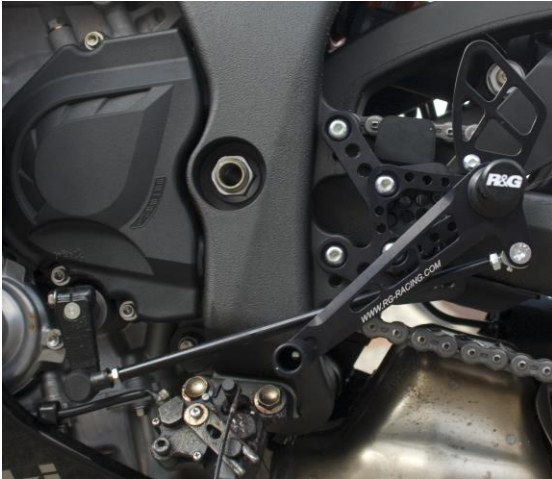




FITTING INSTRUCTIONS FOR RSET07BK ADJUSTABLE REAR SETS
KAWASAKI ZX10 2011-2015

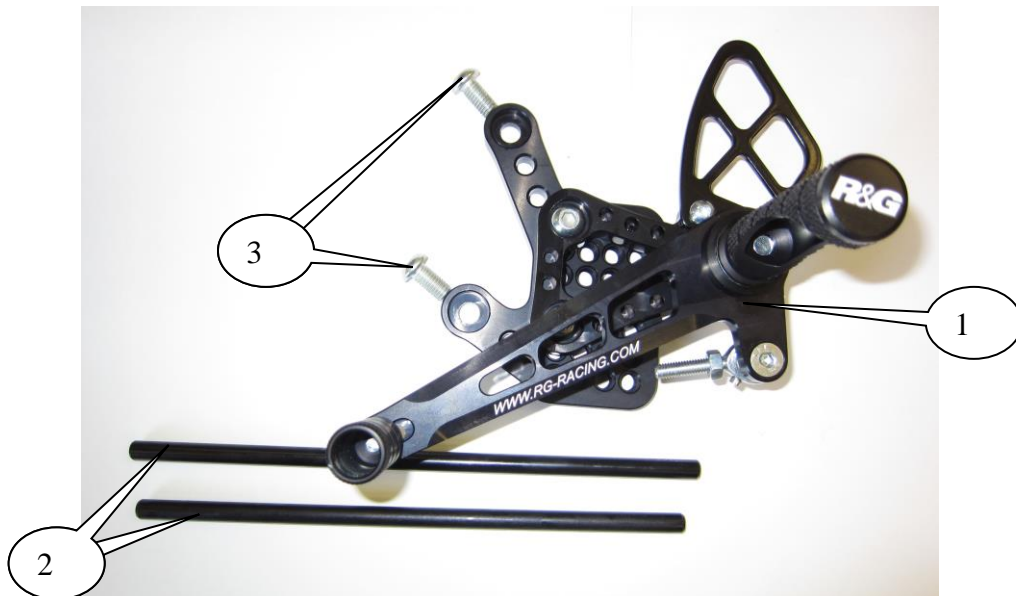
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THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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)

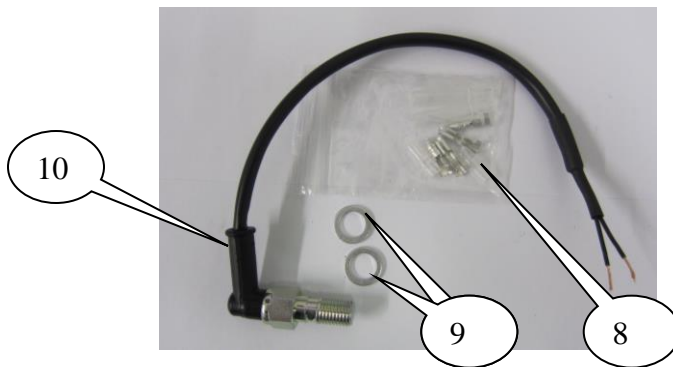
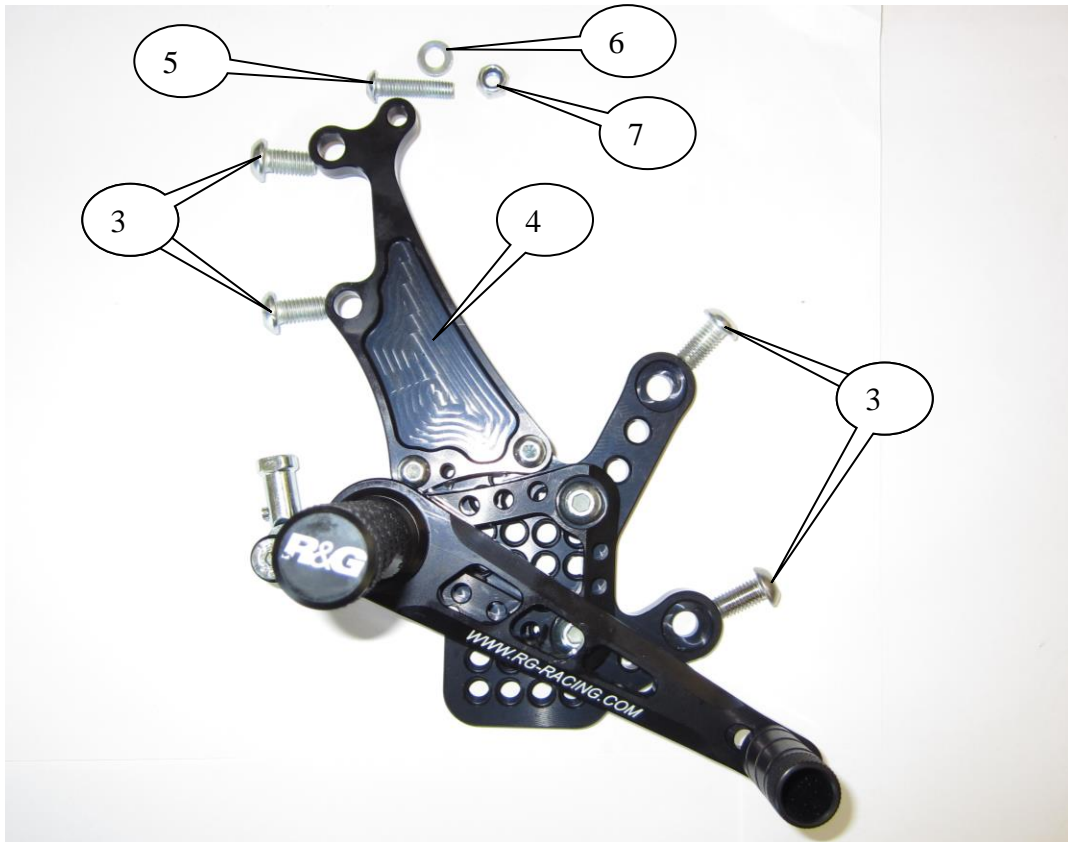


LEFT HAND/GEAR SHIFT SIDE



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 (x1).
ITEM 2= GEAR SHAFT CONNECTING RODS (x2).
ITEM 3= M8x20mm LONG BUTTON HEAD BOLTS (4xL-H-S and 6xR-H-S SIDE) (x10).
ITEM 4= RIGHT HAND SIDE ASSEMBLY (x1).
ITEM 5= M6x25mm LONG BUTTON HEAD BOLT (x1).
ITEM 6= M6 WASHER (x1).
ITEM 7= M6 NYLOC NUT (x1).
ITEM 8= PACKET OF BULLET CONNECTORS FOR BRAKE LIGHT SWITCH (CON 4) (x1).
ITEM 9= ALUMINIUM SEALING WASHERS (x2).
ITEM 10= BRAKE LIGHT SENSOR SWITCH (x1).
ITEM 11= ABS BRAKE LINE ASSEMBLY (x1).

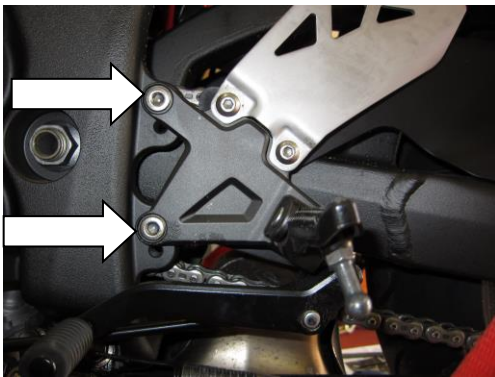
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TOOLS REQUIRED

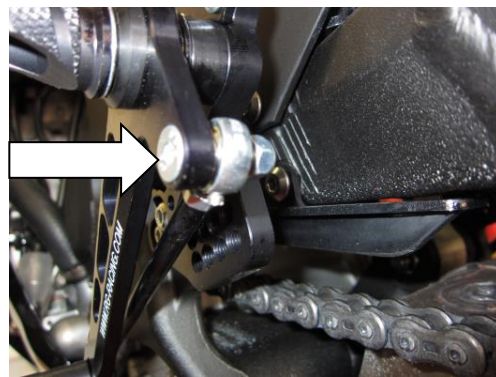
- 2x10 AND 12mm OPEN ENDED SPANNERS.
 - LONG NOSE PLIERS.
 - ELECTRICAL/CRIMPING PLIERS.
 - TORQUE WRENCH UP TO 20Nm.
- METRIC ALLEN KEY SET UP TO 8mm A/F.

TORQUE SETTINGS

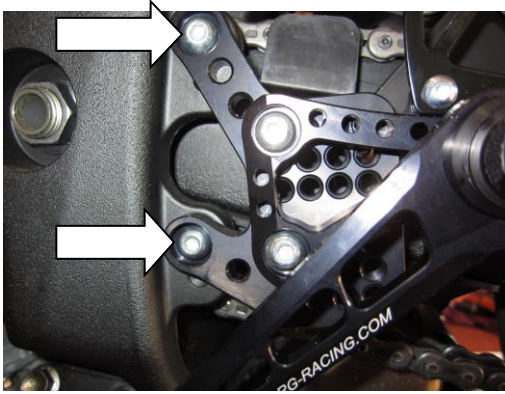
- M4 BOLT = 8Nm
M5 BOLT = 12Nm
M6 BOLT = 15Nm
M8 BOLT = 20Nm
M10 BOLT = 25Nm



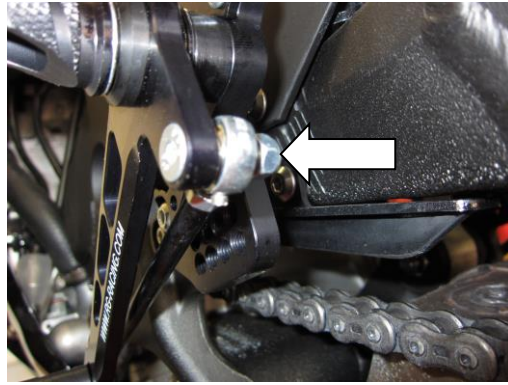
PICTURE 1



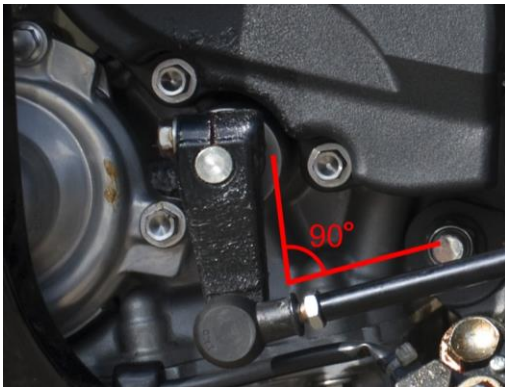
PICTURE 2



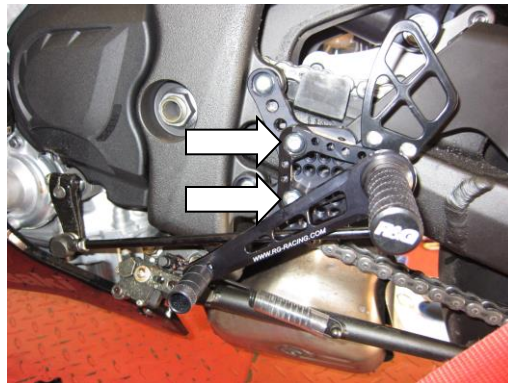
PICTURE 3



PICTURE 4



PICTURE 5

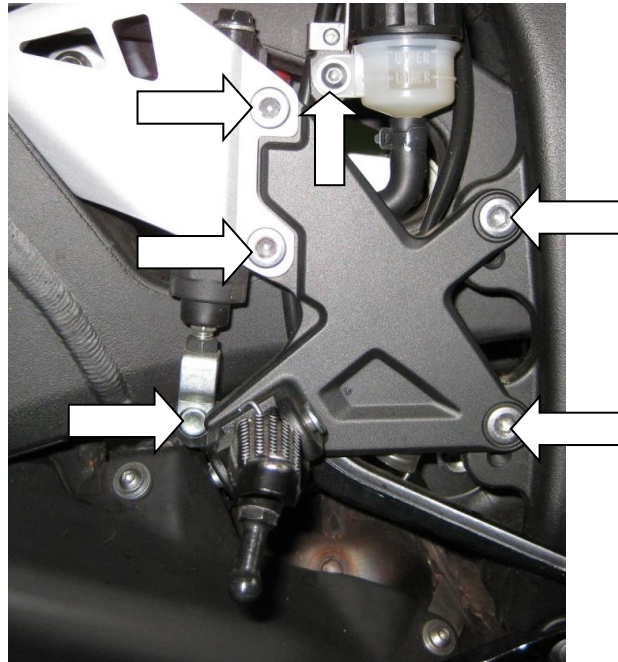


PICTURE 6

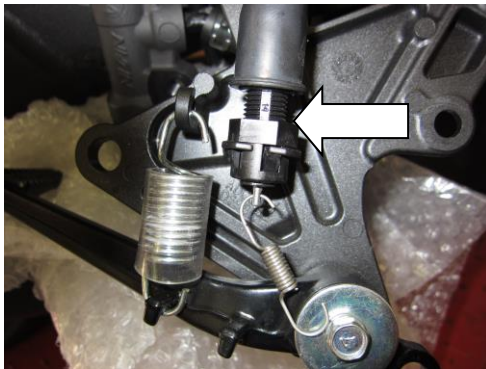
PLEASE BE AWARE THAT EACH ASSEMBLY PROVIDED IS ONLY LOOSELY ASSEMBLED. FULL FITTING WILL REQUIRE TIGHTENING OF EACH BOLT TO RECOMMENDED TORQUE WITH THE ADDITION OF A THREAD LOCKING COMPOUND – SUCH AS R&G THREAD LOCK.

GEAR SHIFT SIDE

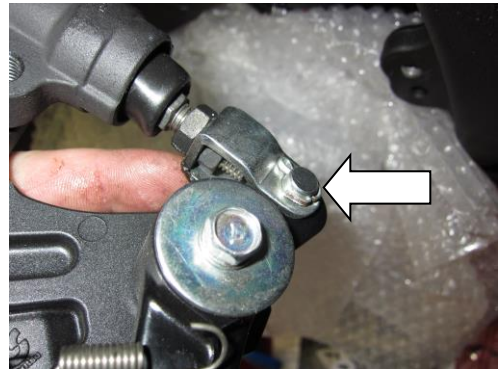
- Remove the two bolts arrowed in picture 1 and remove the original foot-rest.
- Undo the lock-nut on the original gear shift connecting rod.
- Remove the original gear shift connecting rod.
- Fit the new foot-rest using the new bolts as shown in picture 3.
- Using the bolts and sub plate arrowed in picture 6 adjust the foot-rest for comfort and position.
- Depending on which is the desired position of the foot-rest use either of the new gear shift connecting rods and connect to the original gear selector (must be approximately 90°) as shown in picture 5 (please ensure a minimum of 8mm thread engagement).
- Remove the ball-joint from the new foot-rest as shown in picture 4 and fit to the gear shift connecting rod (again please ensure 8mm of thread engagement).
- Adjust for comfort and position and refit to the foot-rest, tighten all bolts and both lock nuts.
- Check operation before riding.



PICTURE 7



PICTURE 8

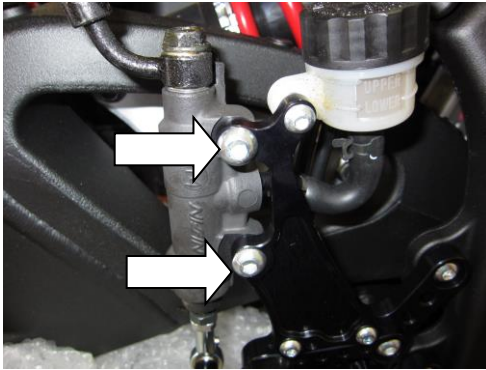


PICTURE 9

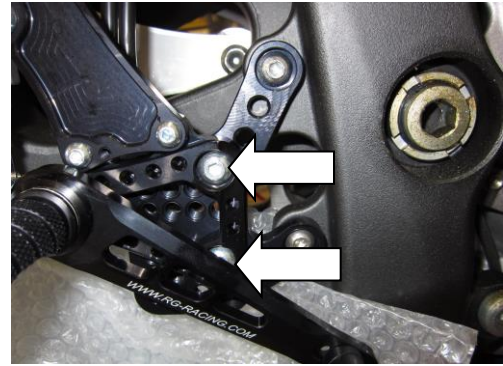




PICTURE 10



PICTURE 11



PICTURE 12

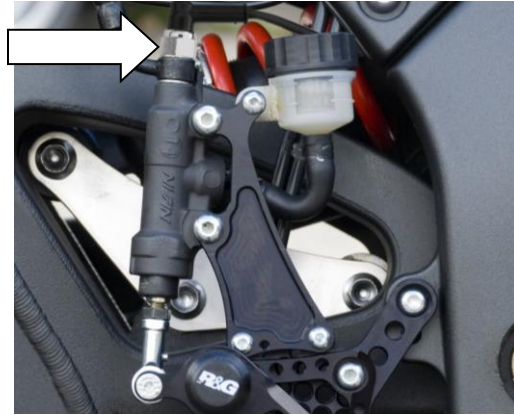
PICTURE 13

BRAKE SIDE

- Remove the two bolts holding the heel-guard and master cylinder in position as arrowed in picture 7.
- Remove the two bolts holding the original foot-rest in position as arrowed in picture 7.
- Undo and remove the bolt holding the reservoir as shown in picture 7.
- The whole assembly can now be gently eased away from bike to allow access to the clevis pin assembly and the brake light switch assembly as shown in pictures 8 and 9 holding.
- Unhook and remove the brake light sensor switch shown in picture 8.
- Undo and remove the clevis pin that holds the brake pressure shaft from the original foot-rest shown in picture 9.
- Remove the original mount from the master cylinder pressure shaft.
- Remove the original foot-rest from bike.
- Fit the new lower ball-joint to the master cylinder pressure shaft as shown in picture 10, **PLEASE LEAVE BALL-JOINT AND LOCK NUT LOOSE AT THIS STAGE.**
- Use the two new M8 bolts to mount and secure the new foot-rest assembly as arrowed in picture 12.
- Use the new M6 bolt and nut to secure the master cylinder reservoir as shown in picture 12.
- 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 pictures 11 and 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.
- Check all bolts.

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 10) using the aluminium sealing washers supplied (item 9) as arrowed in picture 14. **PLEASE NOTE YOU WILL HAVE TO BLEED THE BRAKING SYSTEM.**
- We recommend cutting the original wiring and using the bullet connectors (item 8) to connect the brake light sensor switch wires to the original wiring.
- Please check operation of brakes and brake light before riding.



PICTURE 14

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 10) using the aluminium sealing washers supplied (item 9) as arrowed in picture 14. **PLEASE NOTE YOU WILL HAVE TO BLEED THE BRAKING SYSTEM.**
- We recommend cutting the original wiring and using the bullet connectors (item 8) 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.

SPECIAL NOTES FOR ABS MODELS

ON ABS MODELS THE BRAKE LINE ASSEMBLY IN THE PICTURE BELOW SHOULD BE USED. ALSO ON ABS MODELS WE RECOMMEND THAT A KAWASAKI DEALER CARRY OUT THE FITMENT AS IT IS QUITE DIFFICULT TO BLEED THE SYSTEM.

