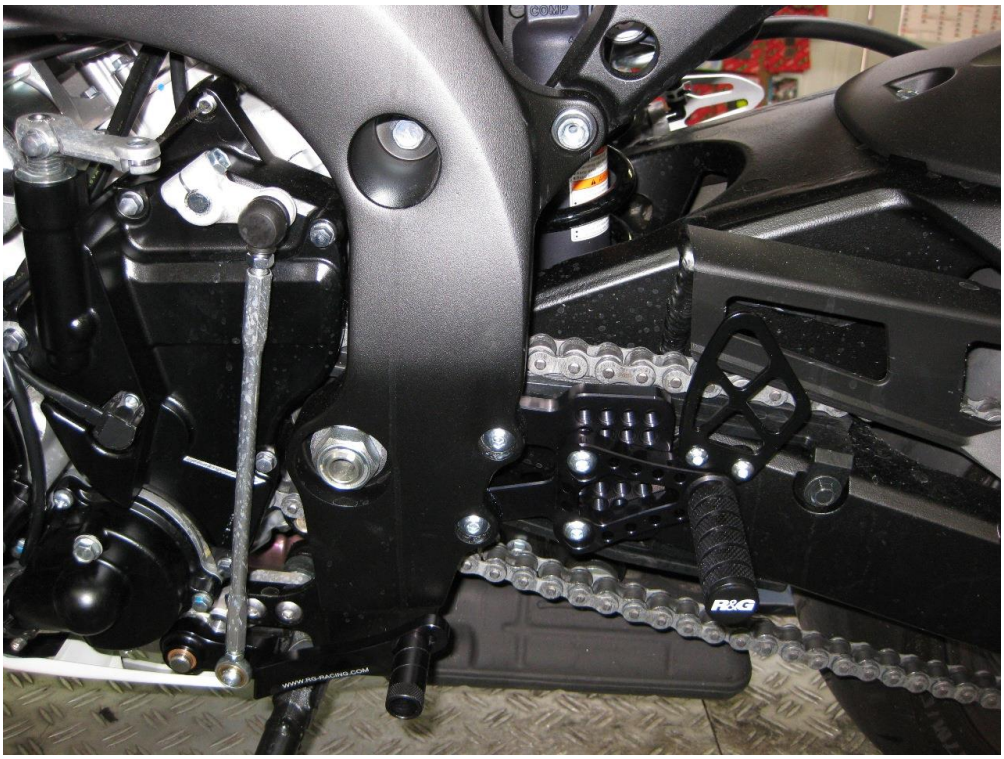
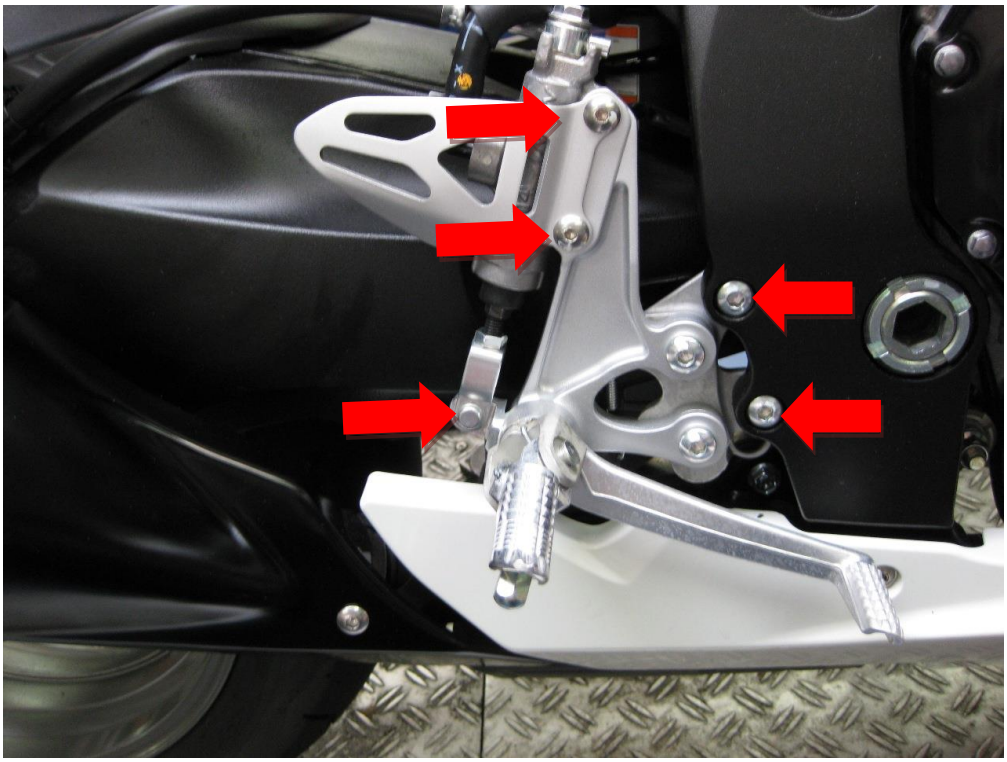


Sur le côté du frein, retirez d'abord le repose-pied d'origine et débrancher le cylindre de frein arrière maître.



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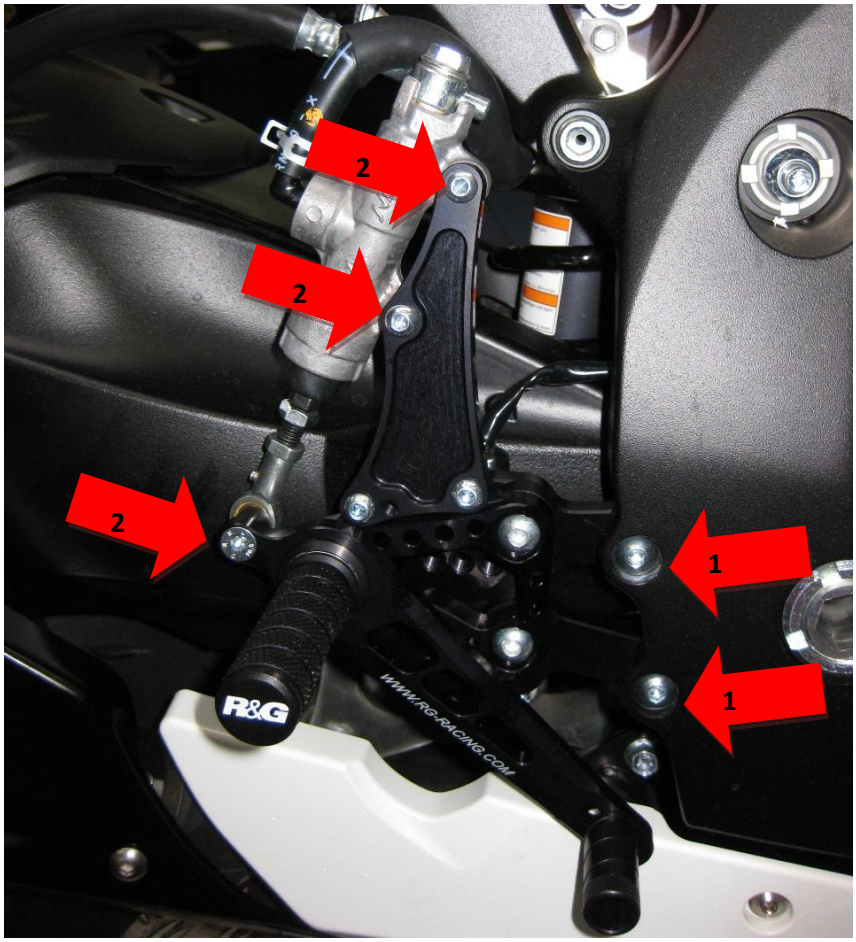
Après avoir retiré le repose-pied d'origine, tout d'abord connecter le R & G arrière Set au cadre (1), mais ne serrez pas encore.



Rebrancher ensuite le cylindre de frein arriere maitre (2) et visser ensuite toutes les vis.

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

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.

Merci de noter que vous devrez purger le système de freinage.

DU FAIT DE LA COMPLEXITE DE L'INSTALLATION ET DES RISQUES INHERENTS AU SYSTEME DE FREINAGE DE LA MACHINE, IL EST VIVEMENT CONSEILLE DE FAIRE VERIFIER LE MONTAGE PAR UN MECANICIEN QUALIFIE AVANT DE PRENDRE LA ROUTE

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