



FITTING INSTRUCTIONS FOR RSET32BK ADJUSTABLE REAR SET SUZUKI GSX-R1000 '17-



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

Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

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

Digital copies of these instructions are available to download from www.rg-racing.com

GENERAL TORQUE SETTINGS

M4 BOLT = 8Nm
 M5 BOLT = 12Nm
 M6 BOLT = 15Nm
 M8 BOLT = 20Nm
 M10 BOLT = 40Nm

TOOLS REQUIRED

- 2x 10mm Open Ended Spanners
- 12mm Open Ended Spanner
- Electrical/Crimping Pliers
- Torque Wrench Up to 25Nm
- Metric Allen Key Set up to 8mm A/F
 - Long Nose Pliers

This Kit Contains:

Item 1 = 1x	Left-Hand Side Assembly
Item 2 = 1x	Gear Shift Lever Assembly
Item 3 = 4x	M8x25mm Long Button Head Bolts
Item 4 = 1x	Right-Hand Side Assembly
Item 5 = 2x	M6x20mm Long Button Head Bolts
Item 6 = 1x	Brake Light Sensor Switch
Item 7 = 2x	Aluminium Sealing Washers
Item 8 = 1x	Brake Light Switch Bullet Connectors (CON0004)
Item 9 = 2x	Cable Ties

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LHS (GEAR SHIFT) ASSEMBLY



RHS (REAR BRAKE) ASSEMBLY



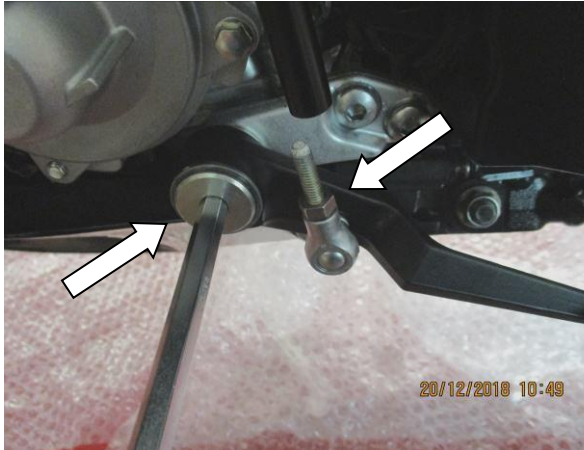
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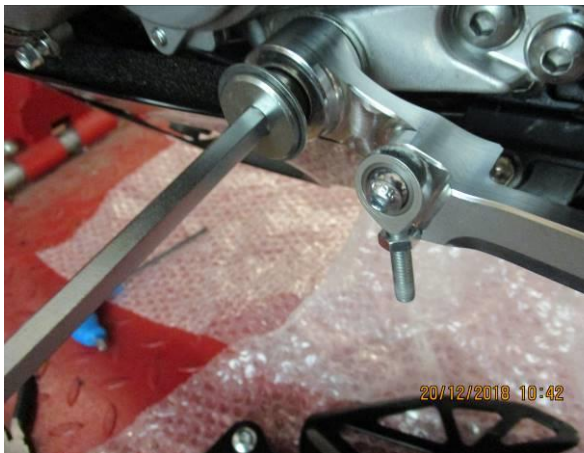
LHS (GEAR SHIFT)



Picture 1



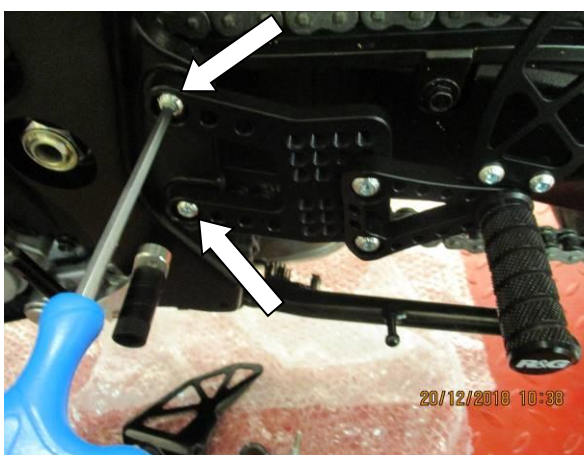
Picture 2



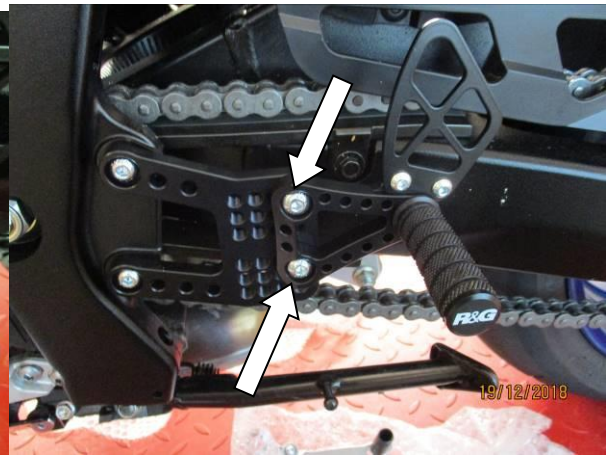
Picture 3



Picture 4



Picture 5



Picture 6

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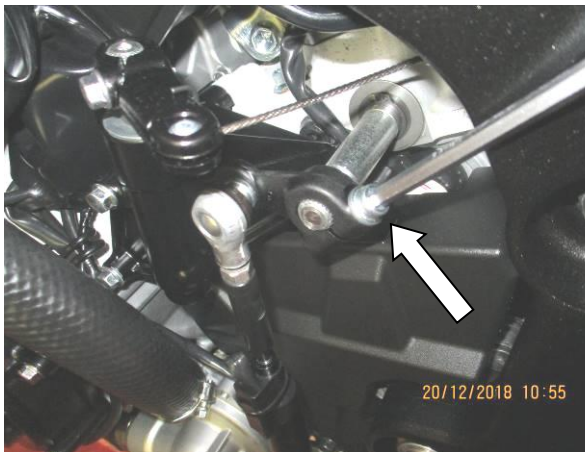


FITTING INSTRUCTIONS

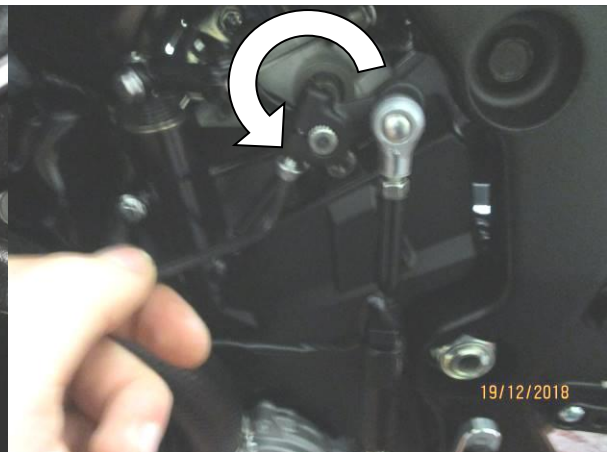
PLEASE BE AWARE THAT EACH ASSEMBLY PROVIDED IS ONLY LOOSELY ASSEMBLED. FULL FITTING WILL REQUIRE TIGHTENING OF EACH BOLT TO RECOMMENDED TORQUE WITH THE ADDITION OF A THREAD LOCKING COMPOUND – SUCH AS R&G THREAD LOCK.

- Remove the bolt securing the original gear lever to the pivot shaft, as shown in picture 1.
- Loosen the lower locking nut also arrowed in picture 1 and remove the original lower ball joint.
- Remove the original gear lever, noting the position of the two washers as shown in picture 2.
- Fit the new gear lever (item 2) to the pivot shaft using the original bolt and washers as shown in picture 3.
- Engage the new lower ball joint with the original gear shift shaft as shown in picture 4 and adjust to desired position. ***ENSURE THERE IS A MINIMUM OF 8mm OF FULL THREAD ENGAGEMENT.***
- Remove the original footrest and fit the new footrest using two of the M8 bolts (item 3), as shown in picture 5.
- Adjust the footrest to the desired position using the sub-plate and two M8 bolts shown in picture 6.
- Once happy with position, recheck and tighten all bolts.

LHS 'RACE SHIFT' OPTION



Picture 7



Picture 8

- If 'race shift' is desired, undo the bolt securing the shaft sleeve to the shift spindle, as shown in picture 7, and remove the shaft sleeve from the spindle.
- Rotate the sleeve 180° and refit to the shift spindle as shown in picture 8, securing with the original bolt.
- If necessary, readjust the gear shift shaft lower ball joint to desired position and check operation of the gears.

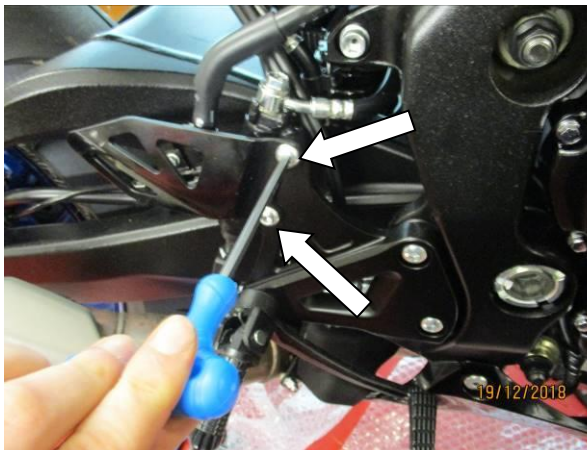
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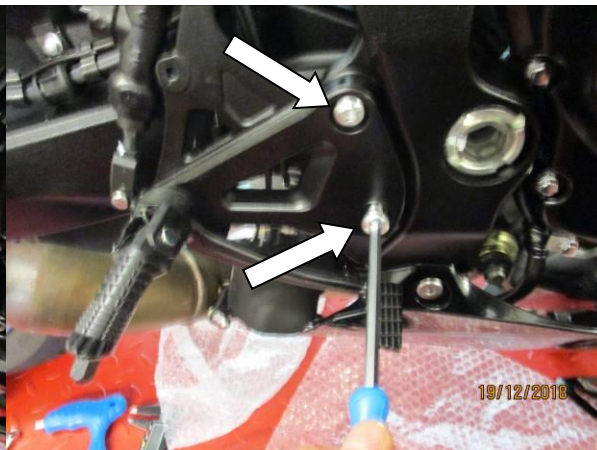
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RHS (REAR BRAKE)



Picture 9



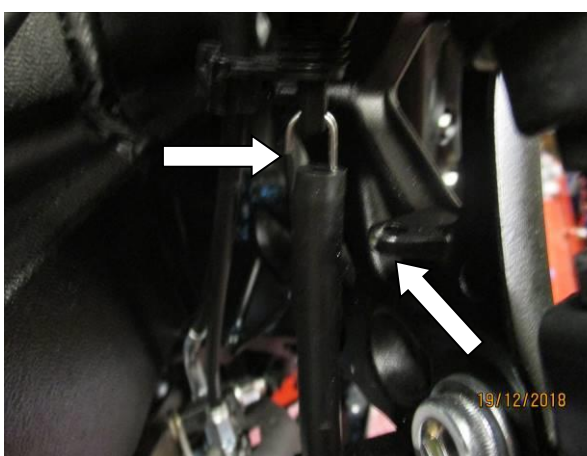
Picture 10



Picture 11



Picture 12



Picture 13



Picture 14

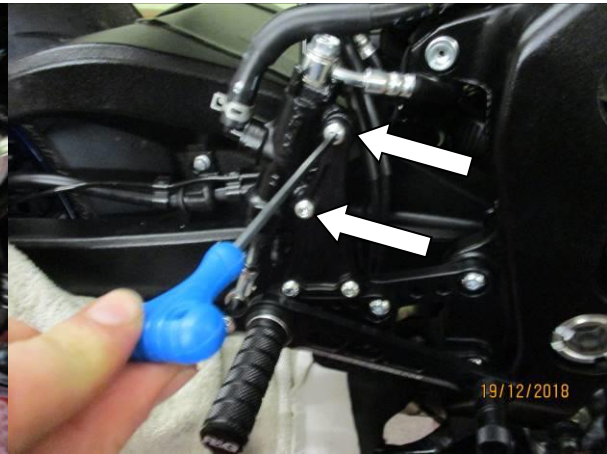
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Picture 15



Picture 16



Picture 17

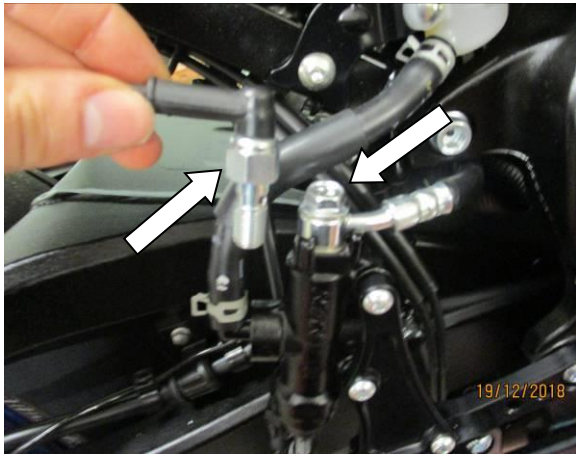
- Remove the two bolts securing the heel-guard and master cylinder in position, as shown in picture 9.
- Remove the two bolts securing the original foot rest in position, as shown in picture 10.
- Displace the hoses from the clip located behind the heel plate, shown in picture 11.
- Remove the original lower ball joint from the master cylinder pressure shaft, shown in picture 12.
- Using long nose pliers, unhook and remove the pair of brake light sensor switch springs arrowed in picture 13.
- Remove the original footrest from the bike.
- Fit the new lower ball-joint to the master cylinder pressure shaft as shown in picture 14, LEAVING THE NEW BALL JOINT AND LOCK NUT LOOSE AT THIS STAGE.
- Secure the new foot rest assembly using the two M8 bolts (item 3) shown in picture 15.
- Secure the master cylinder to the adaptor plate using the two new M6 bolts (item 5) as shown in picture 16.
- Adjust the new lower ball joint so the action of the master cylinder shaft is directly in line with the master cylinder as shown in picture 17, and secure using the lock nut. PLEASE NOTE THAT FAILURE TO DO THIS MAY RESULT IN BRAKE FAILURE AND/OR JAMMING OF BRAKES.
- Adjust for comfort and position using the sub-plate and two M8 bolts shown in picture 17. PLEASE NOTE THAT TO PREVENT DAMAGE TO THE BRAKE HOSE, THE FAR-LEFT COLUMN OF FOOT REST ADJUSTMENT HOLES MUST NOT BE USED.

BRAKE LIGHT SENSOR SWITCH

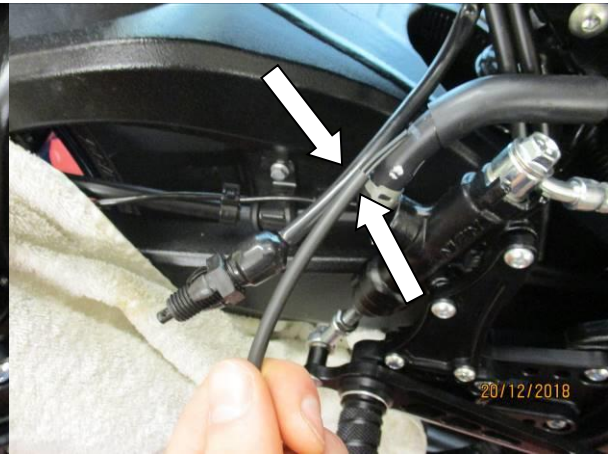
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Picture 18



Picture 19

- Remove the bolt holding the banjo fitting to the top of the master cylinder and replace the bolt with the new brake light sensor switch (item 6) using the sealing washers supplied (item 7), as shown in picture 18. **PLEASE NOTE THAT THE BRAKING SYTEM WILL NOW REQUIRE BLEEDING.**
- We recommend cutting the original wiring and using the bullet connectors (item 8) to connect the brake light sensor switch wiring to the original wiring, demonstrated in picture 19. **PLEASE CHECK OPERATION OF BRAKES AND BRAKE LIGHT BEFORE RIDING.**

Due to the complexity and inherent dangers involved in undertaking any work involving the braking system, we strongly recommend a qualified mechanic either fits or checks the fitting of this product.

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NOTICE DE MONTAGE POUR RSET32BK TRAIN ARRIERE AJUSTABLE
SUZUKI GSX-R1000 '17-



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.

Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, *ces rondelles doivent être jetées!*

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

Notice disponible au téléchargement sur www.rg-racing.com

VALEURS DE SERRAGE RECOMMANDEES

M4 BOULON = 8Nm
M5 BOULON = 12Nm
M6 BOULON = 15Nm
M8 BOULON = 20Nm
M10 BOULON = 40Nm

OUTILS REQUIS

- 2x 10mm Clé plate
- 12mm Clé plate
- Pincés électriques
- Clé dynamométrique à 25Nm
 - Clé Allen 8mm
 - Pince à long bec

Le kit contient:

Article 1 = 1x	Assemblage gauche
Article 2 = 1x	Assemblage du levier de vitesse
Article 3 = 4x	M8x25mm Boulons
Article 4 = 1x	Assemblage côté droit
Article 5 = 2x	M6x20mm Boulons
Article 6 = 1x	Interrupteur de capteur de feu stop

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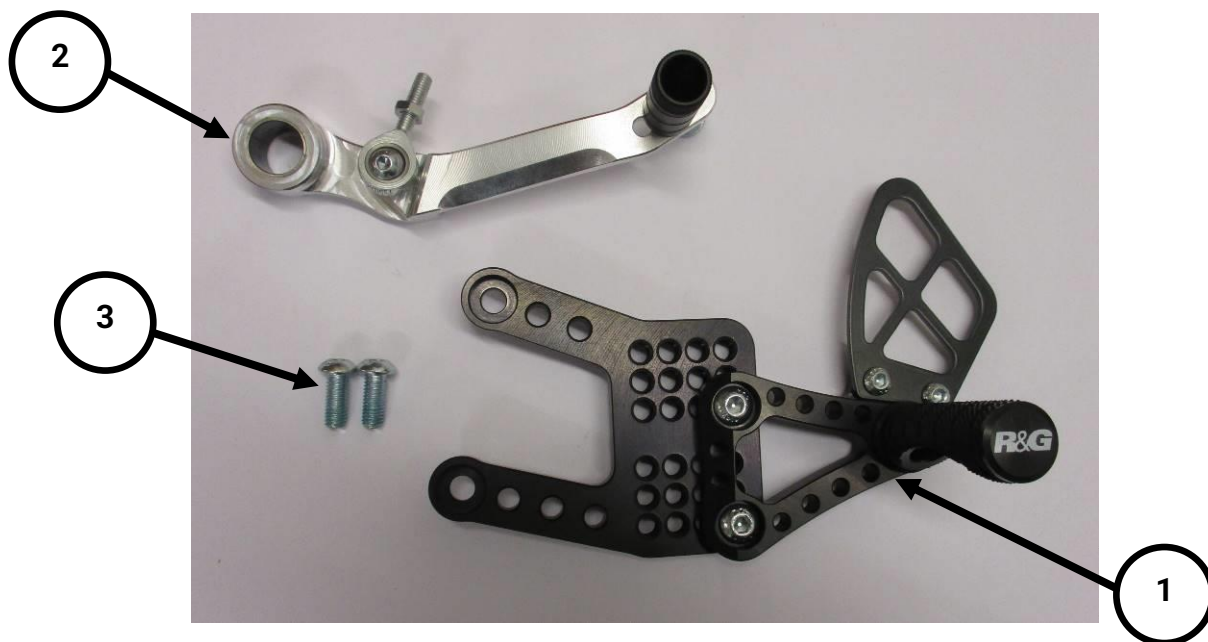
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- Article 7 = 2x Rondelles d'étanchéité en aluminium
 Article 8 = 1x Connecteurs de commutateur de feux stop (CON0004)
 Article 9 = 2x Colliers de serrage

Assemblage du levier de vitesse gauche



Assemblage du levier de vitesse droit



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CHANGEMENT DE VITESSE GAUCHE

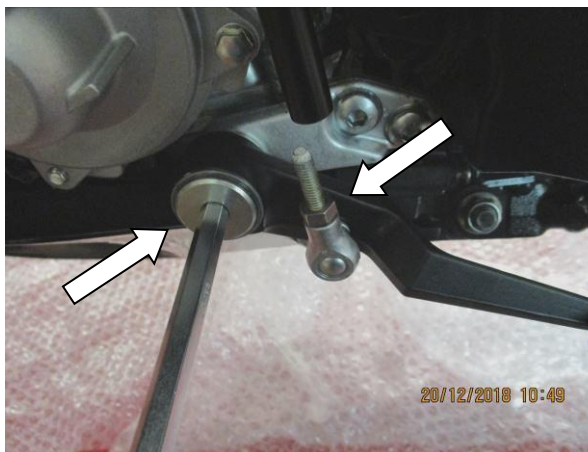


Photo 1



Photo 2

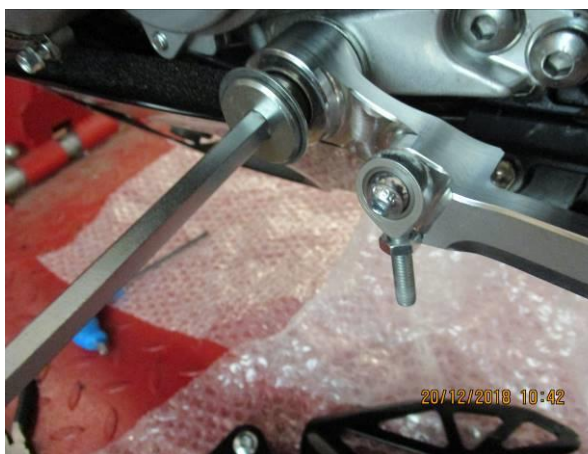


Photo 3



Photo 4



Photo 5

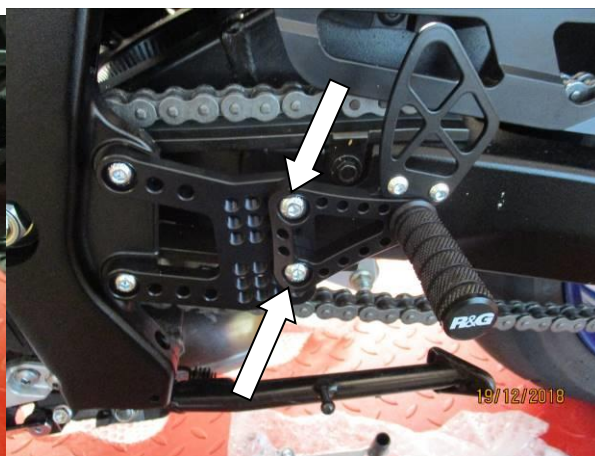


Photo 6

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NOTICE DE MONTAGE

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

- Enlever le boulon fixant le levier de vitesses d'origine à l'arbre de pivot, voir photo 1.
- Desserrer l'écrou de blocage inférieur, voir photo 1 puis enlever la rotule d'origine inférieure.
- Enlever le levier de vitesses d'origine, en notant la position des 2 rondelles, voir photo 2.
- Monter le nouveau levier de vitesses (article 2) sur l'arbre de pivot en utilisant le boulon d'origine et les rondelles, voir photo 3.
- Engager la nouvelle rotule inférieure avec l'arbre de levier de vitesses d'origine, voir photo 4 puis ajuster selon la position souhaitée. ***VEILLER À ENGAGER LE FILETAGE À 8mm MINIMUM.***
- Enlever le repose pied d'origine puis installer le nouveau repose pied en utilisant 2 des boulons M8 (article 3), voir photo 5.
- Ajuster le repose pied selon la position souhaitée en utilisant la sous-plaque et 2 boulons M8 voir photo 6.
- Une fois satisfait de la position, revérifier et serrer tous les boulons.

OPTION CHANGEMENT DE VITESSE « COURSE » GAUCHE

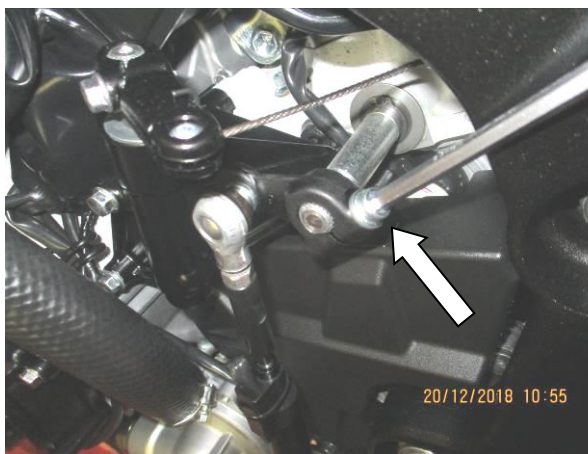


Photo 7

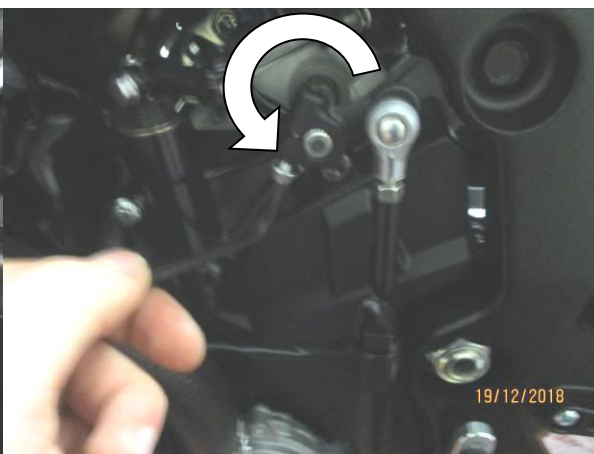


Photo 8

- Si vous souhaitez "l'arbre de course", enlever le boulon en fixant le manchon d'arbre sur le moyeu de levier, voir photo 7, puis enlever le manchon d'arbre du moyeu.
- Tourner le manchon à 180° puis remonter le moyeu de levier, voir photo 8, en fixant avec le boulon d'origine.
- Si nécessaire, réajuster la rotule inférieure d'arbre de levier de vitesses à la position désirée puis vérifier le fonctionnement des vitesses.

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RHS (REAR BRAKE)

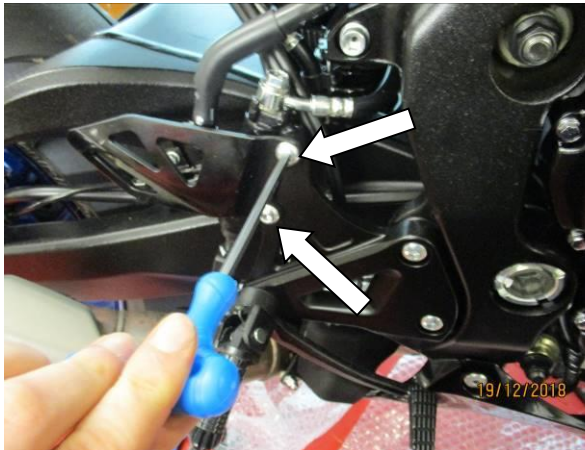


Photo 9

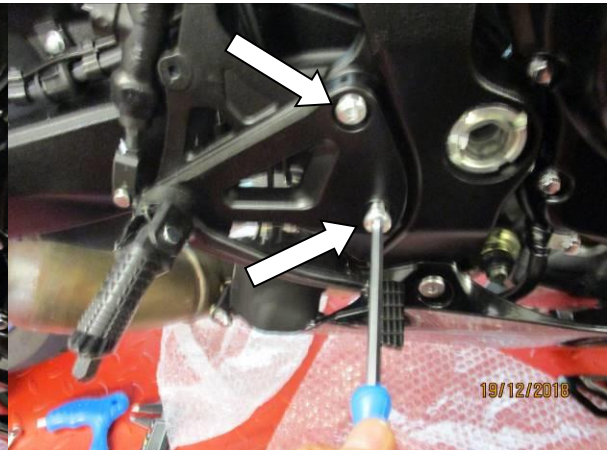


Photo 10

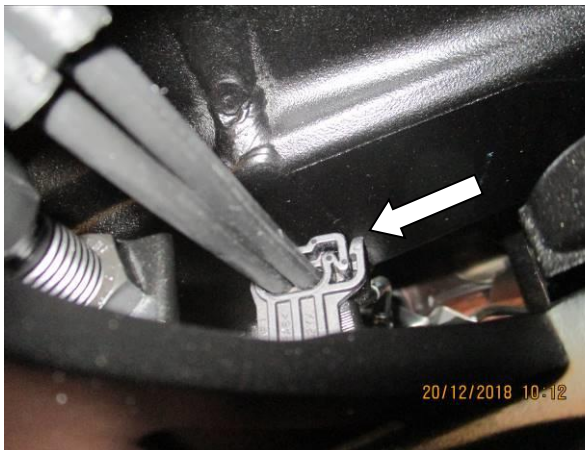


Photo 11



Photo 12

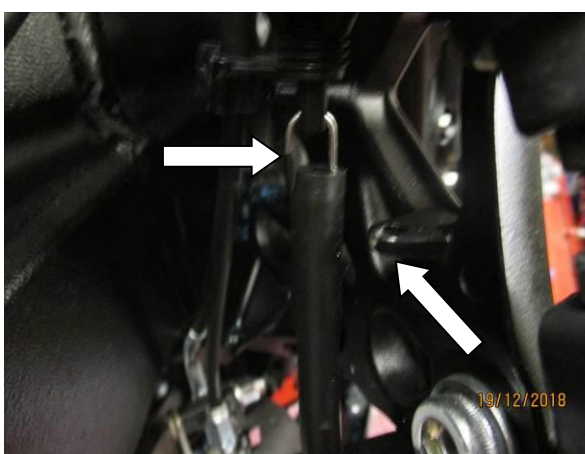


Photo 13



Photo 14

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Photo 15

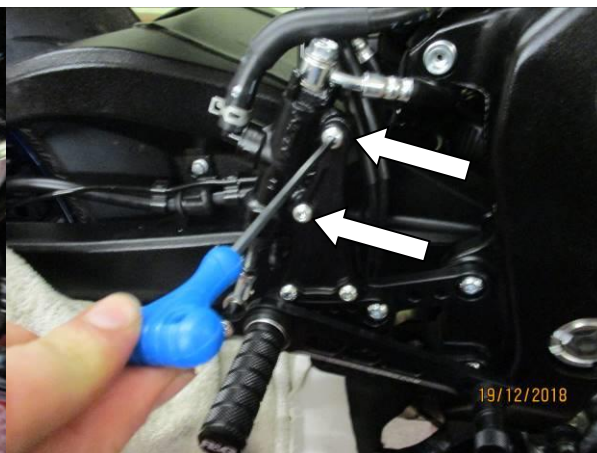


Photo 16



Photo 17

- Enlever les 2 boulons qui fixent le garde-talon et le maître-cylindre en position, voir photo 9.
- Enlever les 2 boulons qui fixent le repose pied d'origine en position, voir photo 10.
- Déplacez les flexibles du clip situé derrière la plaque de talon, voir photo 11.
- Enlever la rotule inférieure d'origine de l'arbre de pression du maître-cylindre, voir photo 12.
- Utiliser une pince à long bec, décrocher et enlever la paire la paire de ressorts de commutateur de capteur de feu stop, voir photo 13.
- Enlever le repose pied d'origine de la moto.
- Monter la nouvelle rotule inférieure sur l'arbre de pression du maître-cylindre, voir photo 14, **LAISSER LA NOUVELE ROTULE ET L'ÉCROU DE BLOCAGE DESSERRÉS À CE STADE.**
- Fixer le nouveau repose pieds en utilisant les 2 boulons M8 (article 3) voir photo 15.
- Fixer le maître-cylindre à la plaque d'adaptateur en utilisant les 2 nouveaux boulons M6 (article 5) voir photo 16.
- Ajuster la nouvelle rotule inférieure de façon à ce que l'action de l'arbre du maître-cylindre soit directement aligné avec le maître-cylindre, voir photo 17, puis fixer avec l'écrou de blocage. **NOTEZ QUE SI VOUS NE FAITES PAS CELA, VOUS POURRIEZ AVOIR UNE DÉFAILLANCE DU FREIN.**
- Ajuster la position pour plus de confort, en utilisant la sous-plaque et les 2 boulons M8, voir photo 17. **NOTEZ QUE POUR ÉVITER TOUT DOMMAGE SUR LE TUYAU DE FREIN, LA COLONNE LA PLUS À GAUCHE DES TROUS D'AJUSTEMENT DU REPOSE PIED NE DOIVENT PAS ÊTRE UTILISÉS.**

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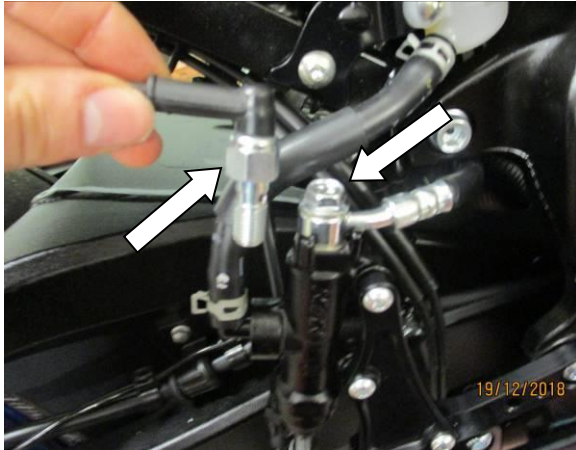
INTERRUPTEUR DE FEU STOP

Photo 18

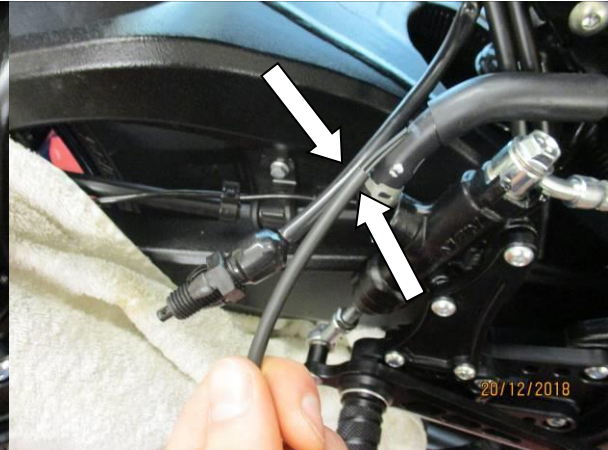


Photo 19

- Enlever le boulon qui fixe le banjo installé sur l'extrémité du maître-cylindre puis réinsérer le boulon avec l'interrupteur de feu stop (article 6) en utilisant des rondelles d'étanchéité (article 7), voir photo 18. **NOTEZ QUE VOUS DEVREZ PURGER LE SYSTÈME DE FREINAGE.**
- Nous recommandons de couper le fil d'origine et d'utiliser des connecteurs (article 8) pour connecter le fil d'interrupteur de feu stop au fil d'origine, voir photo 19. **VÉRIFIEZ QUE LES FREINS ET LE FEU STOP FONCTIONNENT CORRECTEMENT AVANT DE PRENDRE LA ROUTE.**

Du fait de la complexité du montage et des risques inhérents au système de freinage, nous recommandons fortement de faire effectuer le montage/ ou la vérification du montage par un mécanicien qualifié.

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