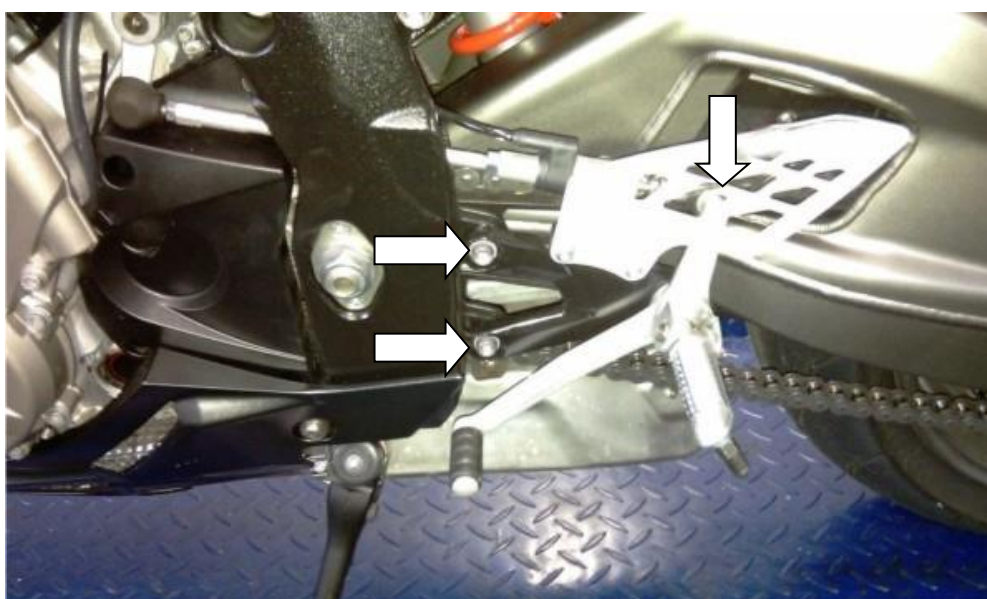
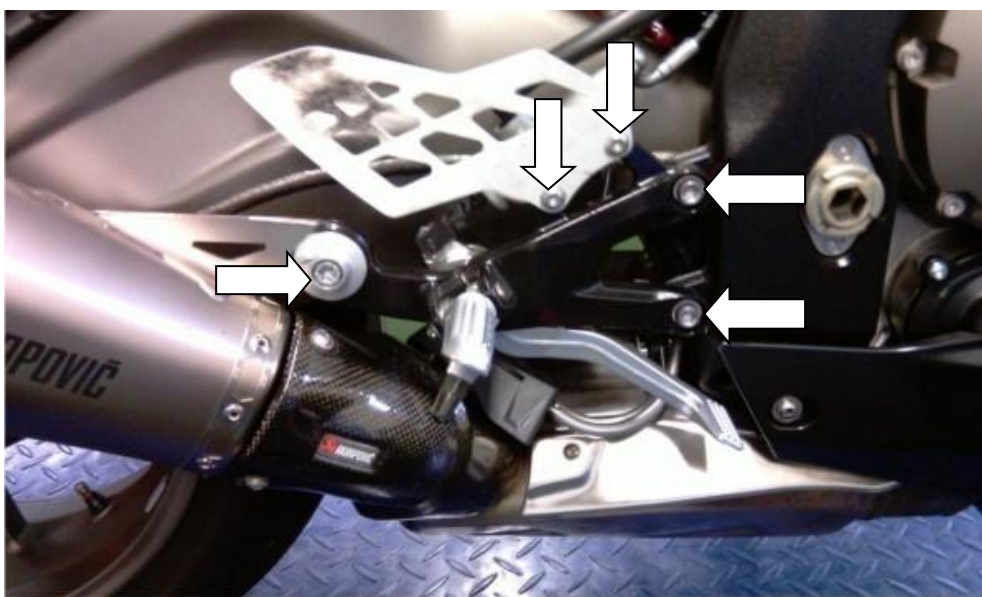




FITTING INSTRUCTIONS FOR RSET01BK ADJUSTABLE REARSETS
FOR THE BMW S1000RR

First, remove the original rearsets





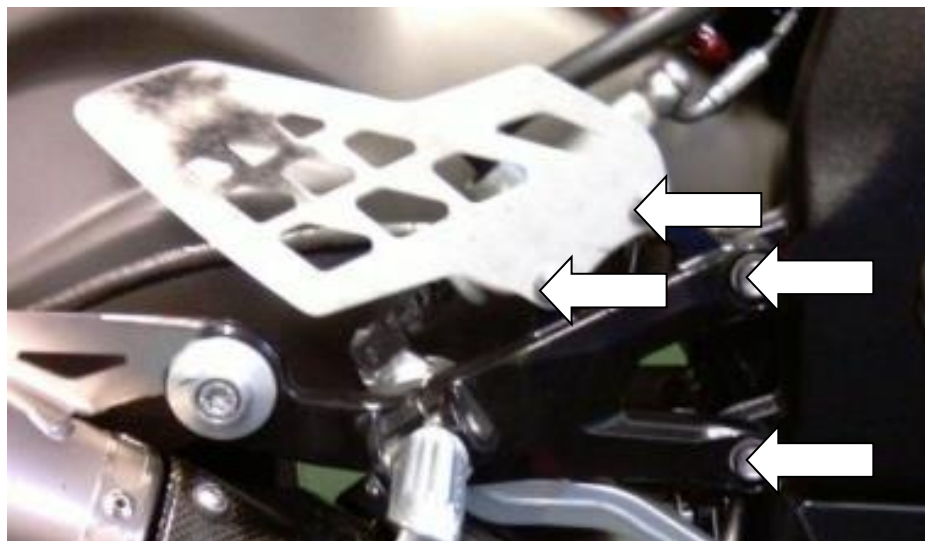
On the shift side

Connect the gear shaft to the new rearsset (as shown below)



Then connect the rearsset to the frame, using M8 X 16 bolts in the R&G kit (as shown below)





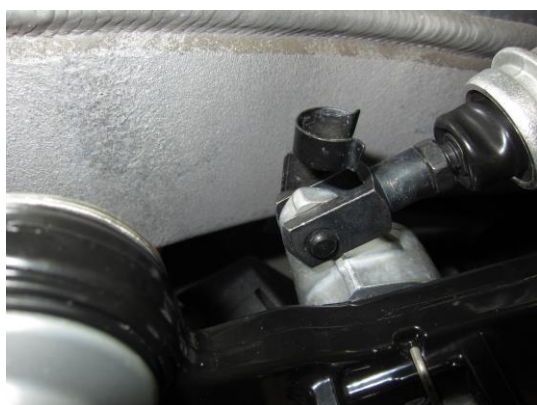
PICTURE A



PICTURE B



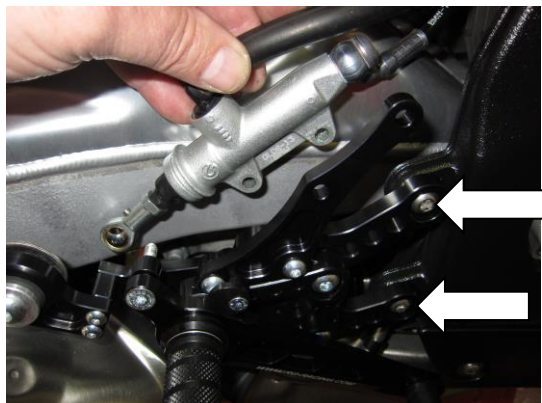
PICTURE C



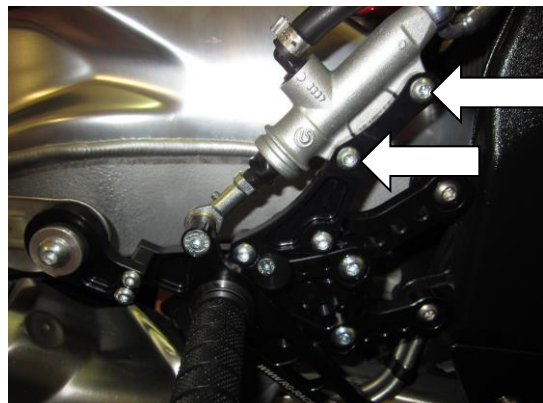
PICTURE D



PICTURE E



PICTURE F



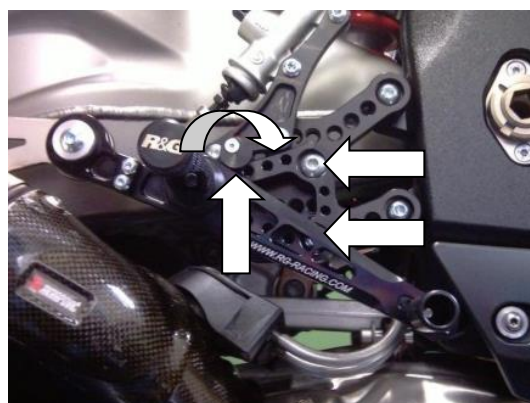
PICTURE G



PICTURE H



PICTURE I

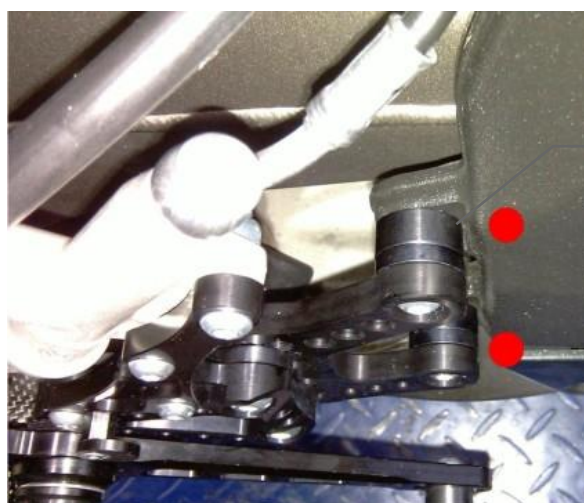


PICTURE J



For OEM
Exhaust

(No spacers
required)



Use spacers
supplied for
Aftermarket
Exhaust

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.

BRAKE SIDE

- Remove the spring as shown in picture B.
- Undo and remove the exhaust mounting bolt as shown in picture C.
- Undo and remove the two master cylinder bolts as shown in picture A.
- Undo and remove the two foot rest bolts as shown in picture A.
- Unclip and remove the spring clip shown in picture D.
- Remove the female ball joint from the new resets as shown in picture E.
- Fit the female ball joint to the brake master cylinder pressure shaft (as shown in picture F), do not tighten lock nut at this stage.

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- Mount new rear set to the frame as arrowed in picture F (please ensure the exhaust mounting bracket on the rear-set sits behind the original exhaust bracket as shown in picture H).
- Using the two bolts and nuts mount and tighten the master cylinder as arrowed in picture G.
- Mount the exhaust bracket using the bolt, nut and oversize washer as shown in picture H.
- Using the spacer and bolt secure the ball joint as shown in picture I.
- Adjust the ball joint so the action of the master cylinder pressure shaft is directly in line with master cylinder. **PLEASE NOTE FAILURE TO DO THIS MAY RESULT IN BRAKE FAILURE AND/OR JAMMING OF BRAKES.** Use the lock nut to lock in position on the master cylinder.
- Adjust the new rear set for comfort and position using the two bolts and sub plate arrowed in picture I.
- Adjust the brake lever adjustor as shown in picture J.
- Tighten all bolts and lock-nuts.
- 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 08/03/2013 (NSY)

Tightening Torque Settings

M5 > 12Nm

M6 > 15Nm

M8 > 20Nm

M10 > 25Nm

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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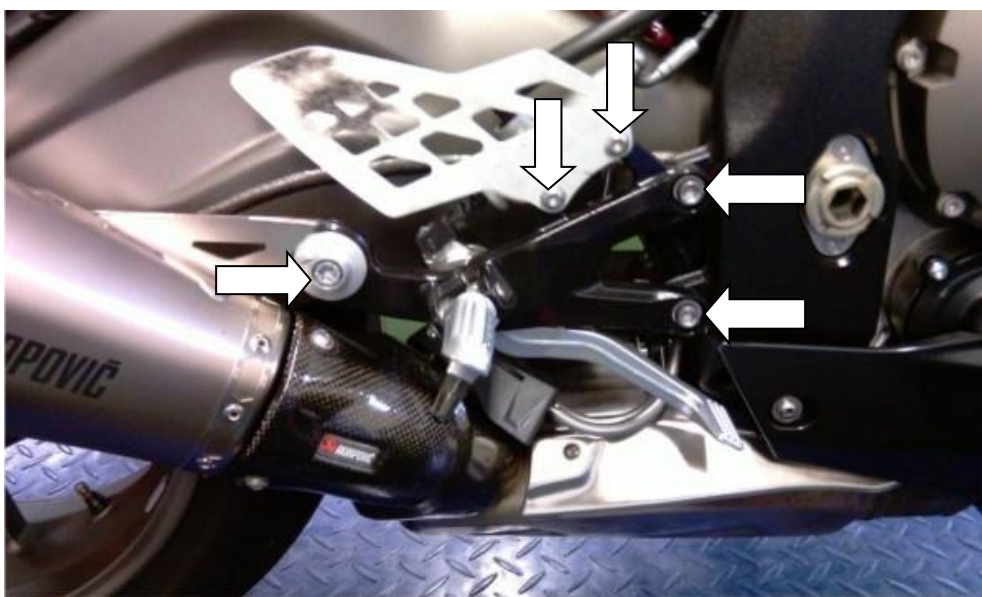
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**NOTICE DE MONTAGE POUR RSET01BK TRAIN ARRIERE AJUSTABLE
POUR BMW S1000RR**

Commencer par enlever les trains arrière d'origine



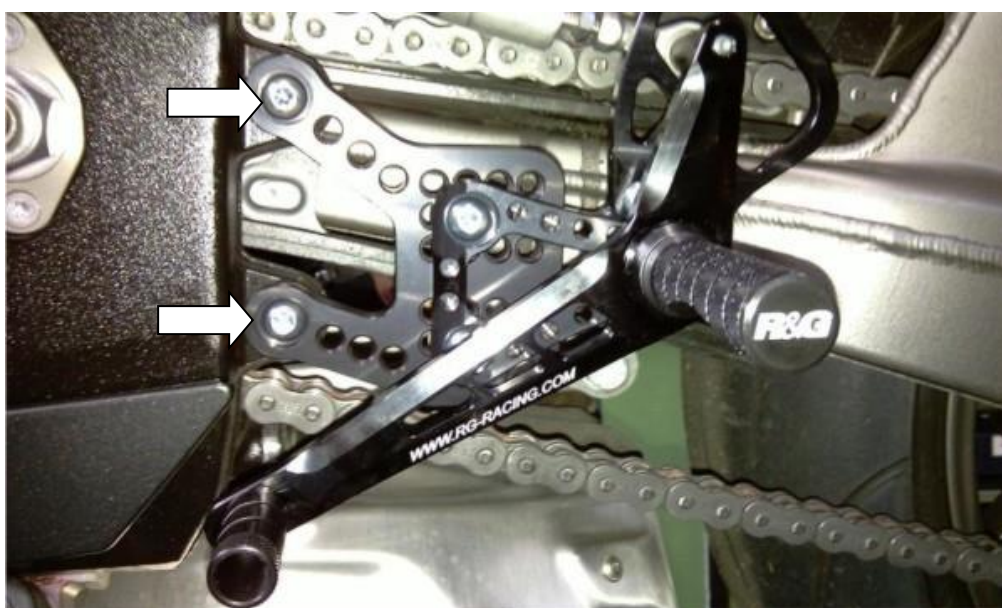


Coté levier de vitesse

Connecter le levier de vitesse au nouveau train arrière (voir ci-dessous)



Ensuite, connecter le train arrière au cadre, en utilisant les boulons M8 X 16 du kit R&G (voir ci-dessous)



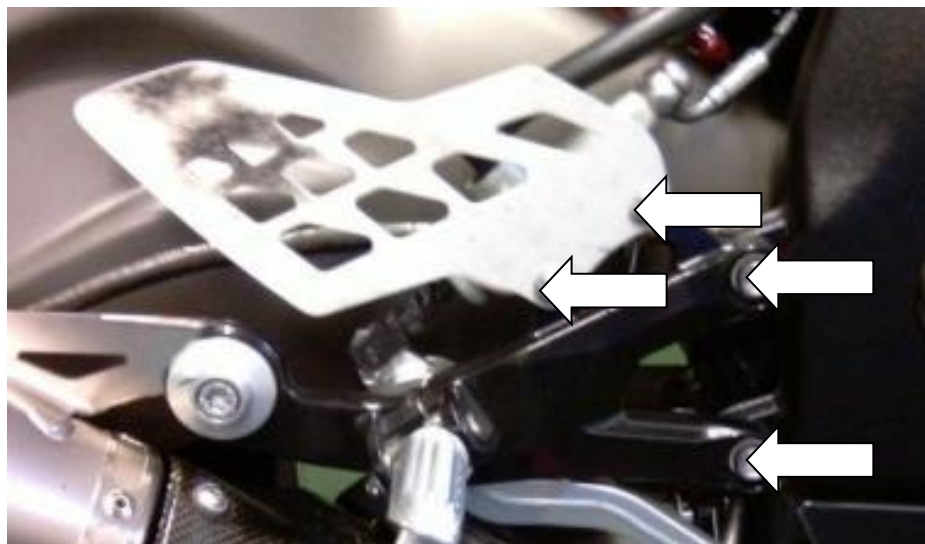


PHOTO A



PHOTO B



PHOTO C

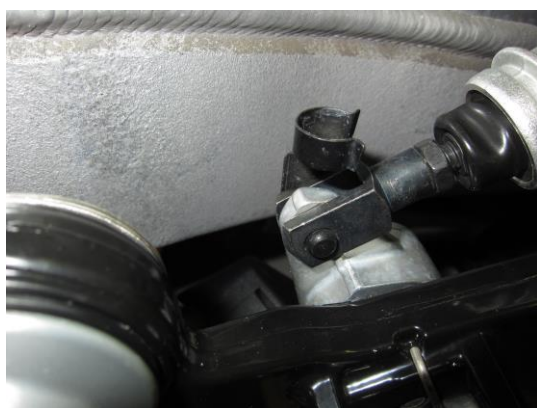


PHOTO D



PHOTO E

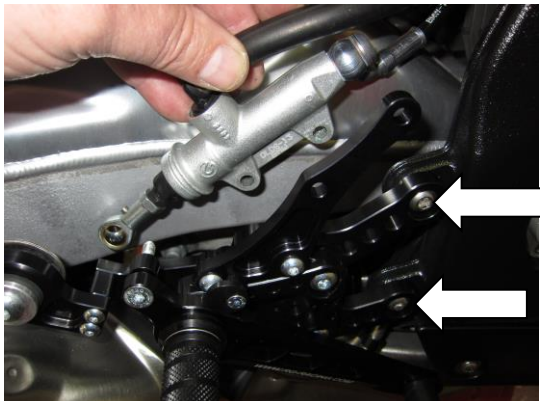


PHOTO F

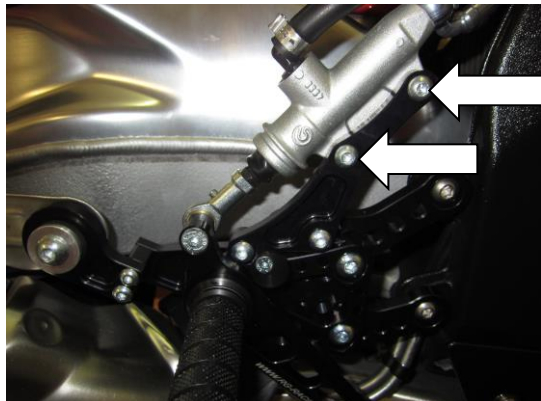


PHOTO G



PHOTO H



PHOTO I

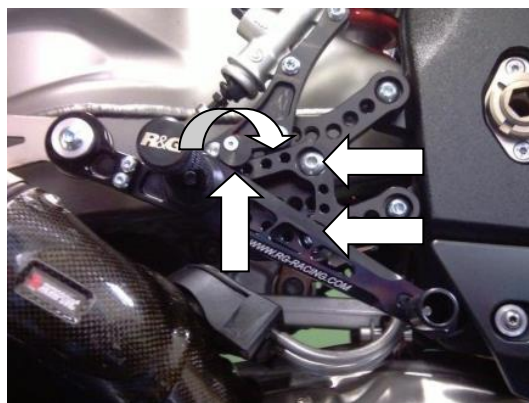
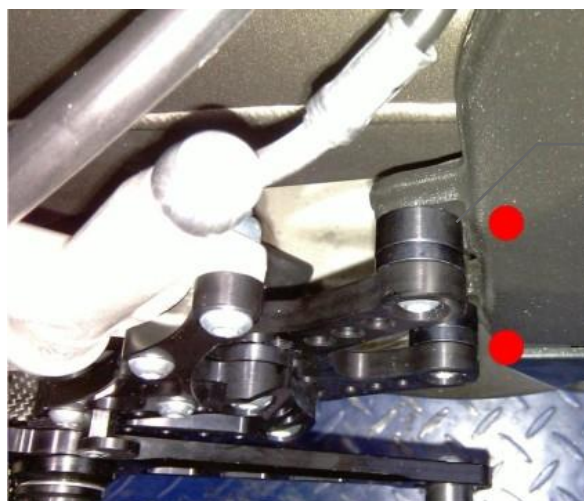


PHOTO J



Pour pot
d'origine
(entretoises
pas
nécessaires)



Utiliser les
entretoises
fournies si le
pot n'est pas
d'origine

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.

CO TE FREIN

- Enlever le ressort indiqué sur la photo B.
- Enlever le boulon de fixation d'échappement, voir photo C.
- Enlever les 2 boulons de maître cylindre, voir photo A.
- Enlever les 2 boulons de repose pied, voir photo A.
- Déclipser puis enlever le clip indiqué sur la photo D.
- Enlever la rotule femelle des nouveaux repose pied, voir photo E.
- Monter la rotule femelle sur l'arbre de pression de frein du maître cylindre (voir photo F), ne pas serrer l'écrou pour le moment.

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- Monter le nouveau train arrière sur le cadre, voir photo F (Veiller à ce que le support de fixation du pot d'échappement sur le train arrière se place derrière le support de pot d'échappement d'origine, voir photo H).
- Utiliser les 2 boulons et écrous de support puis serrer le maître cylindre, voir photo G.
- Monter le support de pot d'échappement à l'aide du boulon, l'écrou et la grosse rondelle, voir photo H.
- Utiliser l'entretoise et le boulon pour fixer la rotule, voir photo I.
- Ajuster la rotule pour que l'action de l'arbre de pression du maître cylindre soit aligné avec le maître cylindre. **NOTEZ QUE NE PAS EFFECTUER CET AJUSTEMENT PEUT CONDUIRE A UN DYSFONCTIONNEMENT DU SYSTEME DE FREINAGE.** Utiliser l'écrou de blocage pour bloquer la position sur le maître cylindre.
- Ajuster le nouveau train arrière pour plus de confort à l'aide des 2 boulons et de la sous-plaque, voir photo I.
- Ajuster l'ajusteur de levier de frein, voir photo J.
- Serrer tous les boulons et écrous de blocage.
- Vérifier le bon fonctionnement des freins et du feu stop 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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Couples de serrage

M5 > 12Nm

M6 > 15Nm

M8 > 20Nm

M10 > 25Nm

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