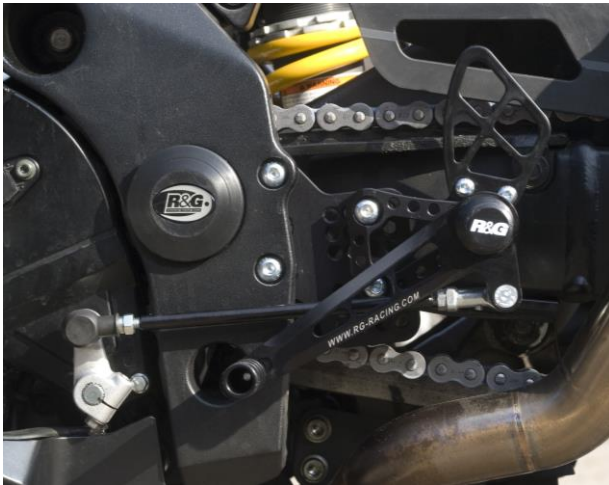




FITTING INSTRUCTIONS FOR RSET015BK ADJUSTABLE REAR SET
SUZUKI GSX-R1000 2007-2008

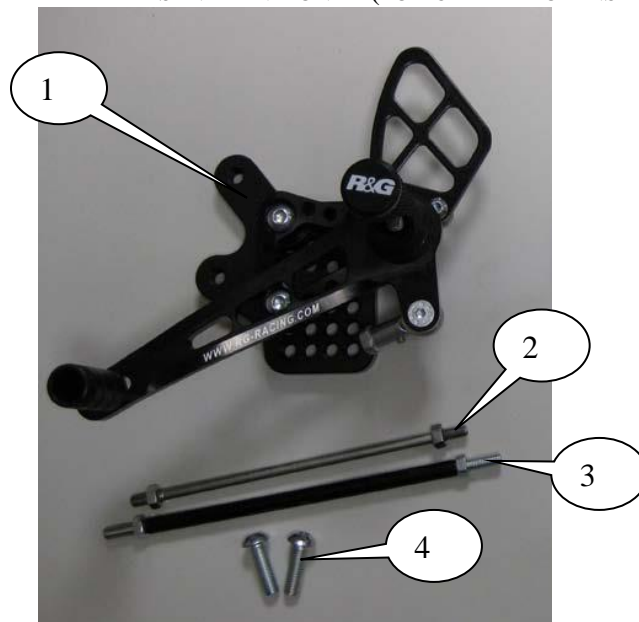
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THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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)

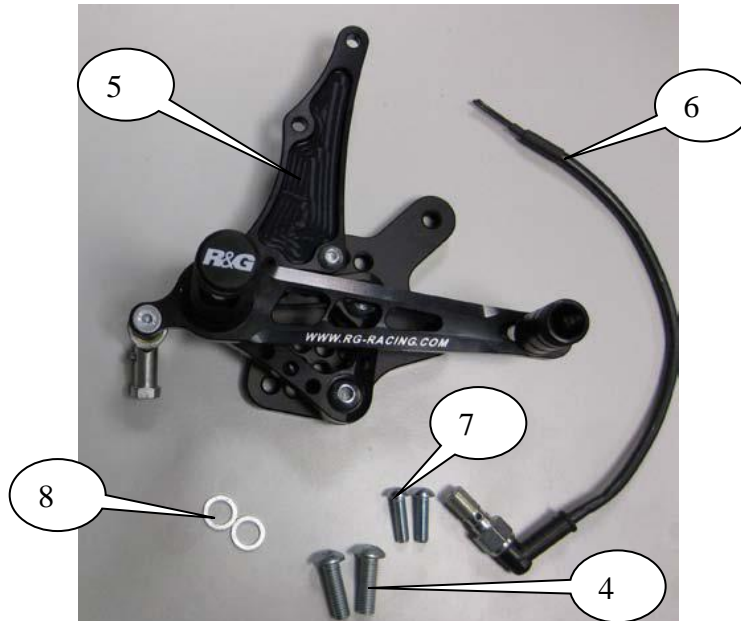


LEFT HAND/GEAR SHIFT SIDE



**THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.**

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RIGHT HAND/BRAKE SIDE

LEGEND

- ITEM 1= LEFT HAND SIDE ASSEMBLY COMPLETE WITH M6 FEMALE L-H BALL JOINT (x1).
- ITEM 2= ORIGINAL GEAR SHIFT SHAFT SHOWN FOR COMPARISON ONLY (NOT SUPPLIED).
- ITEM 3= ALTERNATIVE (LONGER) GEAR SHIFT SHAFT (x1).
- ITEM 4= M8x25mm LONG BUTTON HEAD BOLT (4 PRE-FITTED IN ASSEMBLIES) (x8).
- ITEM 5= RIGHT HAND SIDE ASSEMBLY COMPLETE WITH M8 FEMALE R-H BALL JOINT (x1).
- ITEM 6= BRAKE LIGHT PRESSURE SWITCH (x1).
- ITEM 7= M6x20mm LONG BUTTON HEAD BOLTS (x2).
- ITEM 8= ALUMINIUM SEALING WASHERS (x2).
- ITEM 9= SET OF BULLET CONNECTORS (CON004) (x1) (NOT SHOWN).

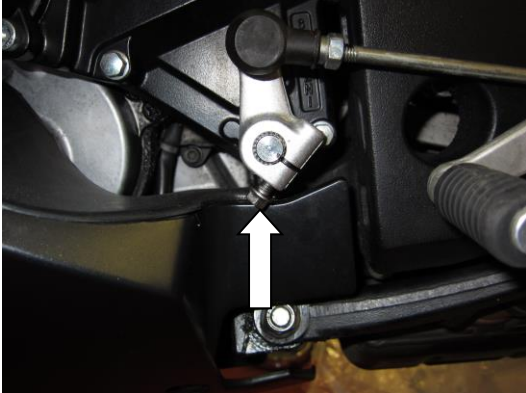
TOOLS REQUIRED

- 10, 11, 12, 13 AND 14mm OPEN ENDED SPANNERS.
 - T27, T30 AND T45 TORX KEYS.
- SET OF METRIC ALLEN KEYS TO INCLUDE 4, 5 AND 6mm A/F.
 - TORQUE WRENCH UP TO 20Nm.
 - ELECTRICAL PLIERS/CRIMPS

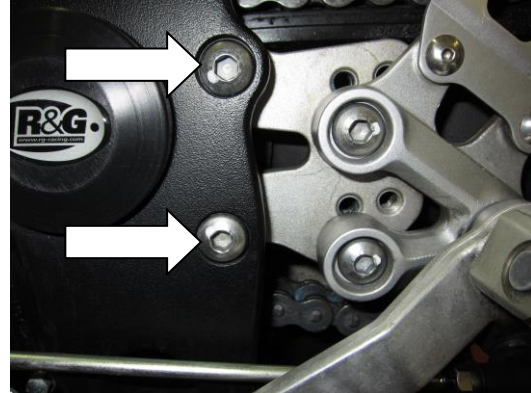


TORQUE SETTINGS

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



PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4



PICTURE 5



PICTURE 6

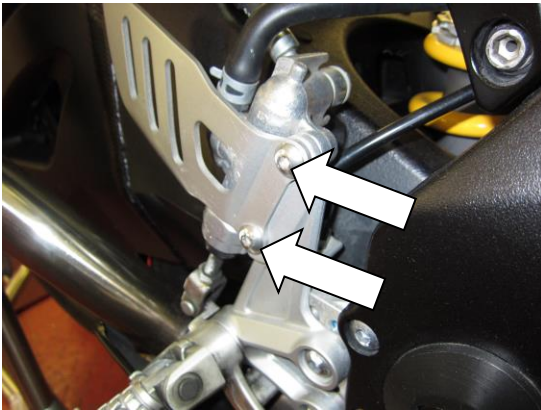


PICTURE 7

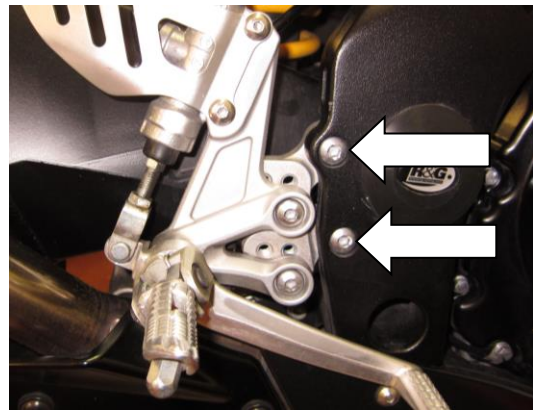
PLEASE BE AWARE THAT EACH ASSEMBLY PROVIDED IS ONLY LOOSELY ASSEMBLED. FULL FITTING WILL REQUIRE TIGHTENING OF EACH BOLT TO RECOMMENDED TORQUE WITH THE ADDITION OF A THREAD LOCKING COMPOUND – SUCH AS R&G THREAD LOCK.

GEAR SHIFT SIDE

- Undo and remove the gear shift lever clamp bolt (mark position of the split line on gearbox shaft to aid reassembly) as arrowed in picture 1.
- Remove the two footrest mounting bolts arrowed in picture 2.
- If using the new (longer) gear shift shaft, remove the gear shift lever from original gear shift shaft and fit to new (longer) gear shift shaft using the original nut as shown in picture 3.
- If using original gear shift shaft, remove the original footrest assembly as shown in picture 4 (leave the nut on shaft) **please note this is a left hand thread.**
- Fit the gear shift lever to the gear shift shaft of choice and new footrest bracket as shown in picture 5.
- Refit the gear shift lever to the gear box shaft (in the original position, as marked on disassembly) as shown in picture 6.
- Refit and tighten the gear shift lever clamp bolt.
- Fit the new footrest bracket using new bolts as shown in picture 7.
- Use the pattern of mounting holes to achieve a comfortable position.
- Using the lock nut's adjust for final position and comfort.
- Tighten all bolts and lock-nuts.
- Please check operation of gear shift before riding.



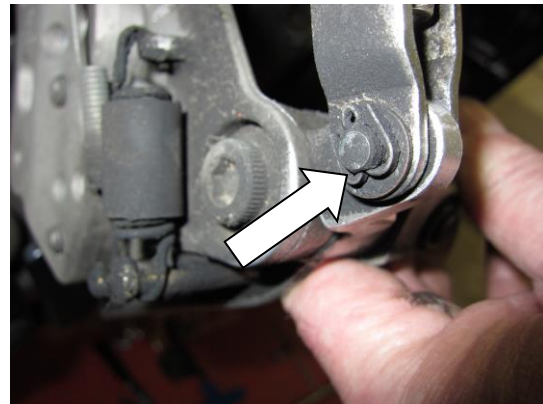
PICTURE 8



PICTURE 9



PICTURE 10



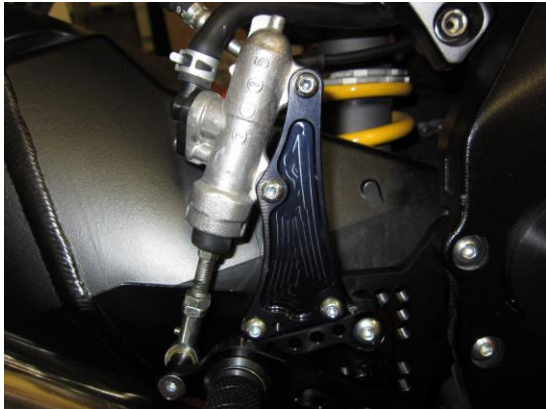
PICTURE 11



PICTURE 12



PICTURE 13



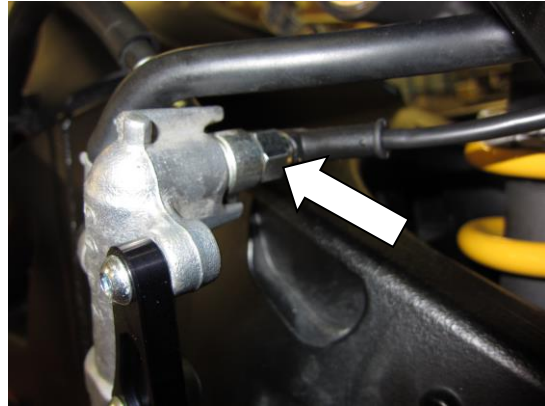
PICTURE 14



PICTURE 15



PICTURE 16



PICTURE 17

BRAKE SIDE

- Undo and remove the two bolts holding the heel guard and master cylinder as arrowed in picture 8.
- Undo and remove the two bolts holding the original footrest to frame while supporting the footrest as shown in picture 9.
- Unclip the spring and remove the original brake light sensor as arrowed in picture 10.
- Remove the split-pin from the brake actuator shaft bracket as arrowed in picture 11.
- Remove the brake actuator bracket as shown in picture 12 (leave the lock-nut on shaft).
- Engage the brake actuator shaft into the ball joint on the new footrest bracket as shown in picture 13.

- Fit the master cylinder to the new footrest bracket and adjust the ball joint so the action of the master cylinder pressure shaft is directly in line with master cylinder as shown in picture 14.
PLEASE NOTE FAILURE TO DO THIS MAY RESULT IN BRAKE FAILURE AND/OR JAMMING OF BRAKES. Use the lock nut to lock in position.

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- Adjust the new rear set for comfort and position using the two bolts and sub plate arrowed in picture 13.
- Tighten all bolts and lock-nuts.

BRAKE LIGHT SENSOR SWITCH

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- Remove the bolt holding the banjo fitting to end of the master cylinder and replace the bolt with the brake light sensor switch (item 6) using the aluminium sealing washers supplied (item 8) as arrowed in pictures 16 and 17. **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.

ISSUE 2 05/07/2021 (DM)

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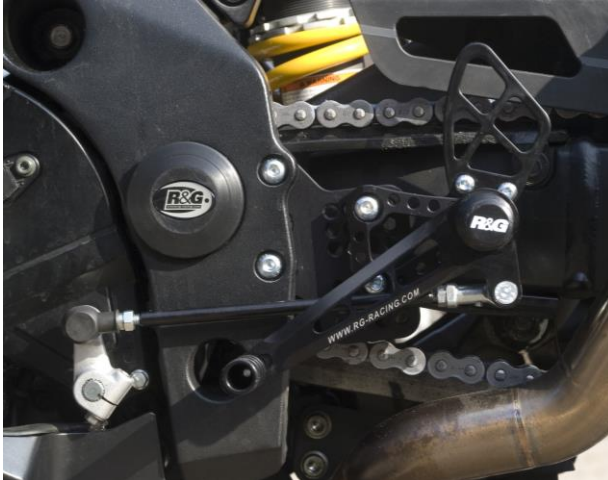
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INSTRUCTIONS DE MONTAGE

RSET015BK TRAIN ARRIERE AJUSTABLE SUZUKI GSX-R1000 2007-2008

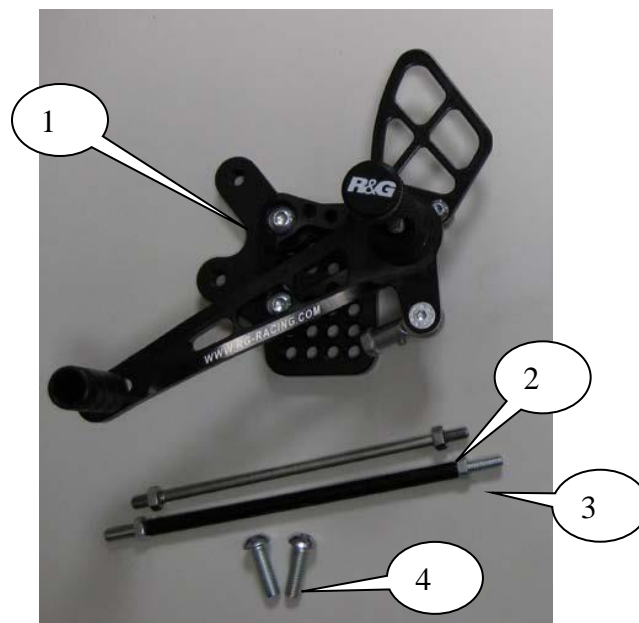
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Ne pas procéder au montage s'en s'être assuré au préalable que les articles figurant sur la photo du dessus soient bien présents.

La façon 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)



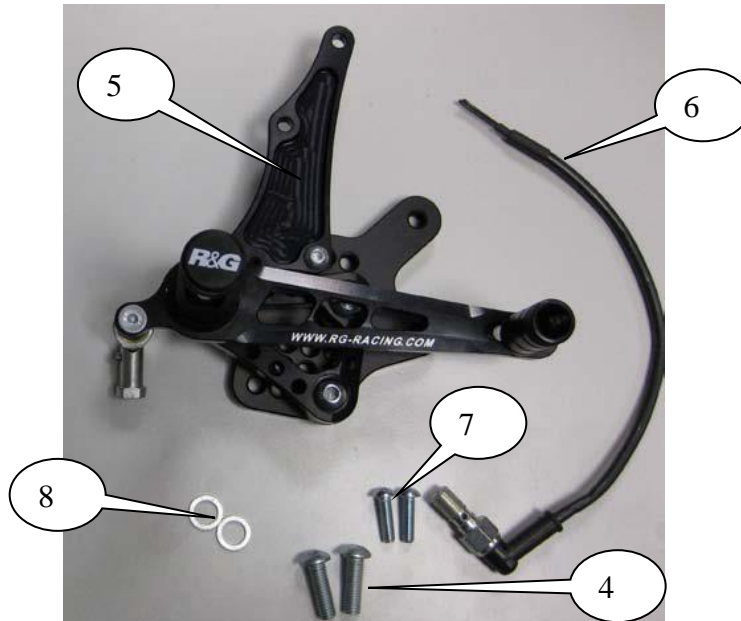
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Coté gauche / Coté changement de vitesses

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COTE DROIT / COTE FREIN

LEGENDE

- Article 1 = Assemblage complet avec M6 femelle, rotule coté gauche(x1).
Article 2 = Arbre de changement de vitesses d'origine montré pour la comparaison uniquement et non fourni.
Article 3 = Arbre de changement de vitesse fourni, plus long (x1).
Article 4 = M8x25mm Longs boulons à tête ronde (4 Pré-montés) (x8).
Article 5 = Assemblage complet coté droit avec M8 femelle, rotule coté droit (x1).
Article 6 = Interrupteur de pression de feu stop (x1).
Article 7 = M6x20mm Longs boulons à tête ronde (x2).
Article 8 = Rondelles d'étanchéité en aluminium (x2).
Article 9 = Jeu de connecteurs (CON004) (x1) (non montré).

Outils requis:

- Clefs ouvert / fermé de 10, 11, 12, 13 et 14mm
 - Clefs Torx T27, T30 et T45
 - Jeu de clefs Allen de 4, 5 et 6mm A/F.
- Clef dynamométrique réglée à plus de 20Nm.
 - Pince électrique / à sertir

Serrage de couple:

M4 boulon = 8Nm | M5 boulon = 12Nm | M6 boulon = 15Nm | M8 boulon = 20Nm

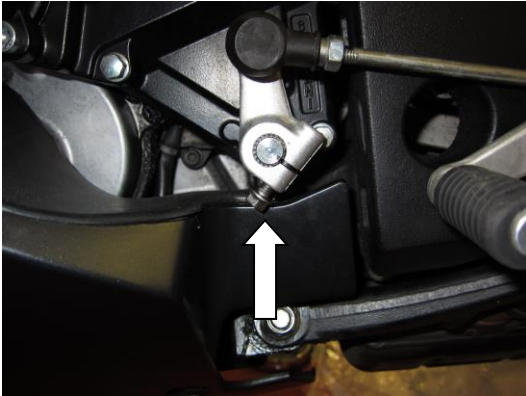


Image 1

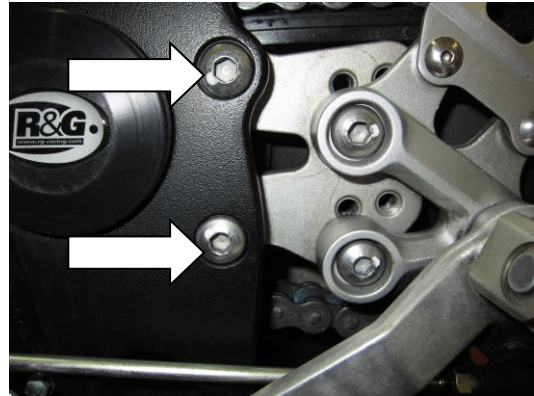


Image 2



Image 3



Image 4



Image 5



Image 6



Image 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.

Côté vitesses

- Dévisser et enlever le boulon de levier de serrage de boîte de vitesse, en marquant la position de la ligne de séparation sur arbre de transmission pour faciliter le remontage (photo 1).
- Enlever les 2 boulons du repose-pied (photo 2).
- Si vous utilisez le nouvel arbre de changement de vitesses (plus long donc), retirer le levier de vitesses de l'arbre de changement de vitesses d'origine et installer au nouvel arbre de changement de vitesses (plus long) à l'aide des écrous d'origine (photo 3).
- Si vous utilisez l'arbre de changement de vitesses d'origine, retirer l'assemblage repose-pied d'origine (photo 4) (Laisser l'écrou sur l'arbre) **Notez que c'est un filetage coté gauche.**
- Monter le levier de vitesses à l'arbre de changement de vitesse de son choix et le support nouveau repose-pieds (photo 5).
- Remettre en place le levier de vitesses à l'arbre de transmission (dans sa position initiale, comme indiqué lors du démontage) (photo 6).
- Remettre et serrer le boulon de levier de serrage de boîte de vitesse Installer le nouveau repose-pied en utilisant les nouveaux boulons (photo 7).
- Utiliser le modèle de trous de montage pour parvenir à une position confortable.
- Ajuster pour un confort et une position optimisés.
- Serrer tous les boulons et les écrous.
- Vérifier que le passage de vitesses fonctionne correctement avant de prendre la route.



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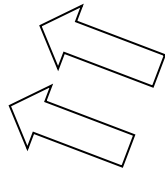


Image 8

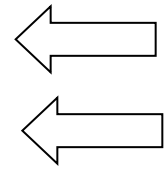


Image 9



Image 10

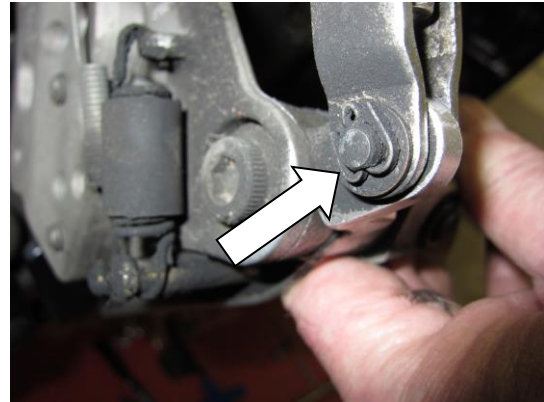


Image 11



Image 12



Image 13

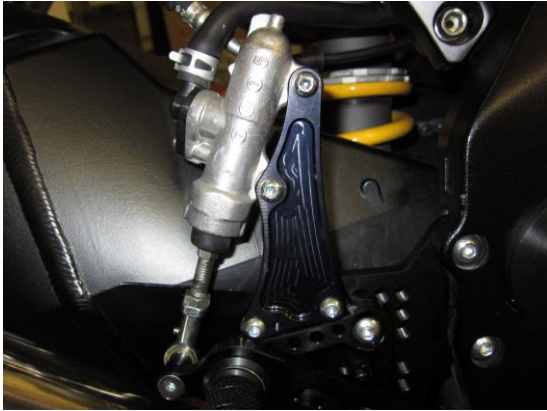


Image 14



Image 15



Image 16

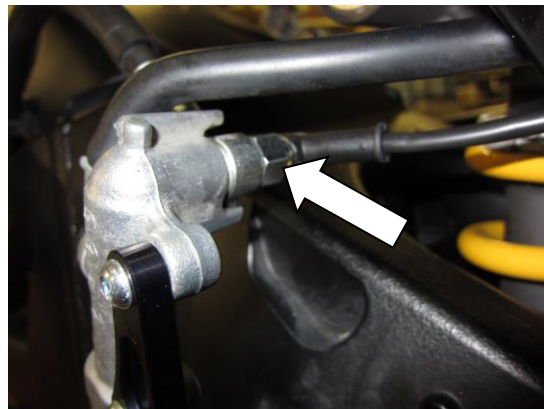


Image 17

Côté freins

- Enlever les 2 boulons tenant le repose talon et le maître cylindre comme sur la photo 8.
- Enlever les 2 boulons fixant le repose-pied d'origine au cadre to frame tout en tenant le repose pied. (photo 9).
- Défaire le ressort et enlever le contact de feu stop (photo 10).
- Retirer la goupille de l'actionneur de l'arbre de frein (photo 11).
- Retirez le support de commande de frein (photo 12) (Laisser l'écrou de blocage sur la tige).
- Engager la tige d'actionneur de frein dans la rotule sur le support de nouveau repose-pied (photo 13).



- Installer le maître cylindre au nouveau support repose pied et ajuster la nouvelle rotule de façon à ce que l'arbre de pression du maître cylindre soit directement aligné avec le maître cylindre (photo 14).
- **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.**
- Ajuster pour un confort et une position optimisés à l'aide de la sous-plaque et de 2 boulons (photo 13).
- Serrer tous les boulons et les écrous.

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.

ISSUE 1 05/07/2021 (NSY)

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