



**FITTING INSTRUCTIONS FOR RSET010BK ADJUSTABLE REAR SET
FOR YAMAHA YZF-R1 (2007-2008)**

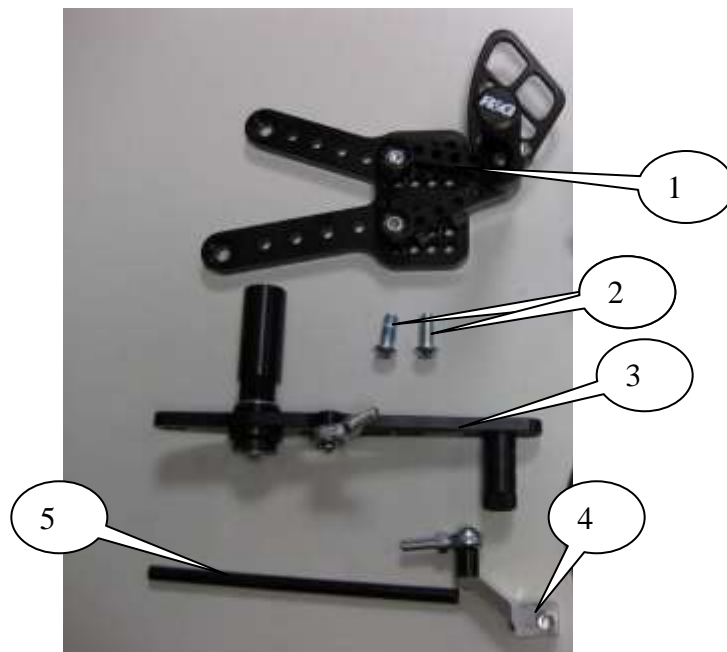
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**THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.**

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)

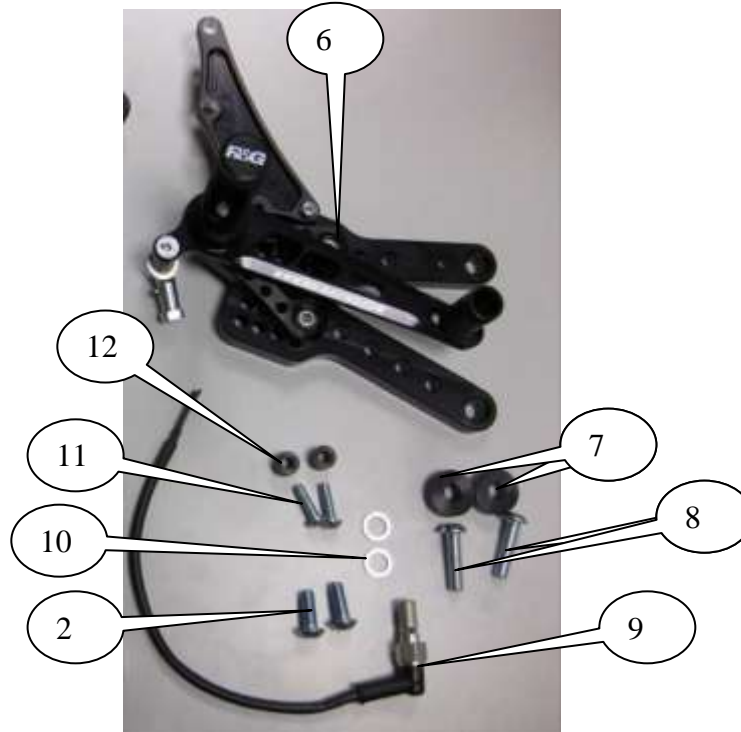


LEFT HAND/GEAR SHIFT SIDE



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RIGHT HAND/BRAKE SIDE

LEGEND

- ITEM 1= LEFT HAND SIDE FOOT REST ASSEMBLY (x1).
- ITEM 2= M8x20mm LONG BUTTON HEAD BOLTS (4x EACH SIDE) (x8).
- ITEM 3= GEAR SHIFT LEVER ASSEMBLY (x1).
- ITEM 4= GEAR BOX CONNECTOR (x1).
- ITEM 5= GEAR SHIFT SHAFT (x1).
- ITEM 6= RIGHT HAND SIDE ASSEMBLY (x1).
- ITEM 7= RIGHT HAND SIDE ASSEMBLY SPACERS (x2).
- ITEM 8= M8x30mm LONG BUTTON HEAD BOLTS (x2).
- ITEM 9= BRAKE LIGHT PRESSURE SWITCH (x1).
- ITEM 10= ALUMINIUM SEALING WASHERS (x2).
- ITEM 11= M6x20mm LONG BUTTON HEAD BOLTS (x2).
- ITEM 12= LEFT HAND SIDE ASSEMBLY SPACERS (x2).



TOOLS REQUIRED

- 8, 10, 11 AND 12mm OPEN ENDED SPANNERS.
- 14 AND 19mm SOCKETS AND WRENCH.
- SET OF METRIC ALLEN KEYS TO INCLUDE 4, 5 AND 6mm A/F.
 - TORQUE WRENCH UP TO 20Nm.
 - ELECTRICAL/CRIMPING PLIERS.

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



PICTURE 8



PICTURE 9



PICTURE 10



GEAR SHIFT SIDE

- Remove the nut on the right hand side as arrowed in picture 1.
- Remove the bolt from the engine axle and replace from the left hand side as shown in picture 2.
- Place the threaded spacer (with the milled hexagon) onto the bolt end as shown in picture 3 and tighten.
- Remove the footrest mounting bolts in position arrowed in picture 4.
- Peel back the rubber shroud and remove the bolt arrowed in picture 5.
- Remove the original gear box connector bracket.
- Pull the original gear shift shaft through the frame as shown in picture 6.
- Fit the left hand side assembly using the two M8x20mm long button head bolts as shown in picture 7.
- Fit the gear shift lever assembly to the threaded spacer (with the milled hexagon) as shown in picture 8.
- Fit the new gear box connector bracket as shown in picture 9.
- Fit the gear shift shaft to the gear box connector bracket and the gear shift lever as shown in picture 10.
- Adjust for position and comfort and tighten all bolts.

BRAKE SIDE

- Remove the heel plate bolts as arrowed in picture 11 and remove the heel plate.
- Undo and remove the two bolts arrowed in picture 12.
- Undo and remove the bolt arrowed in picture 13.
- Disconnect the original joint as shown in picture 14.
- Remove the plastic cover bolt shown in picture 15.
- Undo and remove the two bolts arrowed in picture 16.
- Gently remove the plastic panel with the original foot rest bracket.
- Remove the spring arrowed in picture 17.
- Remove the two bolts arrowed in picture 18 (leave the spacer in place).
- Remove the original spring operated brake light switch.
- Fit the right hand side assembly to the plastic panel using the two smaller spacers as shown in picture 19.
- Offer this assembly up to motorcycle using the two larger spacers as arrowed in picture 20.
- Fit the new ball joint to the master cylinder.
- Fit the foot rest/master cylinder bracket to the bracket just fitted as shown in picture 21.
- Adjust the ball joint so the action of the master cylinder pressure shaft is directly in line with master cylinder as shown in picture 21. **PLEASE NOTE FAILURE TO DO THIS MAY RESULT IN BRAKE FAILURE AND/OR JAMMING OF BRAKES.** Use the lock nut to lock in position.
- Refit the master cylinder reservoir as original.
- Adjust for position and comfort and tighten 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 9) using the aluminium sealing washers supplied (item 10) as arrowed in pictures 21 and 22. **PLEASE NOTE YOU WILL HAVE TO BLEED THE BRAKING SYSTEM.**
- We recommend cutting the original wiring and using the bullet connectors 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.



PICTURE 11



PICTURE 12



PICTURE 13



PICTURE 14



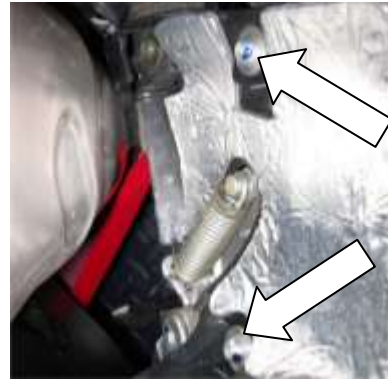
PICTURE 15



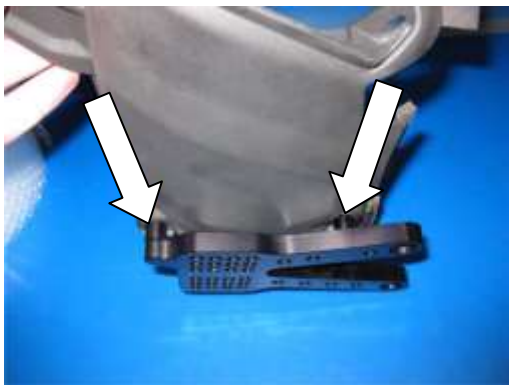
PICTURE 16



PICTURE 17



PICTURE 18



PICTURE 19



PICTURE 20



PICTURE 21



PICTURE 22



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INSTRUCTIONS DE MONTAGE

RSET010BK
TRAIN ARRIERE AJUSTABLE
Pour Yamaha YZF-R1 (2007-2008)

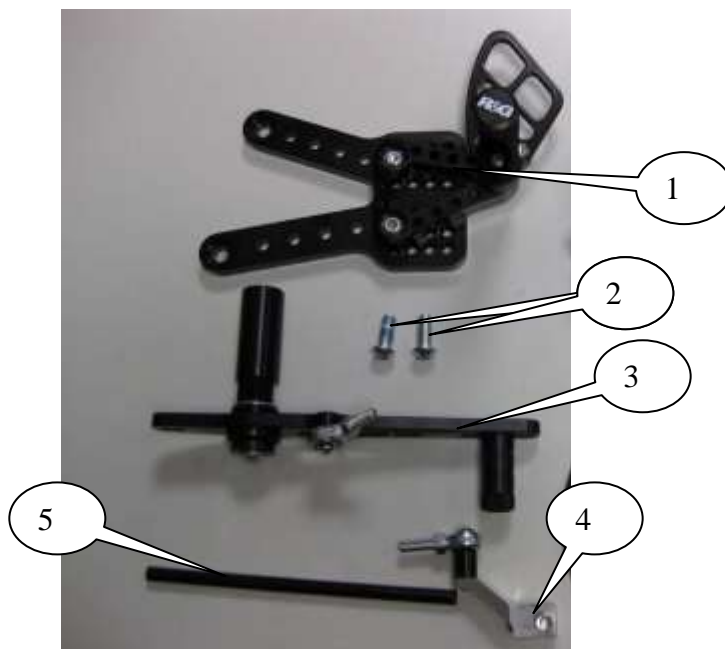
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Ne pas procéder au montage s'en s'être assuré au préalable que les articles figurant sur la photo du dessus soient bien présents.

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)



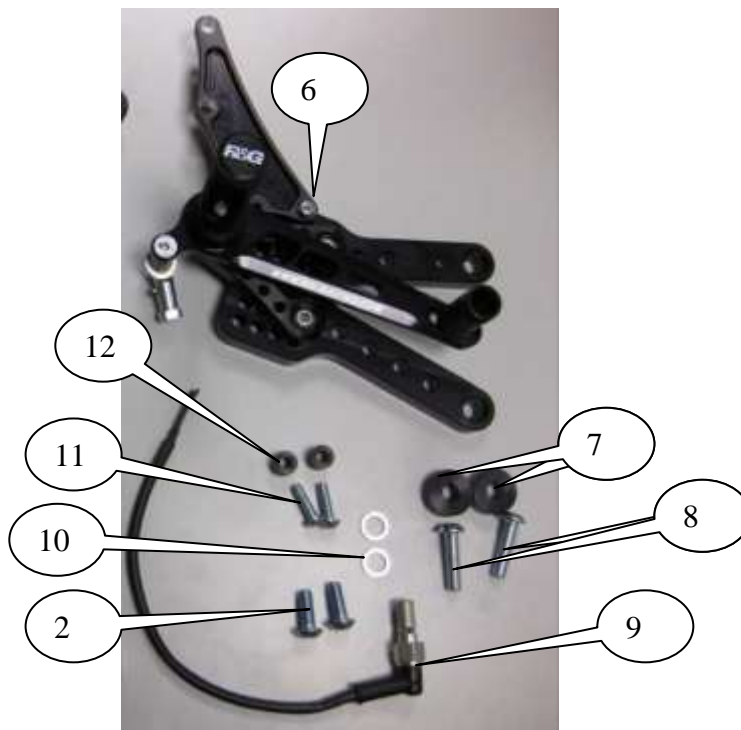
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Côté vitesses

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Côté droit / Côté freins

LEGENDE

- Article 1= Assemblage repose pieds coté gauche (x1).
- Article 2= M8x20mm Longs boulons à tête ronde (4x chaque coté) (x8).
- Article 3= Assemblage levier de vitesses (x1).
- Article 4= Connecteurs boîte de vitesses (x1).
- Article 5= Arbre de changement de vitesse (x1).
- Article 6= Assemblage complet coté droit (x1).
- Article 7= Entretoises assemblage complet coté droit (x2).
- Article 8= M8x30mm Longs boulons à tête ronde (x2).
- Article 9= Interrupteur de pression de feu stop (x1).
- Article 10= Rondelles d'étanchéité en aluminium ((x2).
- Article 11= M6x20mm Longs boulons à tête ronde (x2).
- Article 12= Entretoises assemblage complet coté gauche (x2).



Outils requis

- Clefs ouvert / fermé de 8, 10, 11, 12mm
- Clefs de 14 et 19mm
- Clefs Allen de 4, 5 et 6 mm
- Clef dynamométrique réglée à 20Nm
- Pince à sertir

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Couples de serrage

- 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



Photo 8



Photo 9



Photo 10



Côté changement de vitesses

- Enlever l'écrou du côté droit (photo 1).
- Enlever le boulon de l'essieu de moteur et remettre du côté gauche (photo 2).
- Mettre l'entretoise filetée (avec l'hexagone usiné) sur l'extrémité du boulon (photo 3) et serrer.
- Enlever les boulons de fixation du repose pieds (photo 5).
- Retirez le support de connecteurs boîte de vitesse.
- Tirer l'arbre de transmission d'origine changement à travers le cadre (photo 6).
- Monter l'assemblage coté gauche en utilisant les deux longs boulons à tête ronde M8x20mm (photo 7).
- Monter l'assemblage de levier de changement de vitesse à l'entretoise filetée (avec l'hexagone usiné), (photo 8).
- Monter le nouveau support de fixation de connecteurs boîte de vitesse (image 9).
- Monter l'arbre de changement de vitesse sur le support de connecteur de boîte de vitesses et le levier de vitesses (photo 10).
- Ajustez la position pour un confort optimal puis serrer les boulons.

Côté frein

- Enlever les boulons de plaque (photo 11) et enlever le talon de plaque.
- Desserrer et enlever les 2 boulons (photo 12).
- Desserrer et Enlever le boulon (photo 13).
- Débrancher le joint d'origine (photo 14).
- Enlever le boulon de protection en plastique (photo 15).
- Desserrer et Enlever les 2 boulons (photo 16).
- Défaire doucement le panneau en plastique avec le repose pieds d'origine.
- Enlever le ressort (photo 17).
- Enlever les 2 boulons (photo 18) en laissant l'entretoise en place.
- Enlever le ressort d'origine qui opère sur l'interrupteur de feu stop.
- Installer l'assemblage coté droit sur le panneau en plastique à l'aide des 2 plus petites entretoises (photo 19).
- Mettre l'ensemble sur la moto en utilisant les 2 plus grosses entretoises (photo 20).
- Placer la nouvelle rotule sur le cylindre maître.
- Mettre le support repose pieds / Maître cylindre sur le support tout juste installé (photo 21).
- Ajuster la nouvelle rotule de façon à ce que l'arbre de pression du maître cylindre soit directement aligné avec le maître cylindre (photo 21).
- **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.**
- Remettre le réservoir de maître cylindre comme à l'origine.
- Ajuster pour le confort puis serrer.



Contact de feu stop

- Retirez le boulon qui tient le banjo à l'extrémité du maître-cylindre et remplacez le boulon avec le commutateur de capteur de lumière de frein (point 9) en utilisant les rondelles d'étanchéité en aluminium fournies (point 10) comme indiqué sur les images 21 et 22.
- **NOTE** : Le système de freinage devra être purgé.
- Nous vous recommandons de couper le câblage d'origine en utilisant les connecteurs de puce pour connecter les câbles de l'interrupteur de freins au câblage d'origine.
- S'il vous plaît vérifiez le bon fonctionnement des freins et des feux stop avant de rouler.

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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.



Photo 11



Photo 12



Photo 13



Photo 14



Photo 15



Photo 16



Photo 17



Photo 18

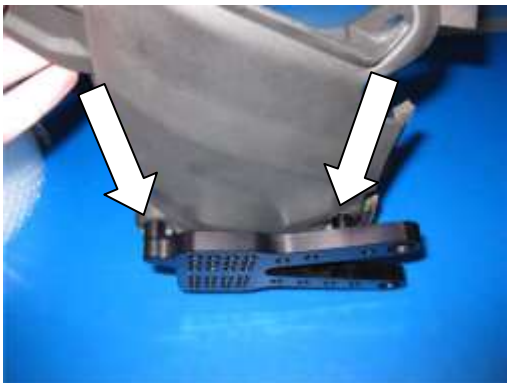


Photo 19



Photo 20



PICTURE 21



PICTURE 22

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