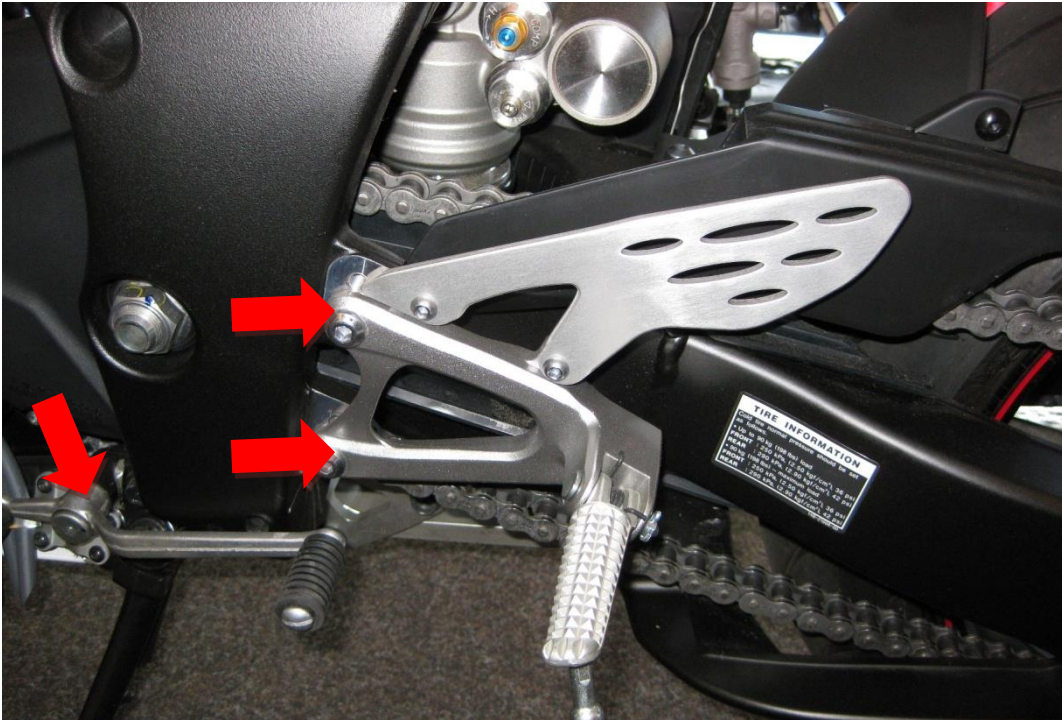
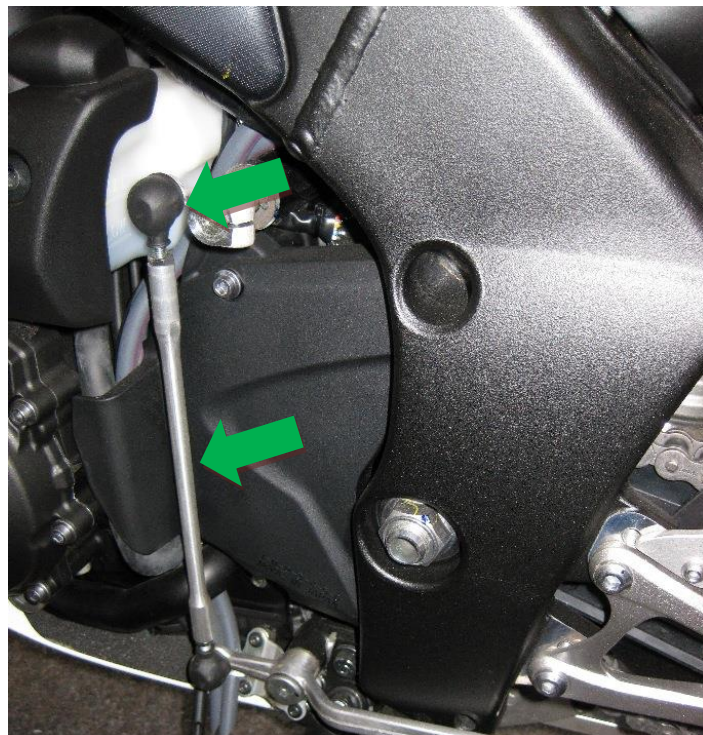




**FITTING INSTRUCTIONS FOR RSET08BK ADJUSTABLE REARSETS
FOR YAMAHA YZF-R1 '09-**



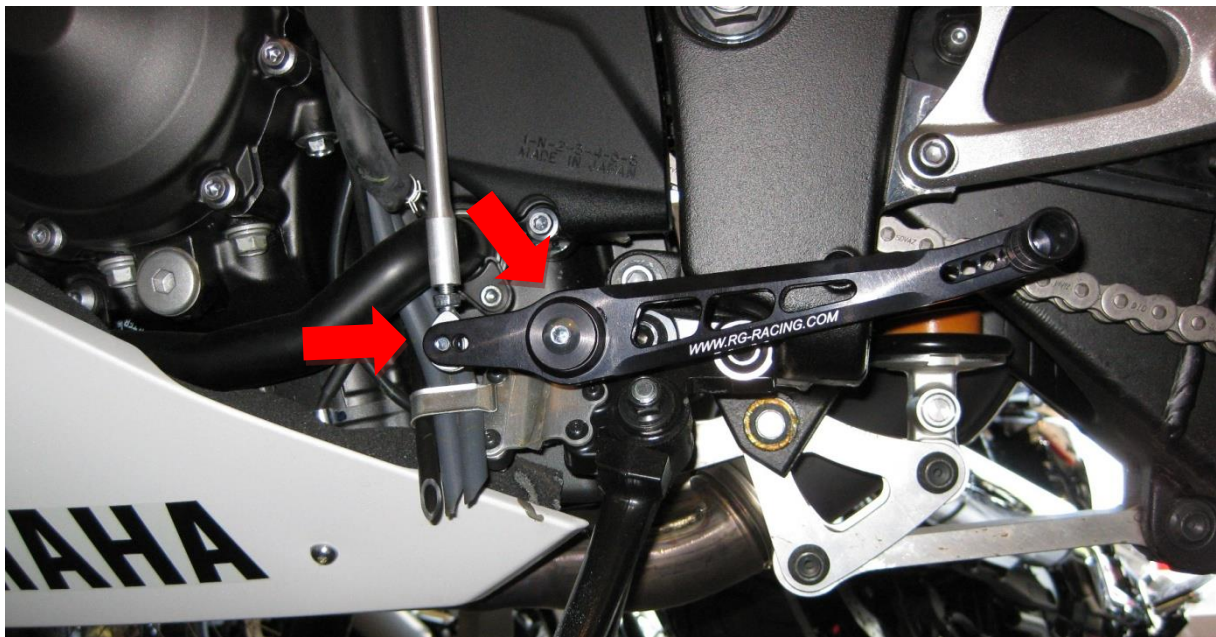
Remove the original rearset and shift-lever, but keep the original gearshaft and gearbox-connector.



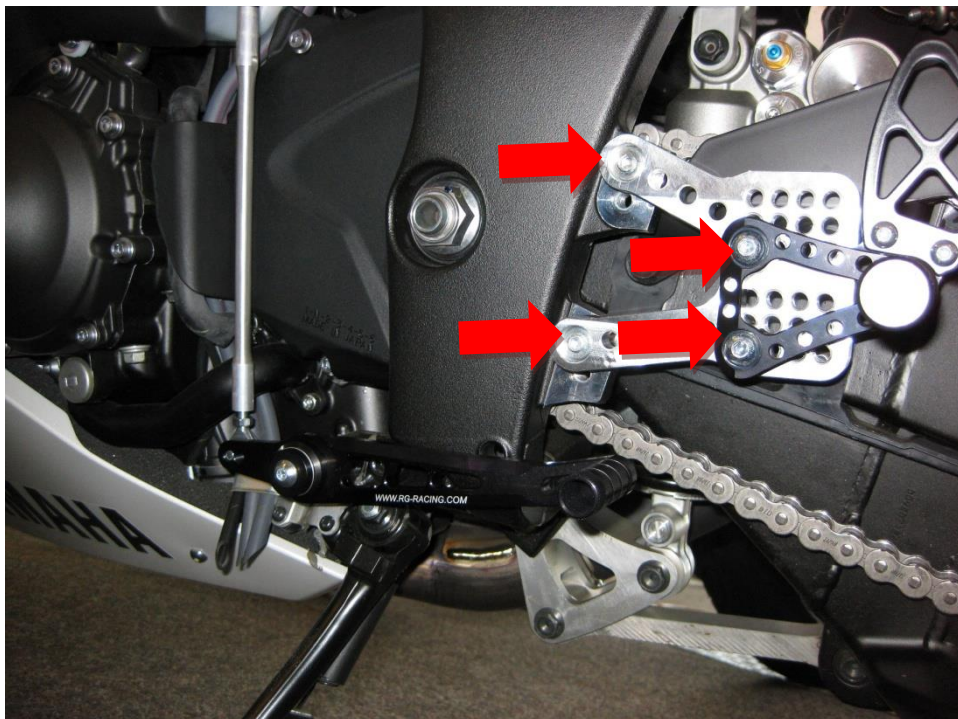


Then install the R&G shift-lever and connect the gear shaft.

PLEASE NOTE ON THE 2013- MODEL YOU WILL NEED TO USE THE LONGER M8 BUTTON HEAD BOLT (80mm LONG) AND THE EXTRA SPACER (20mm WIDE) SUPPLIED.

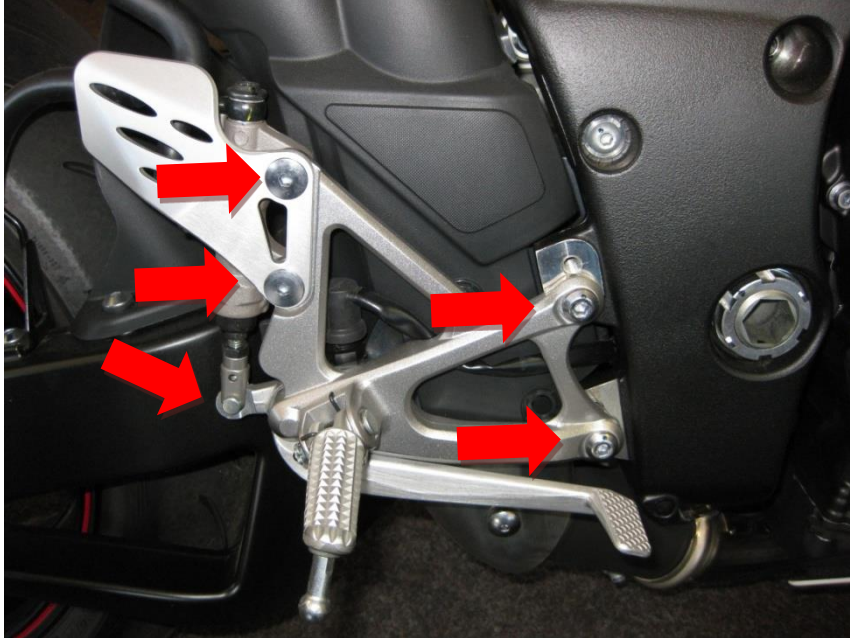


Then install the footrest, find the right position and screw them tight.



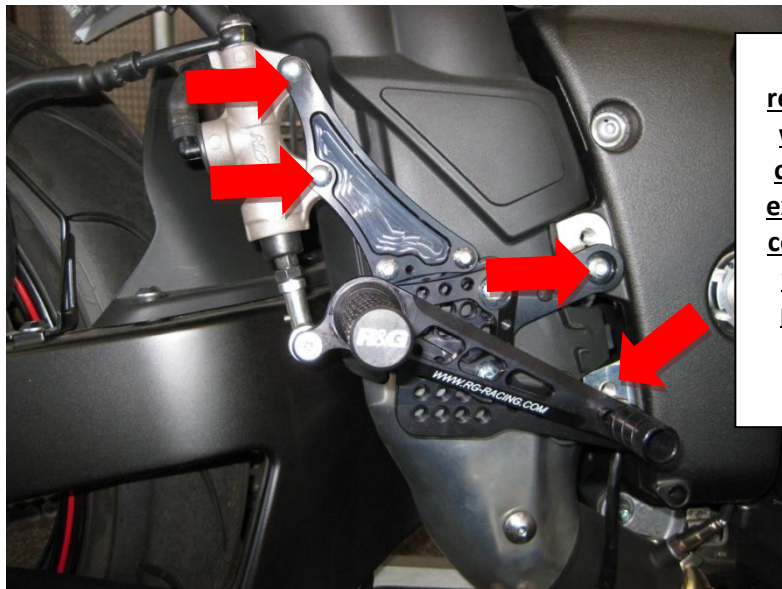


Then remove the brake side.



Connect the brake cylinder with the R&G brake cylinder adapter, find the right position for the Rearsets and connect them with the frame.

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.



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.



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.

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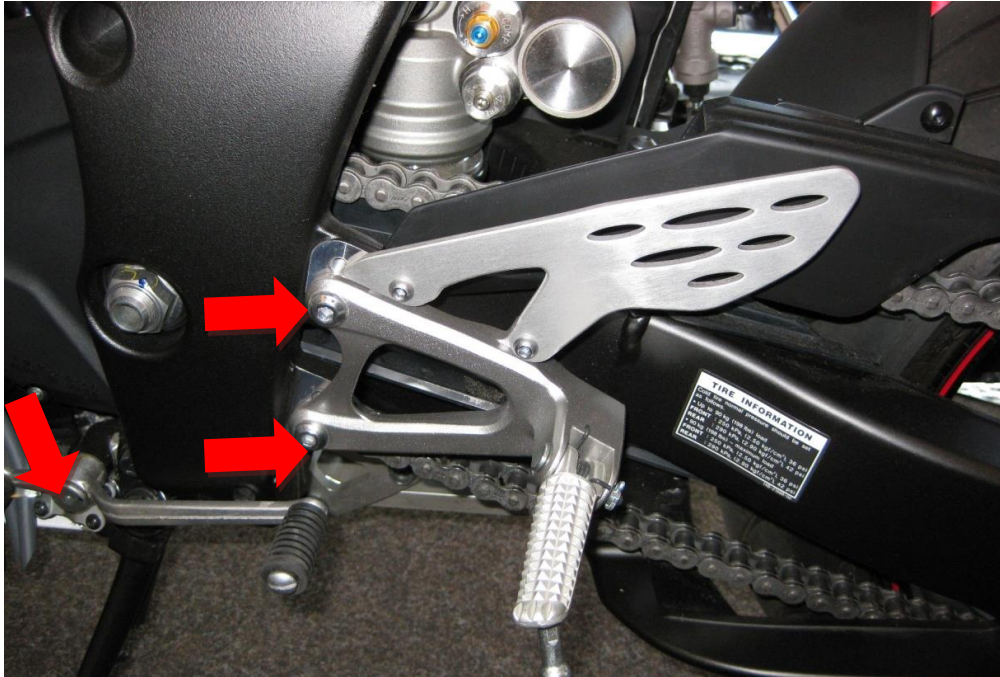
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Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods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

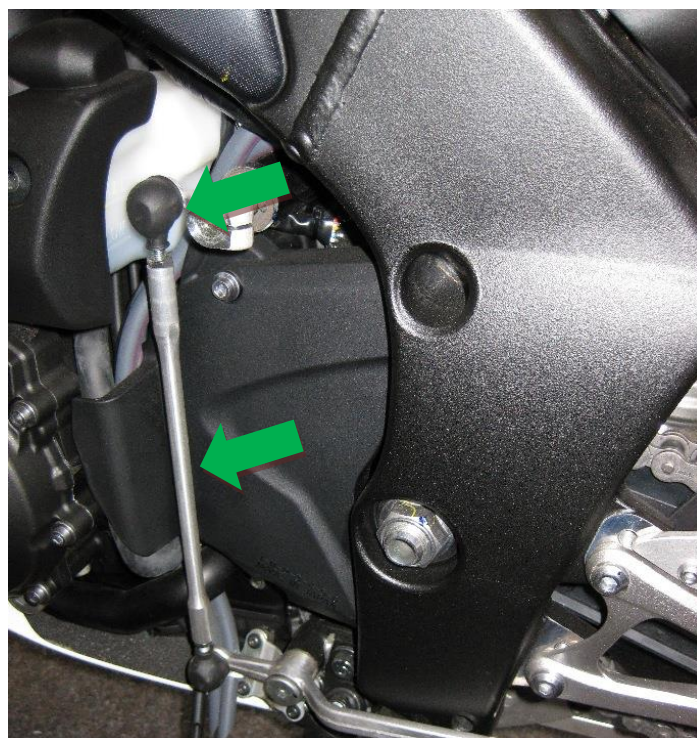


Instructions de montage

RSET08BK Train arrière ajustable



Enlever le train arrièred'origineet le levier de vitesses, maisgarderl'arbre de transmission d'origine et le connecteurboite de vitesses.



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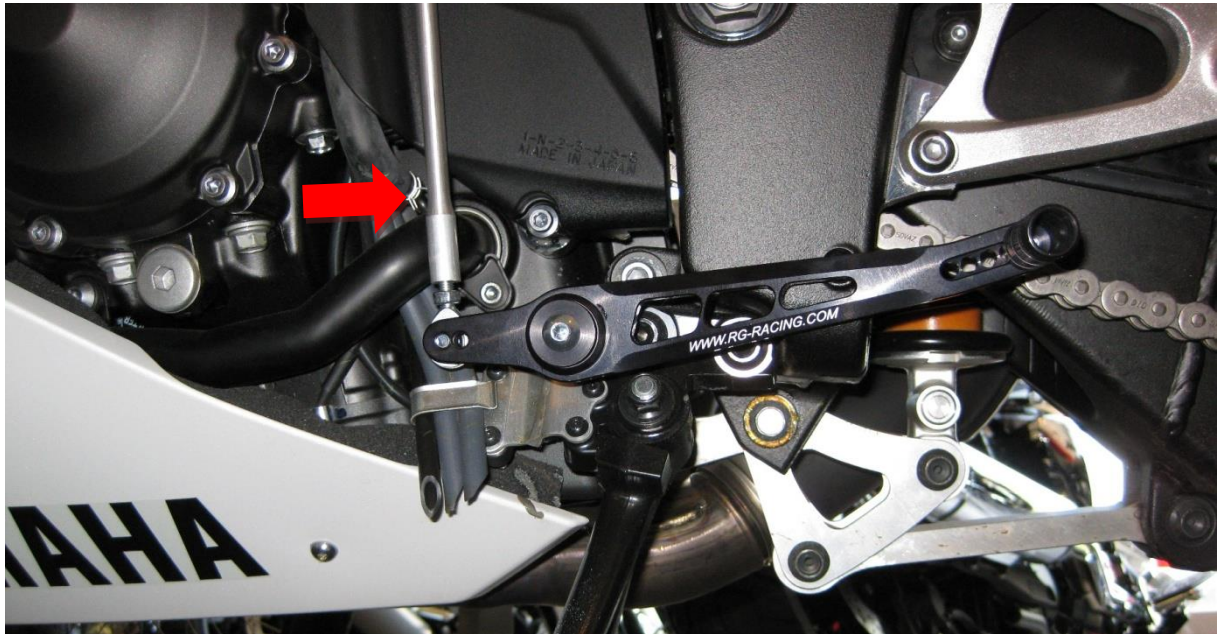
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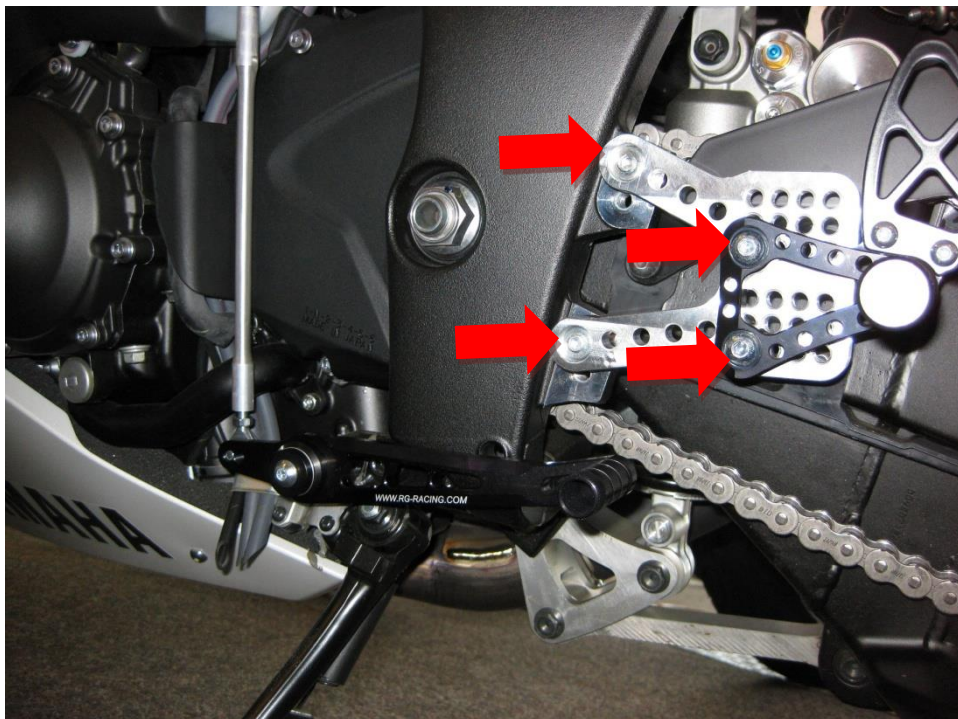


Installer ensuite le levier de vitesses R&G et connecter l'arbre de transmission.

NOTE : SUR LE MODELE 2013 VOUS DEVREZ UTILISER LE BOULON M8 LE PLUS LONG (80mm de long) ET L'ENTRETOISE LARGE (20mm de large) FOURNIE.

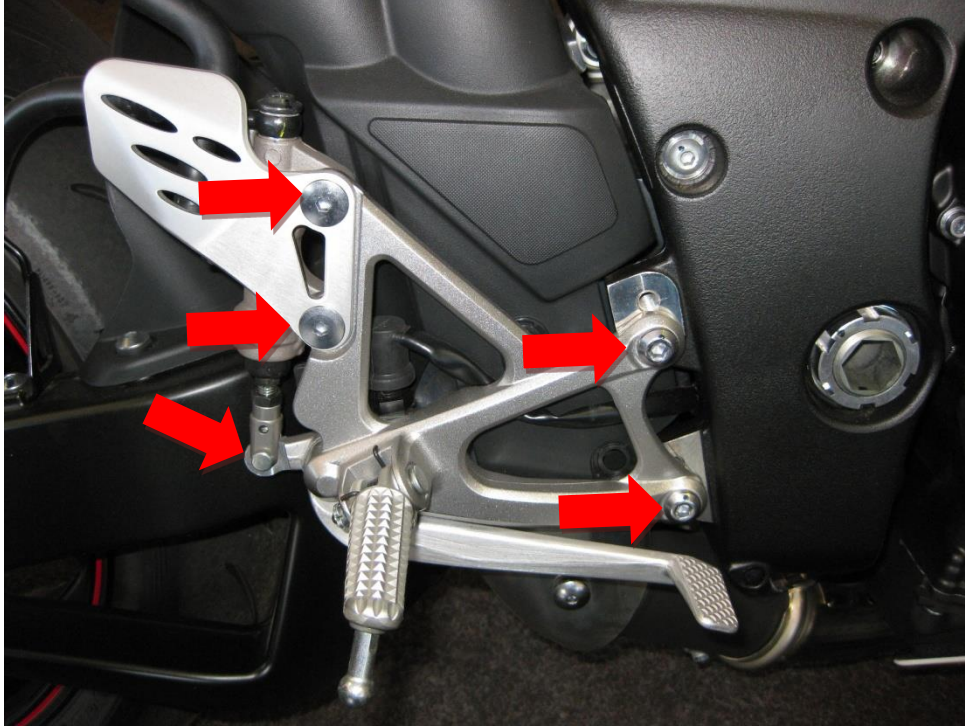


Installer le repose pied, trouver la bonne position puis serrer.



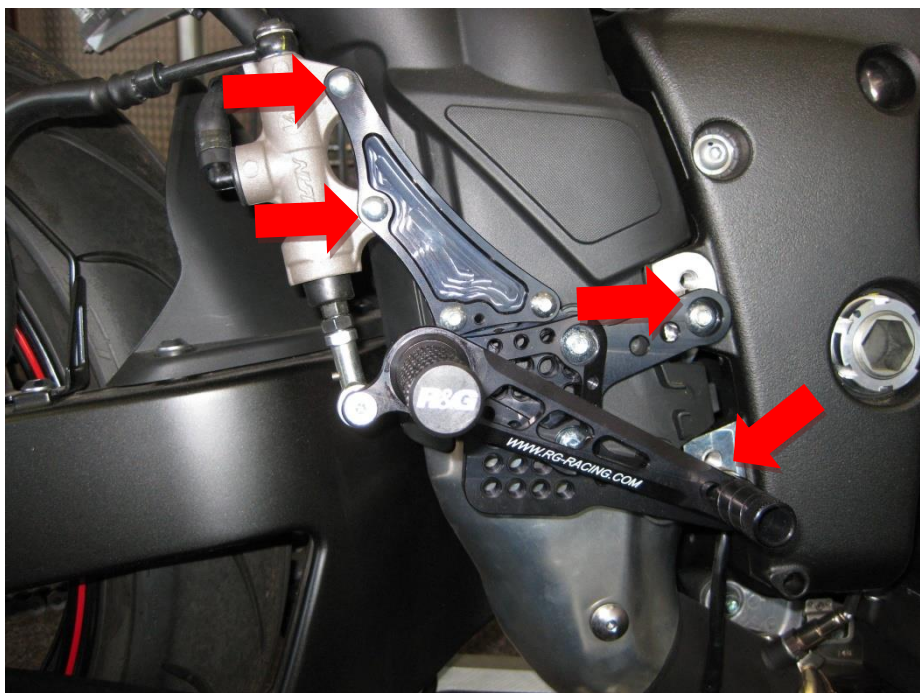


Enlever le bloc cote frein.



Connecter le cylindre de frein avec l'adaptateur cylindre de frein R&G, trouver la bonne position pour les trains arriere et les connecter au cadre.

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.



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

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.

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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