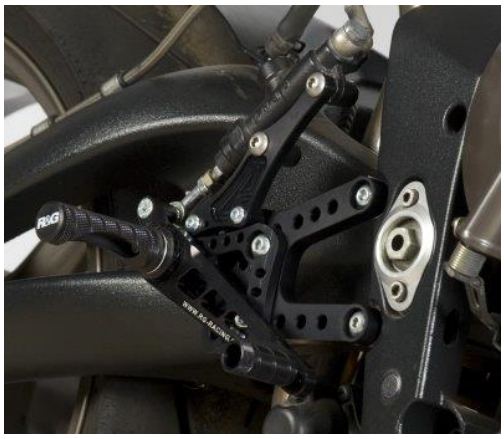
FITTING INSTRUCTIONS FOR RSET12BK ADJUSTABLE REARSETS FOR TRIUMPH DAYTONA 675 (2008-2011)

(FITTING INSTRUCTIONS FOR 2012- START ON PAGE 5)
(FITTING INSTRUCTIONS FOR 675R 2013- START ON PAGE 10)



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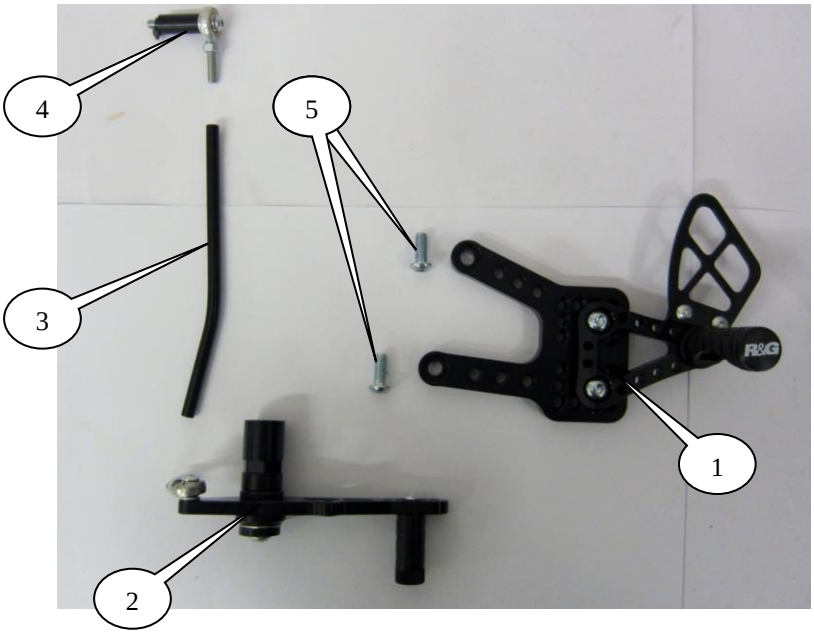
THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)



LEFT HAND / GEAR SHIFT SIDE

R&G Racing
Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ
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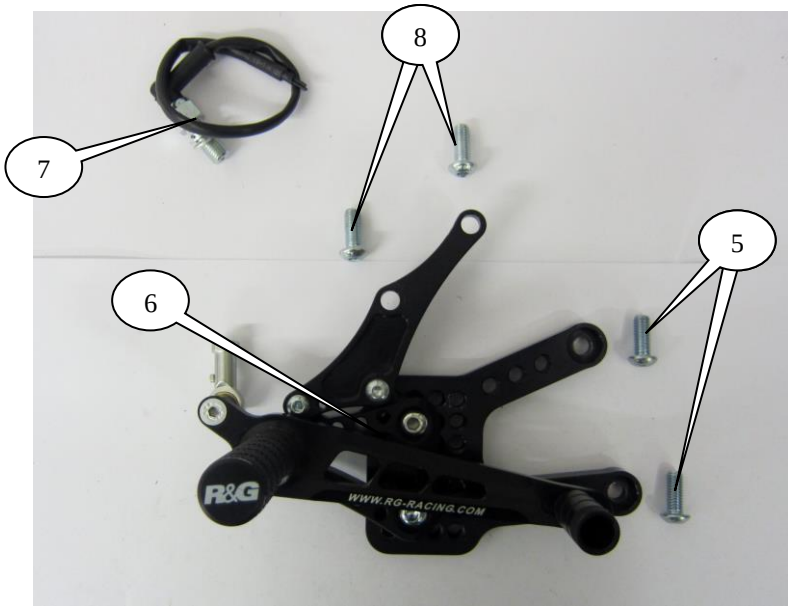


RIGHT HAND / BRAKE SIDE

LEGEND

ITEM 1= LEFT HAND SIDE FOOT REST ASSEMBLY (x1).
ITEM 2= GEAR LEVER ASSEMBLY (x1).
ITEM 3= GEAR SHIFT LINKAGE ROD (WITH BEND) (x1).
ITEM 4= M6 LEFT HANDED BALL JOINT WITH NUT & SPACER (UPPER) (x1).
ITEM 5= M8x20mm LONG BUTTON HEAD BOLT (x4).
ITEM 6= RIGHT HAND SIDE ASSEMBLY (x1).
ITEM 7= BRAKE LIGHT SWITCH (x1).
ITEM 8= M8x20mm LONG BUTTON HEAD BOLT (MASTER CYLINDER MOUNT) (x2).

TOOLS REQUIRED

- 8, 10 & 12mm spanners.
- 14mm socket and wrench.
- Long nose pliers.
- Set of metric allen keys up to 6mm A/F.
- Torque wrench up to 20Nm.

TORQUE SETTINGS

M4 BOLT = 8Nm

M5 BOLT = 12Nm

M6 BOLT = 15Nm

M8 BOLT = 20Nm

PICTURE 1

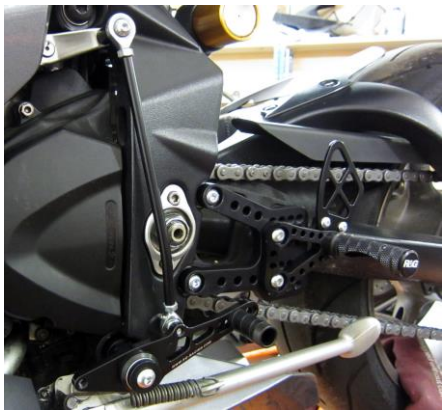
PICTURE 2

PICTURE 3

PICTURE 4

PICTURE 5

PICTURE 6



PICTURE 7

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.

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GEAR SHIFT SIDE

- Remove the original Triumph rearsests.
- Remove the engine bolt and insert it from the otherside (from right to left) , so that the thread can be connected with the frame spacer which is part of the gear lever assembly (item 2), as shown in pictures 1 & 2.
- Connect the shift side-footrest assembly to the frame using two M8 x 20mm long button head bolts (item 5).
- Assemble the bent gear linkage rod (item 3) to the gear box arm. Note that the bend on the rod should be at the bottom and that there is a spacer between the gear linkage rod and the gear box arm as shown in pictures 3 & 4. The top thread in the gear linkage arm has a left handed thread.
- Connect the gear lever and the gear linkage rod in one of the threaded holes of the gear lever. According to the position of the gear linkage rod, you can have either the normal shift pattern (1down – 5 up) or the race shift pattern (1up – 5down), as shown in pictures 5 & 6.
- Bolt on the gear lever and the bush onto the engine bolt.

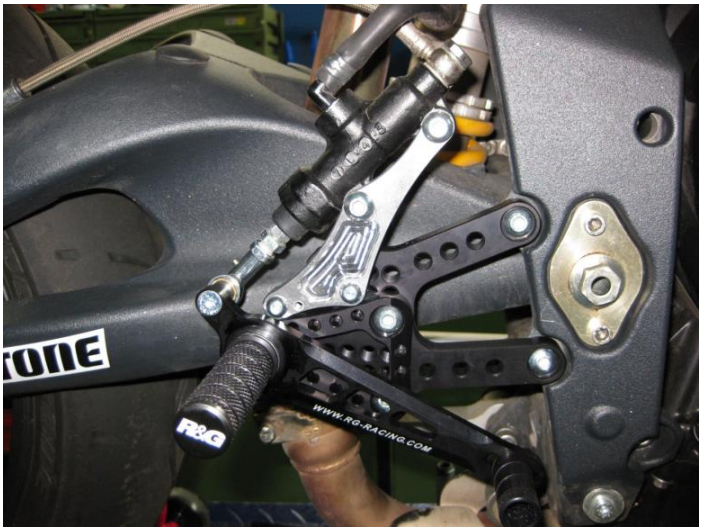
BRAKE SIDE

- On the brake side remove the two bolts that secure the brake master cylinder in place.
- Remove the two bolts that secure the rearset in place on the frame along with the ball joint on the end of the master cylinder push rod.
- Remove the female ball joint from the brake side footrest assembly and fit the female ball joint to the brake master cylinder push rod on the bike *(do not tighten lock nut at this stage).*
- Mount the brake side footrest assembly to the frame using two M8 x 20mm long button head bolts (item 5).
- Mount and tighten the brake master cylinder to the footrest assembly using two M8 x 20mm long button head bolts (item 8) and tighten.
- Refit the ball joint as it was removed using the spacer and nut and secure the ball joint.
- Adjust the new rear set for comfort and position using the two bolts and sub plate.
- Adjust the brake lever adjustor and tighten all bolts and lock-nuts.

BRAKE LIGHT SENSOR SWITCH

- Remove the bolt holding the banjo fitting to the end of the master cylinder and replace the bolt with the brake light sensor switch using the aluminium sealing washers. **PLEASE NOTE YOU WILL HAVE TO BLEED THE BRAKING SYSTEM.**
- We recommend cutting the original wiring and using bullet connectors to connect the brake light sensor switch wires to the original wiring.
- Please check operation of brakes and brake light before riding.

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.



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.

FITTING INSTRUCTIONS FOR RSET12BK ADJUSTABLE REARSETS FOR TRIUMPH DAYTONA 675 2012-

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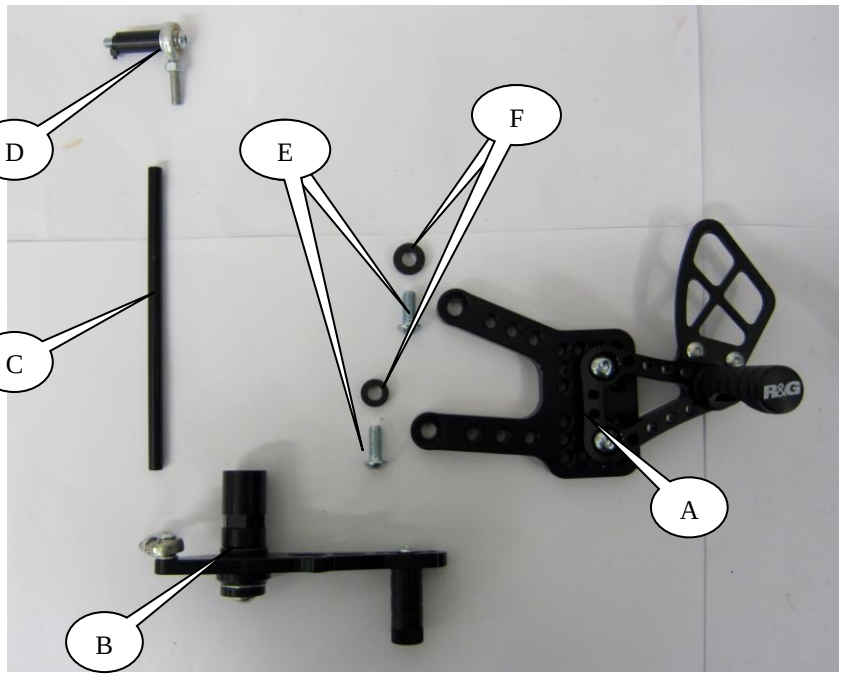

LEFT HAND / GEAR SHIFT SIDE

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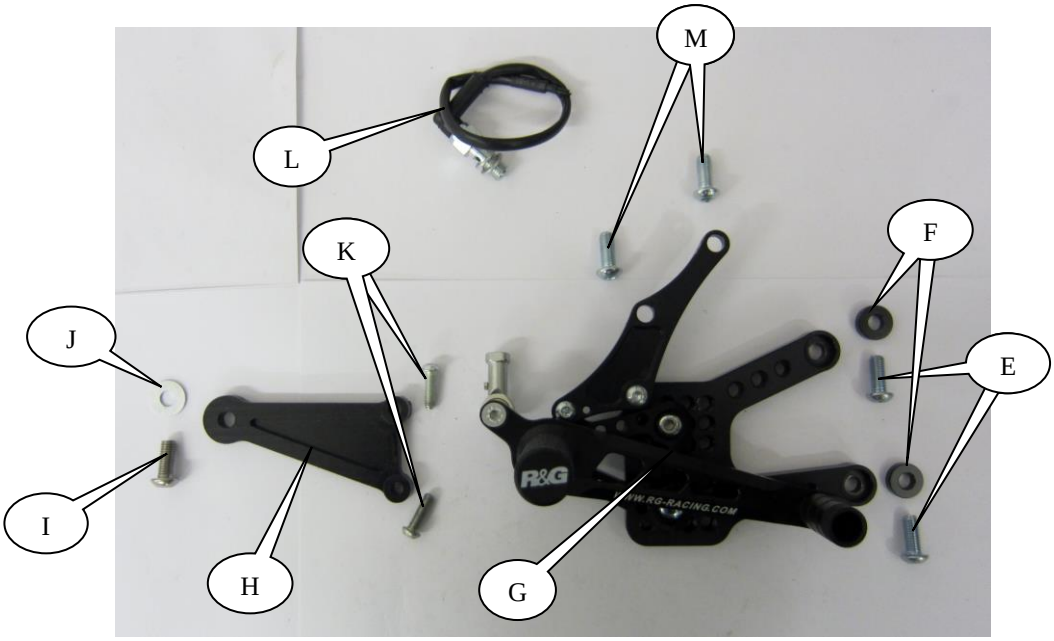


RIGHT HAND / BRAKE SIDE

LEGEND

ITEM A= LEFT HAND SIDE FOOT REST ASSEMBLY (x1).
ITEM B= GEAR LEVER ASSEMBLY (x1).
ITEM C= GEAR SHIFT LINKAGE ROD (STRAIGHT 170mm) (x1).
ITEM D= M6 LEFT HANDED BALL JOINT WITH NUT & SPACER (UPPER) (x1).
ITEM E= M8x25mm LONG BUTTON HEAD BOLT (x4).
ITEM F= SPACER 6mm LONG (x4).
ITEM G= RIGHT HAND SIDE ASSEMBLY (x1).
ITEM H= EXHAUST MOUNTING BRACKET (x1).
ITEM I= M8x20mm LONG BUTTON HEAD BOLT (x1).
ITEM J= M8 WASHER (x1).
ITWM K= M6x16mm LONG BUTTON HEAD BOLTS (x2).
ITEM L= BRAKE LIGHT SWITCH (x1).
ITEM M= M8x20mm LONG BUTTON HEAD BOLT (MASTER CYLINDER MOUNT) (x2).

TOOLS REQUIRED

- 8, 10 & 12mm spanners.
- T40 & T55 Torx socket and wrench.
- 14mm socket and wrench.
- Long nose pliers.
- Set of metric allen keys up to 6mm A/F.
- Torque wrench up to 20Nm.

TORQUE SETTINGS

M4 BOLT = 8Nm

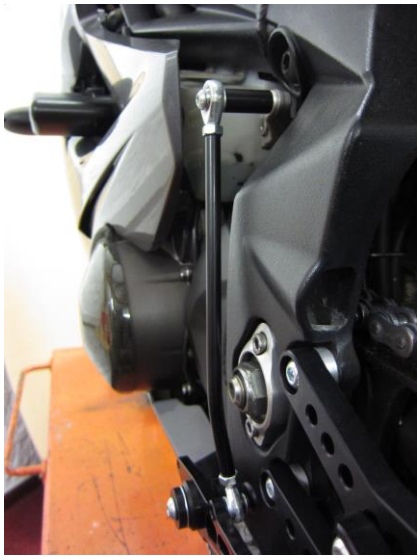
M5 BOLT = 12Nm

M6 BOLT = 15Nm

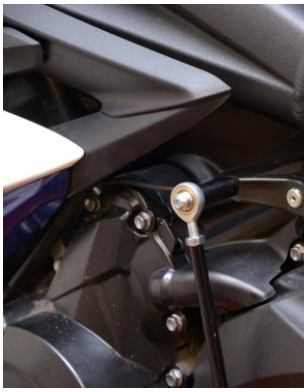
M8 BOLT = 20Nm

PICTURE A

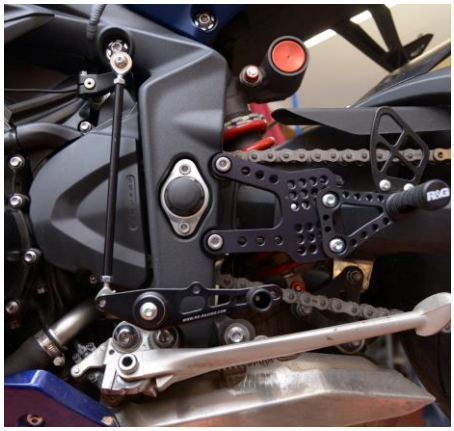
PICTURE B



PICTURE C



PICTURE D



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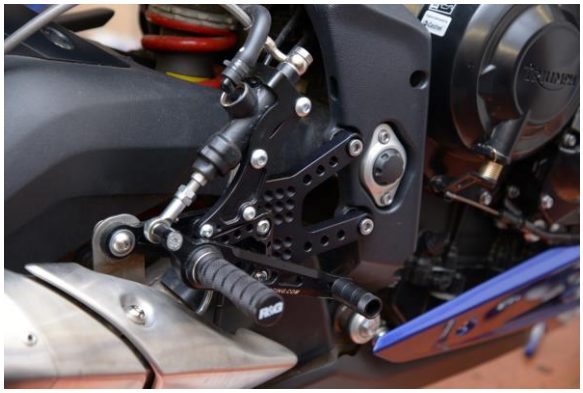
PICTURE E

PICTURE F



PICTURE G

PICTURE H

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GEAR SHIFT SIDE

- Remove the original Triumph rearsests. *On the gear shift linkage rod there are small spring clips securing the ball end joint. Remove these using long nose pliers and then pull off of ball joint. The ball joint can then be removed from the gear box arm using an 8mm spanner.*
- Remove the engine bolt and insert it from the otherside (from right to left) , so that the thread can be connected with the frame spacer, which is part of the gear lever assembly (item B), as shown in pictures A & B.
- Connect the shift side-footrest assembly to the frame using two M8 x 25mm long button head bolts (item E) and spacers (item F – 6mm long).
- Assemble the straight gear linkage rod (item C) to the gear box arm. Note that there is a spacer between the gear linkage rod and the gear box arm as shown in pictures C & D. The top thread in the gear linkage arm has a left handed thread.
- Connect the gear lever and then fit the gear linkage rod and ball joint to the threaded hole at the end of the gear lever *(if not already fitted*). According to the position of the gear box arm, you can have either the normal shift pattern (1down – 5 up) or the race shift pattern (1up – 5down), as shown in pictures E & F.
- Bolt on the gear lever and the bush onto the engine bolt before tightening.
- Adjust the new rear set for comfort and position using the two bolts and sub plate.
- Adjust the gear lever and tighten all bolts and lock-nuts.

BRAKE SIDE

- On the brake side remove the two bolts that secure the brake master cylinder in place.
- Remove the bolt that secures the exhaust in place.
- Remove the two bolts that secure the rearset in place on the frame along with the ball joint on the end of the master cylinder push rod.
- Remove the female ball joint from the brake side footrest assembly and fit the female ball joint to the brake master cylinder push rod on the bike *(do not tighten lock nut at this stage).*
- Take the brake side footrest assembly and mount the exhaust mounting bracket (item H) to the back side of the main plate, using two M6 x 16mm long button head bolts (item K), as shown in picture G.
- Mount the brake side footrest assembly to the frame using two M8 x 25mm long button head bolts (item E) and spacers (item F – 6mm long) as shown in picture H.
- Mount and tighten the brake master cylinder to the footrest assembly using two M8 x 20mm long button head bolts and tighten, ensuring the bolt goes through the steel metalwork that covers the master cylinder and routes the cables first.
- Refit the ball joint as it was removed using the spacer and nut and secure the ball joint.
- Refit the exhaust bracket to the rearset assembly by fitting one M8 x 20mm long button head bolt (item I) and one M8 washer (item J) through the rearset assembly and into the captive nut on the exhaust bracket.
- Adjust the new rear set for comfort and position using the two bolts and sub plate.
- Adjust the brake lever adjustor and tighten all bolts and lock-nuts.

BRAKE LIGHT SENSOR SWITCH

- Remove the bolt holding the banjo fitting to the end of the master cylinder and replace the bolt with the brake light sensor switch using the aluminium sealing washers. **PLEASE NOTE YOU WILL HAVE TO BLEED THE BRAKING SYSTEM.**
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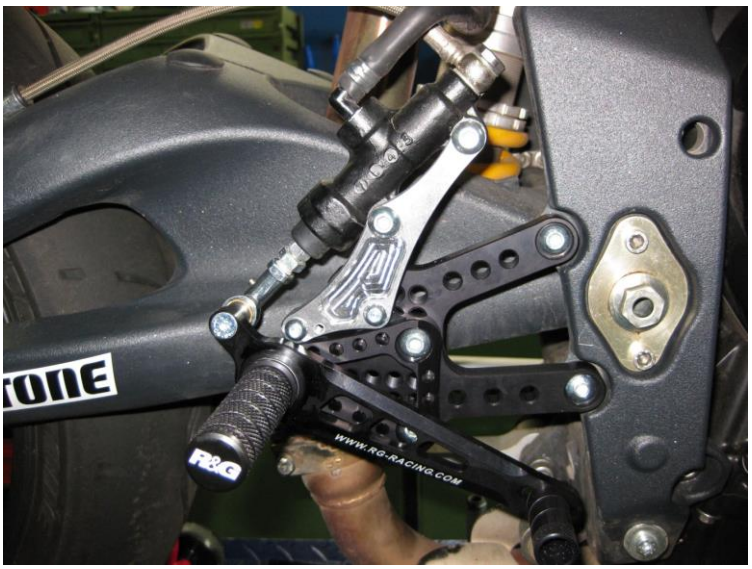

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ISSUE 5 05/07/2021 (DM)

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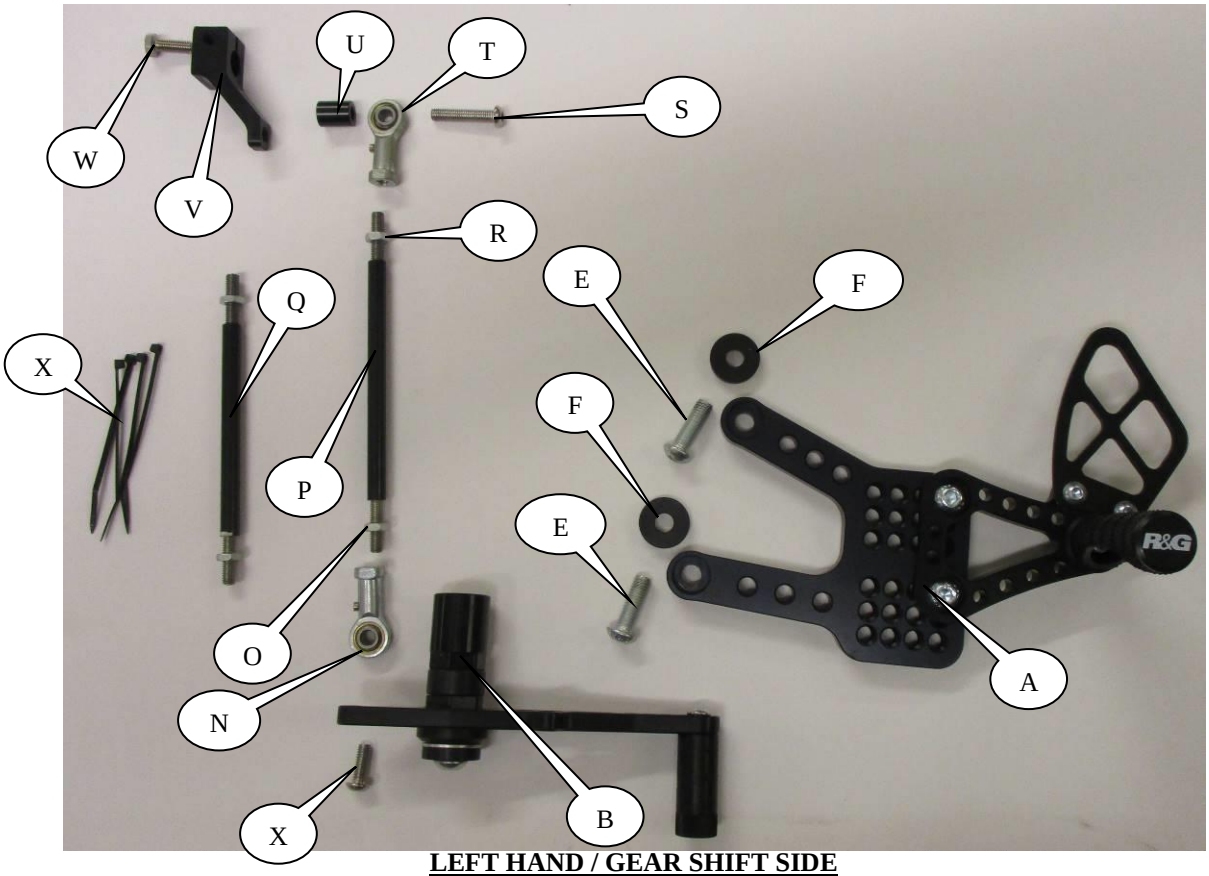

LEFT HAND / GEAR SHIFT SIDE

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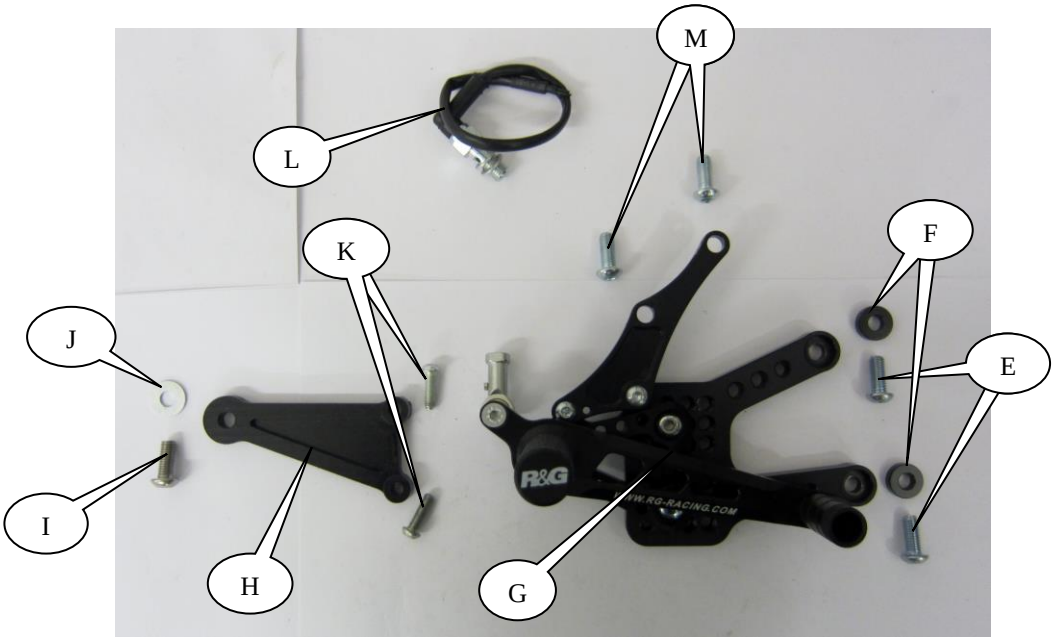


RIGHT HAND / BRAKE SIDE

LEGEND

ITEM A= LEFT HAND SIDE FOOT REST ASSEMBLY (x1).
ITEM B= GEAR LEVER ASSEMBLY (x1).
ITEM E= M8x25mm LONG BUTTON HEAD BOLT (x4).
ITEM F= SPACER 6mm LONG (x4).
ITEM G= RIGHT HAND SIDE ASSEMBLY (x1).
ITEM H= EXHAUST MOUNTING BRACKET (x1).
ITEM I= M8x20mm LONG BUTTON HEAD BOLT (x1).
ITEM J= M8 WASHER (x1).
ITEM K= M6x16mm LONG BUTTON HEAD BOLTS (x2).
ITEM L= BRAKE LIGHT SWITCH (x1).
ITEM M= M8x20mm LONG BUTTON HEAD BOLT (MASTER CYLINDER MOUNT) (x2).
ITEM N= M6 RIGHT-HAND FEMALE ROSE JOINT (x1).
ITEM O= M6 RIGHT HAND THREAD ½ NUT PLAIN (4mm WIDE) (x1).
ITEM P= LINKAGE ROD 105mm LONG (RSET PT 31 WITH RSET PT 32 AND 33 FITTED) (x1).
ITEM Q= LINKAGE ROD 95mm LONG (RSET PT 30 WITH RSET PT 32 AND 33 FITTED) (x1).
ITEM R= M6 LEFT HAND THREAD ½ NUT PLAIN (4mm WIDE) (x1).
ITEM S= M6x30mm LONG BUTTON HEAD BOLT (FOR ROSE JOINT) (x1).
ITEM T= M6 LEFT-HAND FEMALE ROSE JOINT (x1).
ITEM U= ROSE JOINT SPACER (15mm LONG) (RSET PT 29) (x1).
ITEM V= GEAR LINKAGE ADAPTOR BLOCK (RSET17GEARLINK) (x1).
ITEM W= M6x20mm LONG HEX HEAD BOLT (FOR GEAR LINKAGE ADAPTOR BLOCK) (x1).
ITEM X= CABLE TIES x 75mm LONG (CT0075) (x4).
ITEM Y= M6x20mm LONG BUTTON HEAD BOLT (FOR GEAR LEVER ASSEMBLY) (x1).

TOOLS REQUIRED

- 8, 10 & 12mm spanners.
- T40 & T55 Torx socket and wrench.
- 14mm socket and wrench.
- Long nose pliers.
- Set of metric allen keys up to 6mm A/F (or Hex bits and wrench).
- Torque wrench up to 20Nm.
-

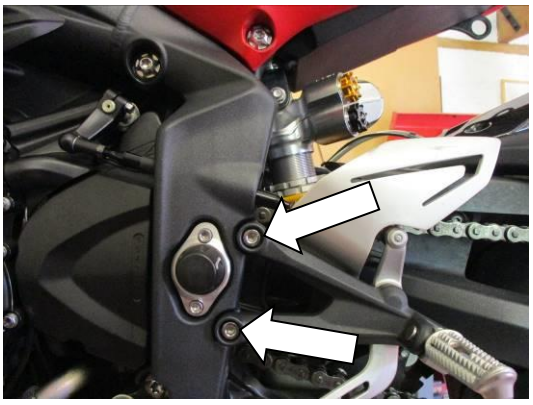
TORQUE SETTINGS

M4 BOLT = 8Nm

M5 BOLT = 12Nm

M6 BOLT = 15Nm

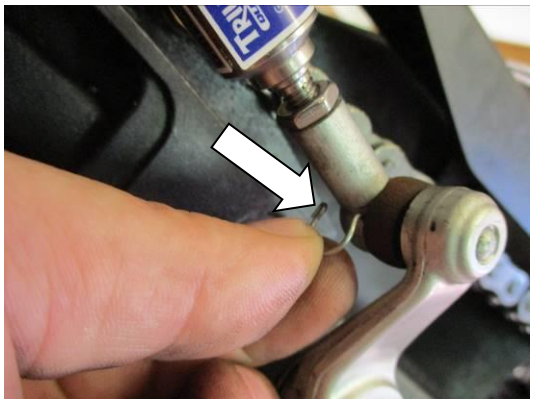
M8 BOLT = 20Nm



PICTURE 1A

PICTURE 2A

PICTURE 3A



PICTURE 4A

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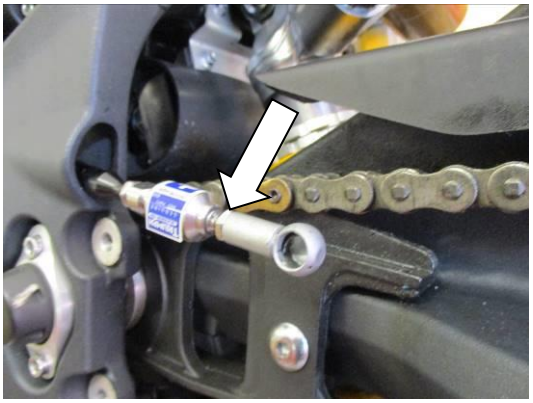
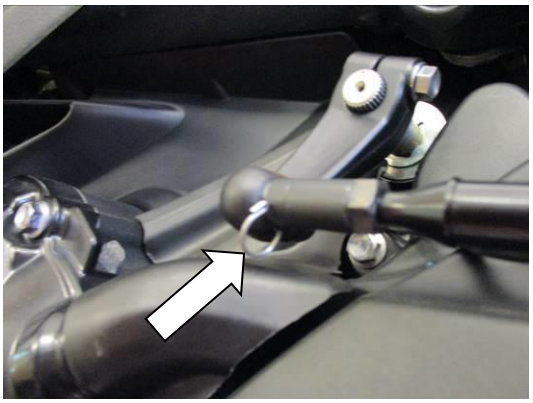
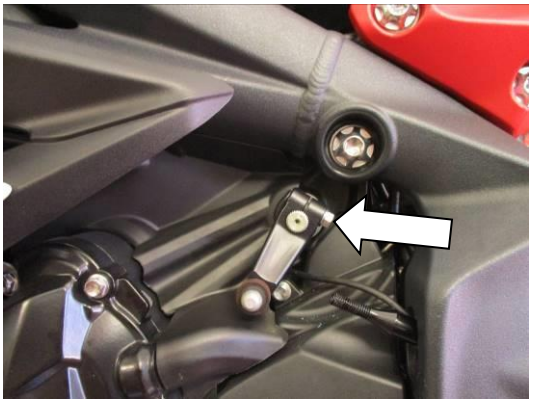


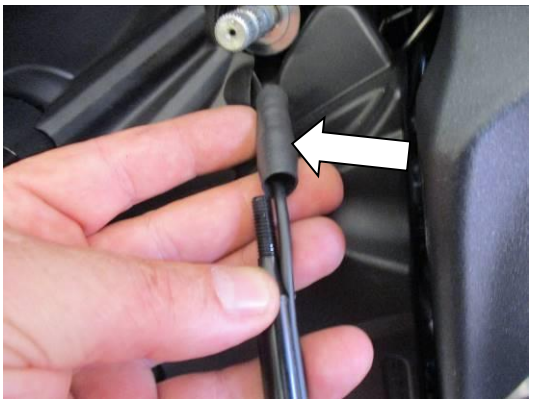
PICTURE 5A



PICTURE 6A

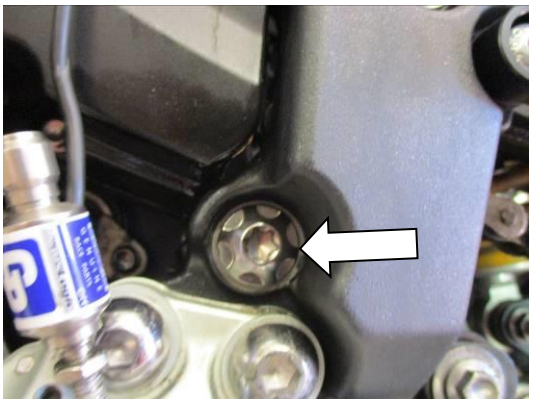


PICTURE 7A



PICTURE 8A

PICTURE 9A



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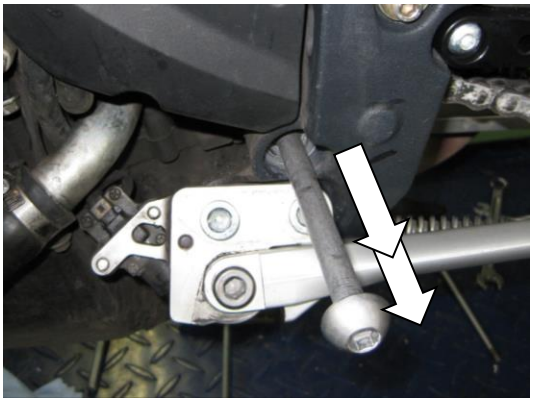
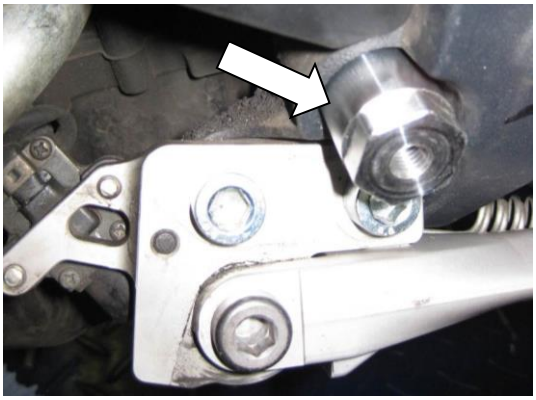
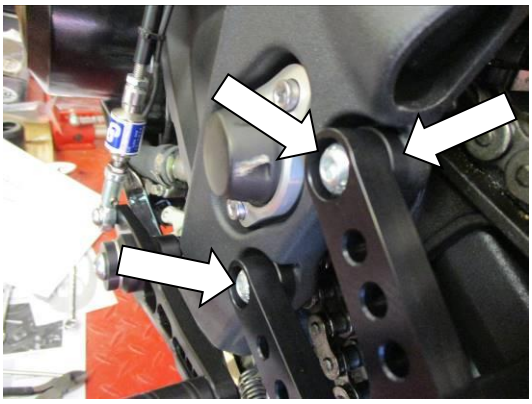


PICTURE 11A

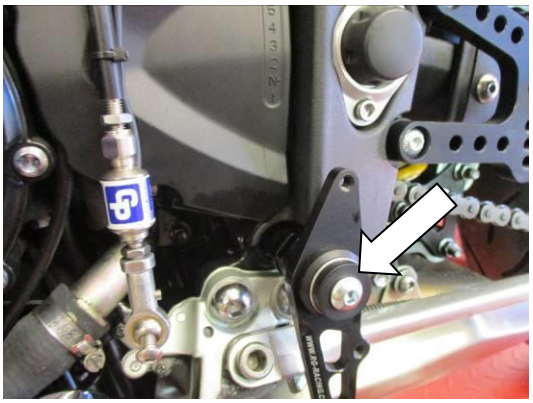
PICTURE 12A



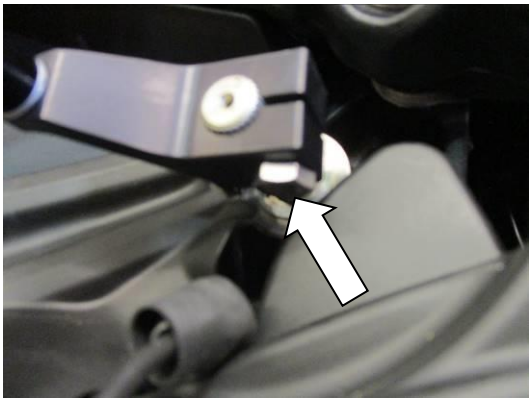
PICTURE 13A



PICTURE 14A



PICTURE 15A



PICTURE 16A

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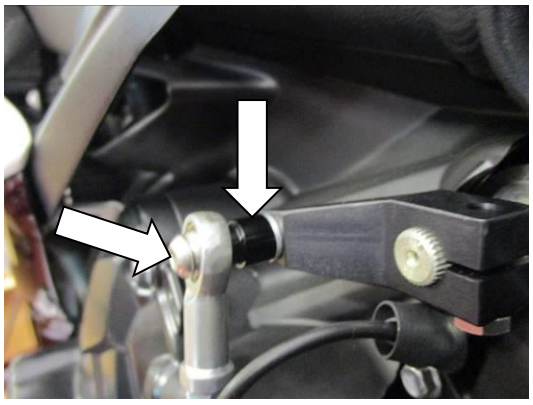
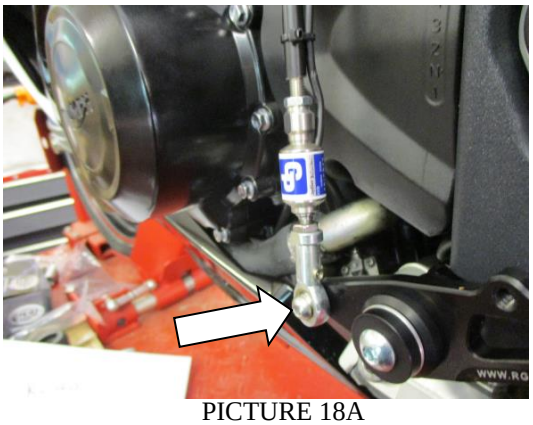
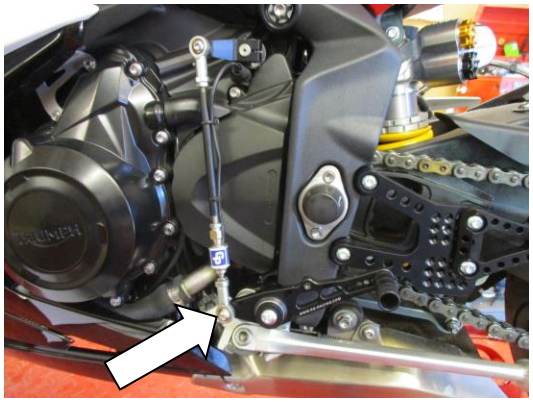


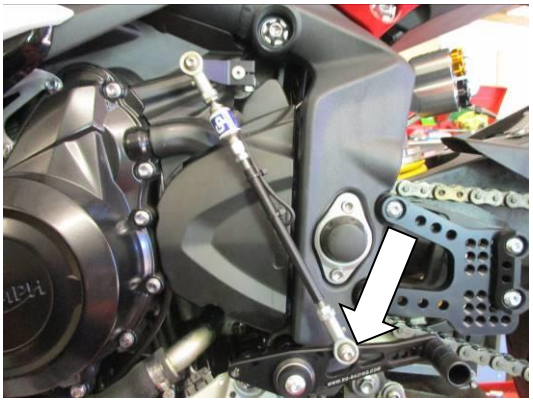
PICTURE 17A



PICTURE 18A

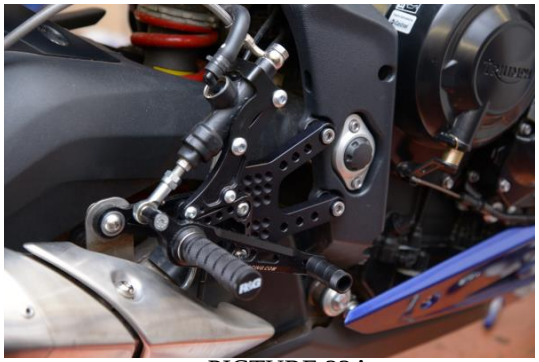


PICTURE 19A



PICTURE 20A

PICTURE 21A



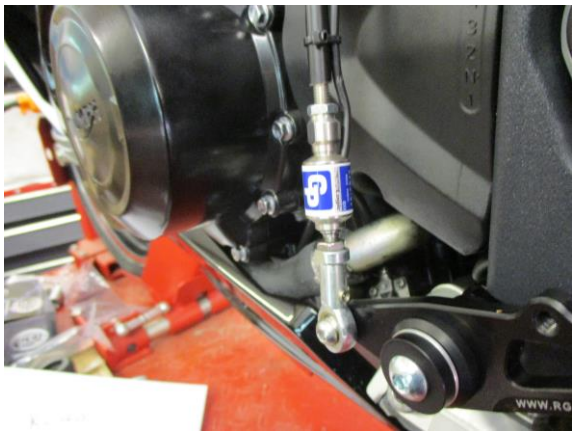
PICTURE 22A

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 two bolts arrowed in picture 1A.
- Undo the bolt arrowed in picture 2A and remove the heel guard/foot peg assembly as shown in picture 3A.
- Remove the retaining spring clip arrowed in picture 4A and pull off the ball joint, then undo the lock nut arrowed in picture 5A and remove the original ball joint.
- Remove the retaining spring clip arrowed in picture 6A from the gear-box end of the selector shaft and pull off the ball joint, then remove the ball joint from the selector shaft.

- Undo and remove the bolt arrowed in picture 7A, then remove the original gear linkage adaptor block.
- Carefully peel the rubber wiring sleeve off the selector shaft as shown in picture 8A.
- Remove the engine bolt arrowed in picture 10A and insert it from the otherside (from right to left) , so that the thread can be connected with the frame spacer, which is part of the gear lever assembly (item B), as shown in pictures 11A, 12A & 13A.
- Connect the gear shift side-footrest assembly (item A) to the frame using two M8 x 25mm long button head bolts (item E) and spacers (item F – 6mm long) as shown in picture 14A.
- Bolt on the gear lever and the bush onto the engine bolt before tightening as shown in picture 15A.
- Place the replacement gear linkage adaptor block (item V) to the gear box selector arm and secure using the M6 hex headed bolt (item W) as shown in picture 16A.
- Connect the left handed ball joint (item T) to the gear linkage adaptor block just fitted using the 15mm spacer (item U) and the M6x30 buutton headed bolt (item S) as shown in picture 17A.
- Assemble the right and left handed nuts (items O and R) onto one of the gear linkage rods (items P or Q).
- Assemble the chosen gear linkage rod (with nuts) to the gear linkage adaptor block ball joint. Note that it wll only fit one way as the ball joint has a left hand thread as shown below left for road shift pattern (1down – 5 up).
-



- Connect the original quick shifter to the opposite end of the gear linkage rod and the gear shift lever ball joint (item N- it has a right hand thread) as shown above right.
- For race shift pattern (1up – 5down) assemble as shown below (ie:- reversing the ball joints and moving the connection point of the lower ball joint.

- Adjust the new rear set for comfort and position using the two bolts and sub plate (the position of the gear shift lever can also be changed either of the gear linkage rods).
- Adjust the gear lever and tighten all bolts and lock-nuts (please ensure to use the supplied cable ties to secure the quick shifter wiring).

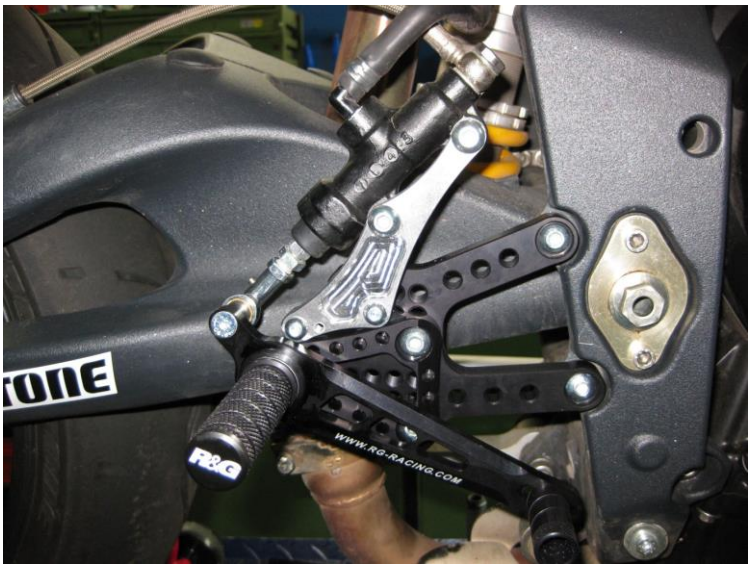
BRAKE SIDE

- On the brake side remove the two bolts that secure the brake master cylinder in place.
- Remove the bolt that secures the exhaust in place.
- Remove the two bolts that secure the rearset in place on the frame along with the ball joint on the end of the master cylinder push rod.
- Remove the female ball joint from the brake side footrest assembly and fit the female ball joint to the brake master cylinder push rod on the bike *(do not tighten lock nut at this stage).*
- Take the brake side footrest assembly and mount the exhaust mounting bracket (item H) to the back side of the main plate, using two M6 x 16mm long button head bolts (item K), as shown in picture 21A.
- Mount the brake side footrest assembly to the frame using two M8 x 25mm long button head bolts (item E) and spacers (item F – 6mm long) as shown in picture 22A.
- Mount and tighten the brake master cylinder to the footrest assembly using two M8 x 20mm long button head bolts and tighten, ensuring the bolt goes through the steel metalwork that covers the master cylinder and routes the cables first.
- Refit the ball joint as it was removed using the spacer and nut and secure the ball joint.
- Refit the exhaust bracket to the rearset assembly by fitting one M8 x 20mm long button head bolt (item I) and one M8 washer (item J) through the rearset assembly and into the captive nut on the exhaust bracket.
- Adjust the new rear set for comfort and position using the two bolts and sub plate.
- Adjust the brake lever adjustor and tighten all bolts and lock-nuts.

BRAKE LIGHT SENSOR SWITCH

- Remove the bolt holding the banjo fitting to the end of the master cylinder and replace the bolt with the brake light sensor switch using the aluminium sealing washers. **PLEASE NOTE YOU WILL HAVE TO BLEED THE BRAKING SYSTEM.**
- We recommend cutting the original wiring and using bullet connectors to connect the brake light sensor switch wires to the original wiring.
- Please check operation of brakes and brake light before riding.

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.



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 5 05/07/2021 (DM)

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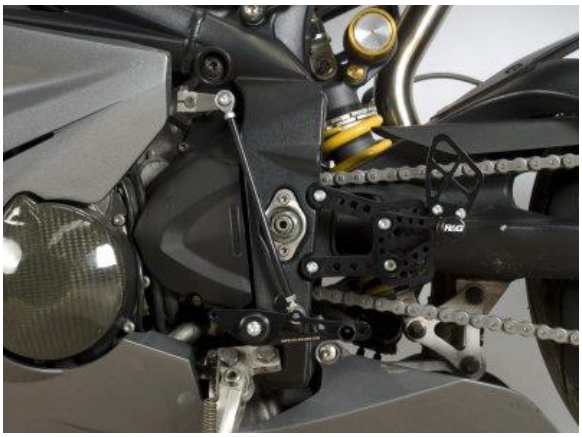
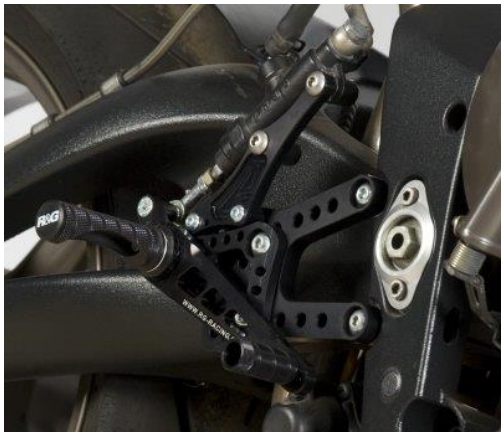
Instructions de montage RSET12BK Jeux arrière ajustables
Pour TRIUMPH DAYTONA 675 (2008-2011) *(*Instructions de montage pour *TRIUMPH DAYTONA 675 2012- à partir de la page 5)*

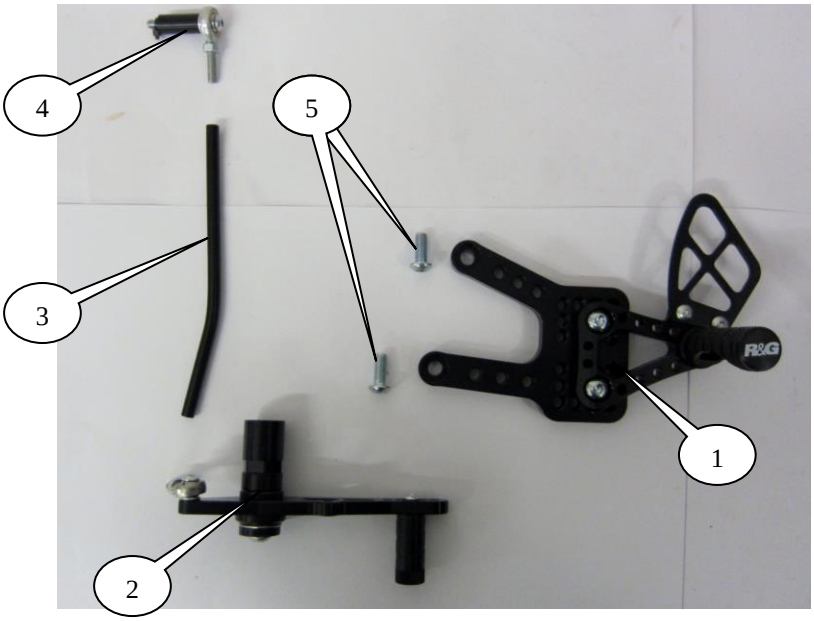




Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.

La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.

Les pièces présentées peuvent n'être que représentatives, afin de faciliter et clarifier les instructions de montage.



Coté gauche / Coté changement passage de rapport

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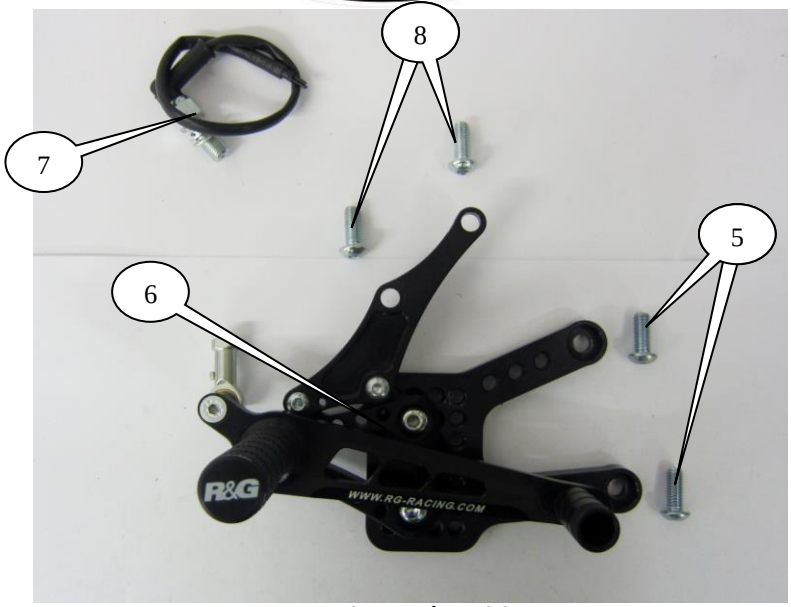

Coté droit / Coté frein

LEGENDE

ARTICLE 1= Assemblage repose pied coté gauche (x1).
ARTICLE 2= Assemblage levier de vitesse (x1).
ARTICLE 3= Tige de changement de rapport coudée (x1).
ARTICLE 4= Rotule M6 coté gauche avec écrou et entretoise (supérieure) (x1).
ARTICLE 5= Boulon M8x20mm (x4).
ARTICLE 6= Assemblage coté droit (x1).
ARTICLE 7= Interrupteur feu stop (x1).
ARTICLE 8= Boulon M8x20mm (Support maître cylindre) (x2).

OUTILS REQUIS

- Pinces 8, 10 et 12mm.
- Clé 14mm.
- Pince long nez
- Jeu de clés Allen 6mm
- Clé dynamométrique à 20Nm.

Réglages de couple

M4 Boulon = 8Nm

M5 Boulon = 12Nm

M6 Boulon = 15Nm

M8 Boulon = 20Nm

PHOTO 1

PHOTO 2

PHOTO 3

PHOTO 4

PHOTO 5

PHOTO 6

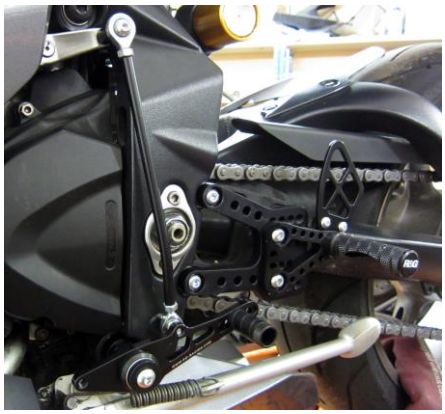

PHOTO 7

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.

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Coté passage de rapport

- Enlever les jeux arrière d'origine de la Triumph.
- Enlever le boulon moteur et insérez le de l'autre coté (de la droite vers la gauche) , de façon à ce que le filetage puisse être connecté avec l'entretoise de cadre qui est une partie du leviers de vitesses (Article 2), (Photos 1 & 2).
- Connecter l'assemblage du levier de repose pied au cadre en utilisant 2 boulons M8 x 20mm (Article 5).
- Assembler la tige de changement de rapport coudée (Article 3) au bras de boîte de vitesse. Notez que la courbure sur la tige doit être au bas et qu'il y a une entretoise entre la tige de changement de rapport la tige de changement de rapport et le bras de boîte de vitesse (Photos 3 & 4). Le filetage supérieur sur le bras de liaison d'engrenage à un filetage à gauche.
- Connecter le levier de vitesse et la tige de changement de rapport dans un des trous filetés du levier de vitesse. Selon la position du bras de liaison d'engrenage, vous pouvez avoir soit le système normal de changement de vitesse (1 vitesse en bas – 5 vers le haut) ou alors le système « course » (1 vers le haut – 5 vers le bas), (Photos 5 & 6).
- Boulon sur le levier de vitesses et la douille dans la culasse du moteur.

Coté frein

- Du coté frein, enlever les 2 boulons qui fixent le maître cylindre de frein en place.
- Enlever les 2 boulons qui fixent le jeu arrière en place sur le cadre avec la rotule sur l'extrémité de la tige de poussée du maître cylindre.
- Enlever la rotule femelle sur repose pied coté frein et installez la rotule femelle à la tige de poussée du maître cylindre de frein sur la moto (Ne pas serrer l'écrou de blocage à ce stade).
- Monter l'assemblage repose pied coté frein sur le cadre en utilisant 2 boulons M8 x 20mm (Article 5).
- Montez et serrez le maître cylindre de frein en utilisant 2 boulons M8 x 20mm (Article 8) puis serrez.
- Remettre la rotule de la façon qu'elle a été enlevée en utilisant l'entretoise et l'écrou puis fixez la rotule.
- Ajuster le nouveau jeu arrière pour le confort et la position en utilisant 2 boulons et la sous plaque.
- Ajuster l'ajusteur de levier de frein puis serrer tous les boulons et écrous de blocage.

Interrupteur de feu stop

- Enlever le boulon qui fixe le banjo installé à l'extrémité du maître cylindre puis remplacer le boulon par l'interrupteur de feu stop en utilisant les rondelles d'étanchéité en aluminium. **Vous devrez purger le système de freinage.**
- Nous vous recommandons de couper le fil d'origine et d'utiliser les connecteurs pour connecter les fils d'interrupteur de feu stop aux fils d'origine.
- Vérifier que les opérations de freinage fonctionnent correctement ainsi que les feux.

NOTEZ QUE L'ARBRE DE PRESSION DU MAITRE CYLINDRE DOIT ETRE BIEN ALIGNEE AVEC LE MAITRE CYLINDRE, NE PAS EFFECTUER CETTE VERIFICATION PEUT CONDUIRE A DES DEFAILLANCES DE FREINS.

Du fait de la complexité du montage et des risqué inhérents aux opérations sur le système de freinage, nous vous recommandons de faire monter les pièces R&G Racing par un mécanicien qualifié.

Instructions de montage pour RSET12BK Jeux arrière ajustables pour TRIUMPH DAYTONA 675 2012-

Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.

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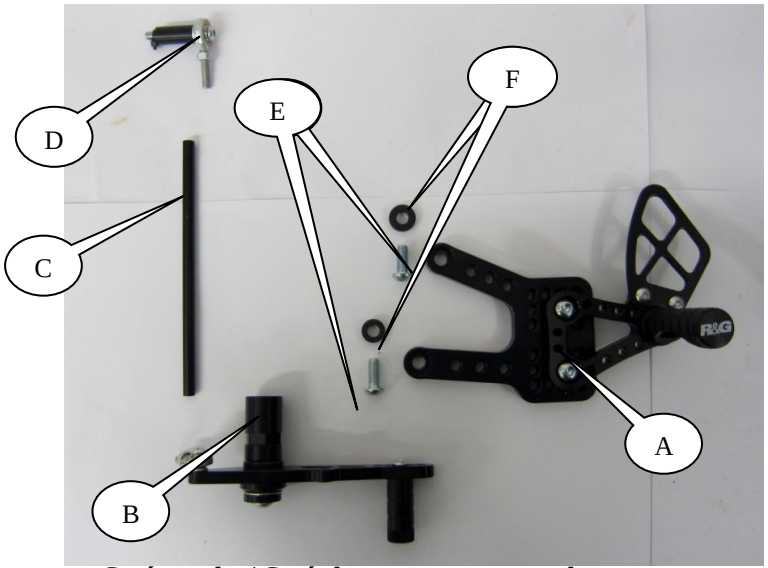

Coté gauche / Coté changement passage de rapport

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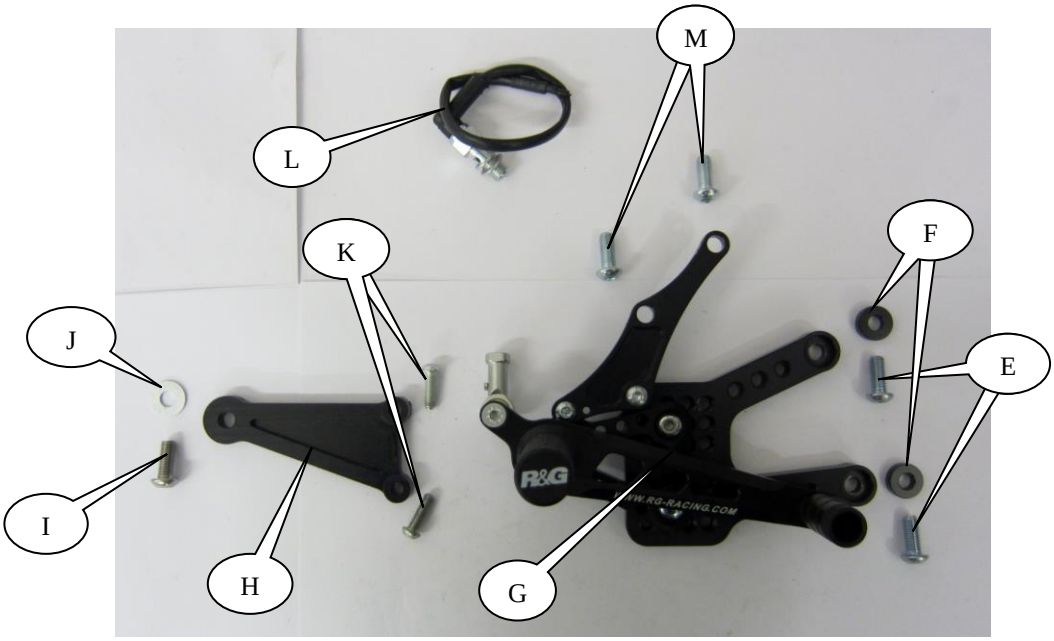

Coté droit / Coté frein

LEGENDE

ARTICLE A= Assemblage repose pied coté gauche (x1).
ARTICLE B= Assemblage levier de vitesse (x1).
ARTICLE C= Tringle changement de rapport 170mm (Droit) (x1).
ARTICLE D= Rotule M6 coté gauche avec écrou et entretoise (supérieure (x1).
ARTICLE E= Boulon M8x25mm (x4).
ARTICLE F= Entretoise 6mm de long (x4).
ARTICLE G= Assemblage coté droit (x1).
ARTICLE H= Support de fixation pot d'échappement (x1).
ARTICLE I= Boulon M8x20mm (x1).
ARTICLE J= Rondelle M8 (x1).
ITWM K= Boulons M6x16mm (x2).
ARTICLE L= Interrupteur feu stop (x1).
ARTICLE M= Boulon M8x20mm (Support maître cylindre) (x2).

OUTILS REQUIS

- Pinces 8, 10 et 12mm.
- Clés Torx T40 & T55
- Clé 14mm.
- Pinces long nez
- Jeu de clés Allen 6mm
- Clé dynamométrique à 20Nm.

Réglages de couple

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M4 Boulon = 8Nm

M5 Boulon = 12Nm

M6 Boulon = 15Nm

M8 Boulon = 20Nm

PHOTO A

PHOTO B

PHOTO C

PHOTO D

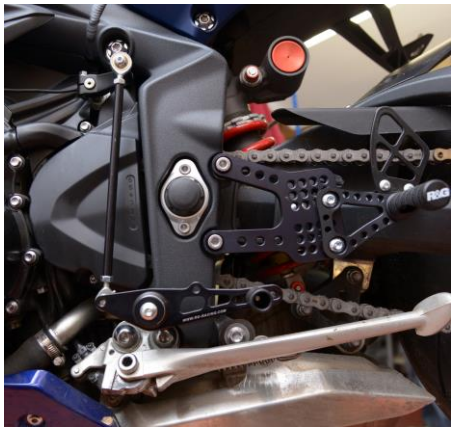

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PHOTO E

PHOTO F

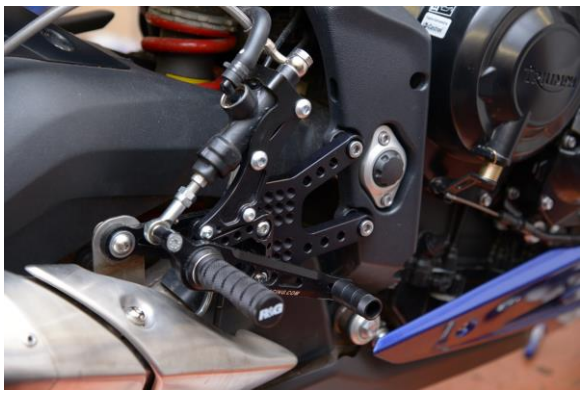


PHOTO G

PHOTO H

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.

Coté passage de rapport

- Enlever les jeux arrière d'origine de la Triumph. Sur la tige de changement de rapport coudée il y a de petites pinces à ressort fixant l'extrémité de la rotule. Enlever les en utilisant une pince à long bec puis extraire la rotule. *La rotule peut ensuite être enlevée de l'arbre de boite de vitesse en utilisant une clé 8mm.*
- Enlever le boulon moteur puis insérez le de l'autre coté (de la droite vers la gauche), de façon à ce que le filetage puisse être connecté avec l'entretoise de cadre, qui est une partie de l'assemblage de levier de vitesse (Article B), (Photos A & B).
- Connecter le repose pied coté levier de vitesse au cadre en utilisant 2 boulons M8 x 25mm (Article E) et deux entretoises (Article F – 6mm de long).
- Connectez la tige de changement de rapport droite (Article C) au bras de boîte de vitesse. Notez qu'il y a une entretoise entre la tige de changement de rapport et le bras de boîte de vitesse (Photos C & D). Le filetage supérieur dans la tige de changement de rapport à un filetage sur la gauche.
- Connecter le levier de vitesse puis installez la tige de changement de rapport ainsi que la rotule au trou fileté à l'extrémité du levier de vitesse *(si cela n'est pas déjà fait*).
- Selon la position du bras de liaison d'engrenage, vous pouvez avoir soit le système normal de changement de vitesse (1 vitesse en bas – 5 vers le haut) ou alors le système « course » (1 vers le haut – 5 vers le bas), (Photos E & F).
- Boulonner le levier de vitesse et la douille sur le boulon moteur avant de serrer.
- Ajsuter le nouveau repose pied pour un meilleur confort en utilisant 2 boulons et la sous plaque.
- Ajuster le levier de vitesse et serrer tous les boulons et écrous de blocage.

Coté frein

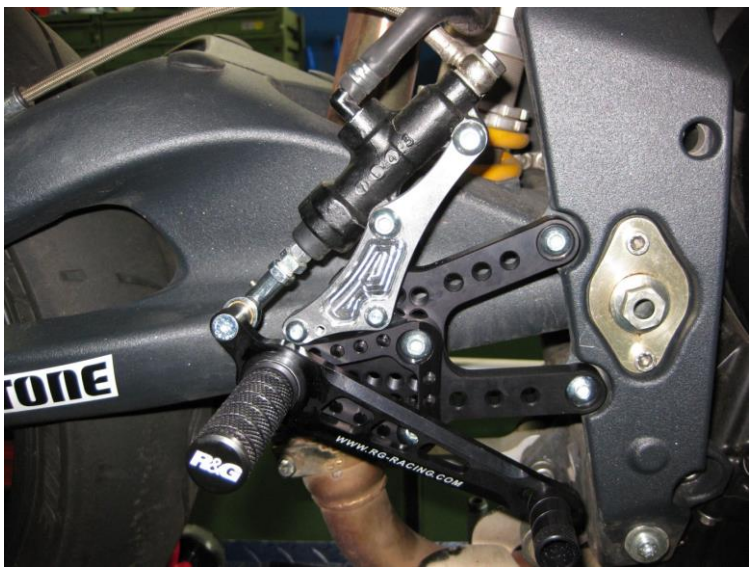
- Du coté frein, enlever les 2 boulons qui fixent le maître cylindre de frein en place.
- Enlever le boulon qui fixe le pot d'échappement en place.
- Enlever les 2 boulons qui fixent le repose pied en place sur le cadre avec la rotule sur l'extrémité de la tige de poussée du maître cylindre.

- Enlever la rotule femelle du repose pied coté frein et installez la rotule femelle sur la tige de poussée du maître cylindre (ne pas serrez les écrous de blocage à ce stade*).*
- Prendre le repose pied coté frein et montez le support pot d'échappement (Article H) sur la partie inférieure de la plaque principale en utilisant 2 boulons M6 x 16mm (Article K), (Photo G).
- Monter le repose pied coté frein sur le cadre en utilisant 2 boulons M8 x 25mm (Article E) et 2 entretoises (Article F – 6mm de long) (Photo H).
- Montez puis serrez le maître cylindre de frein au repose pied en utilisant 2 boulons M8 x 20mm puis serrez, en veillant à ce que le boulon aille dans le métal qui couvre le maître cylindre et passer les fils en premier.
- Remettre la rotule comme elle avait été enlevée en utilisant une entretoise et un écrou puis fixer la.
- Remettre le support pot d'échappement sur le jeu arrière en insérant un boulon M8 x 20mm (Article I) et une rondelle M8 (Article J) dans le jeu arrière puis dans l'écrou captif sur le support pot d'échappement.
- Ajuster le nouveau jeu arrière pour un meilleur confort en utilisant 2 boulons et la sous plaque.
- Ajsuter l'ajusteur de le levier de frein puis serrer tous les boulons et écrous de blocage.

Interrupteur de feu stop

- Enlever le boulon qui fixe le banjo installé à l'extrémité du maître cylindre puis remplacer le boulon par l'interrupteur de feu stop en utilisant les rondelles d'étanchéité en aluminium. **Vous devrez purger le système de freinage.**
- Nous vous recommandons de couper le fil d'origine et d'utiliser les connecteurs pour connecter les fils d'interrupteur de feu stop aux fils d'origine.
- Vérifier que les opérations de freinage fonctionnent correctement ainsi que les feux.

NOTEZ QUE L'ARBRE DE PRESSION DU MAITRE CYLINDRE DOIT ETRE BIEN ALIGNEE AVEC LE MAITRE CYLINDRE, NE PAS EFFECTUER CETTE VERIFICATION PEUT CONDUIRE A DES DEFAILLANCES DE FREINS.



Du fait de la complexité du montage et des risqué inhérents aux opérations sur le système de freinage, nous vous recommandons de faire monter les pièces R&G Racing par un mécanicien qualifié.

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