



RSET026

**FITTING INSTRUCTIONS FOR RSET026BK ADJUSTABLE REAR SET**  
**BMW S1000RR 2015**

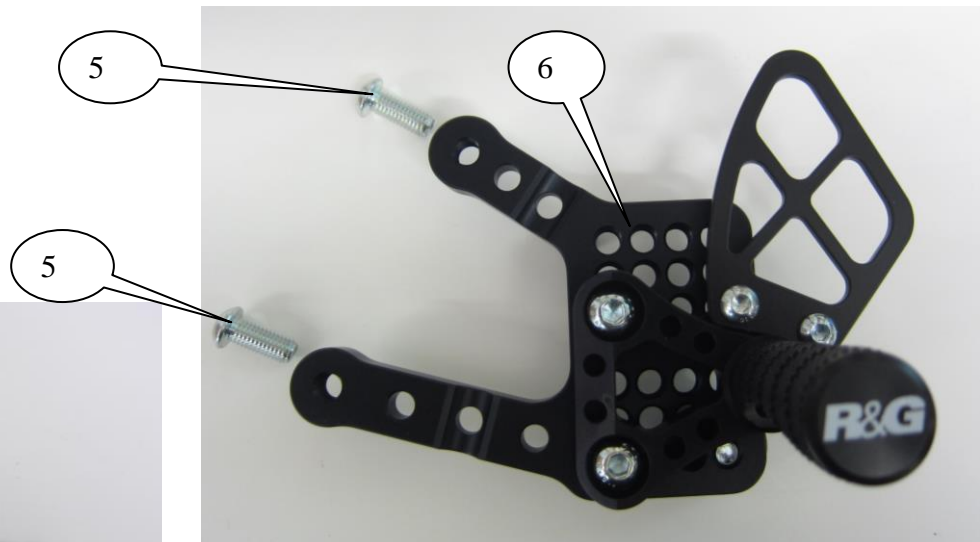
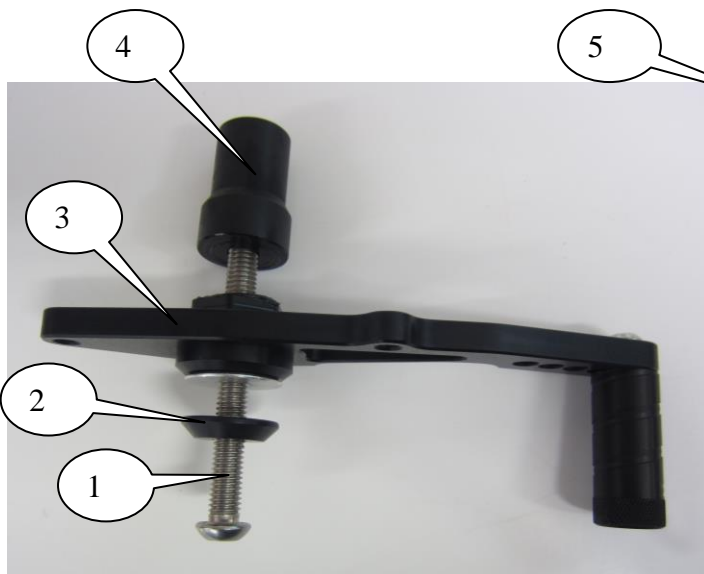
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**THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.**  
**DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.**

**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)

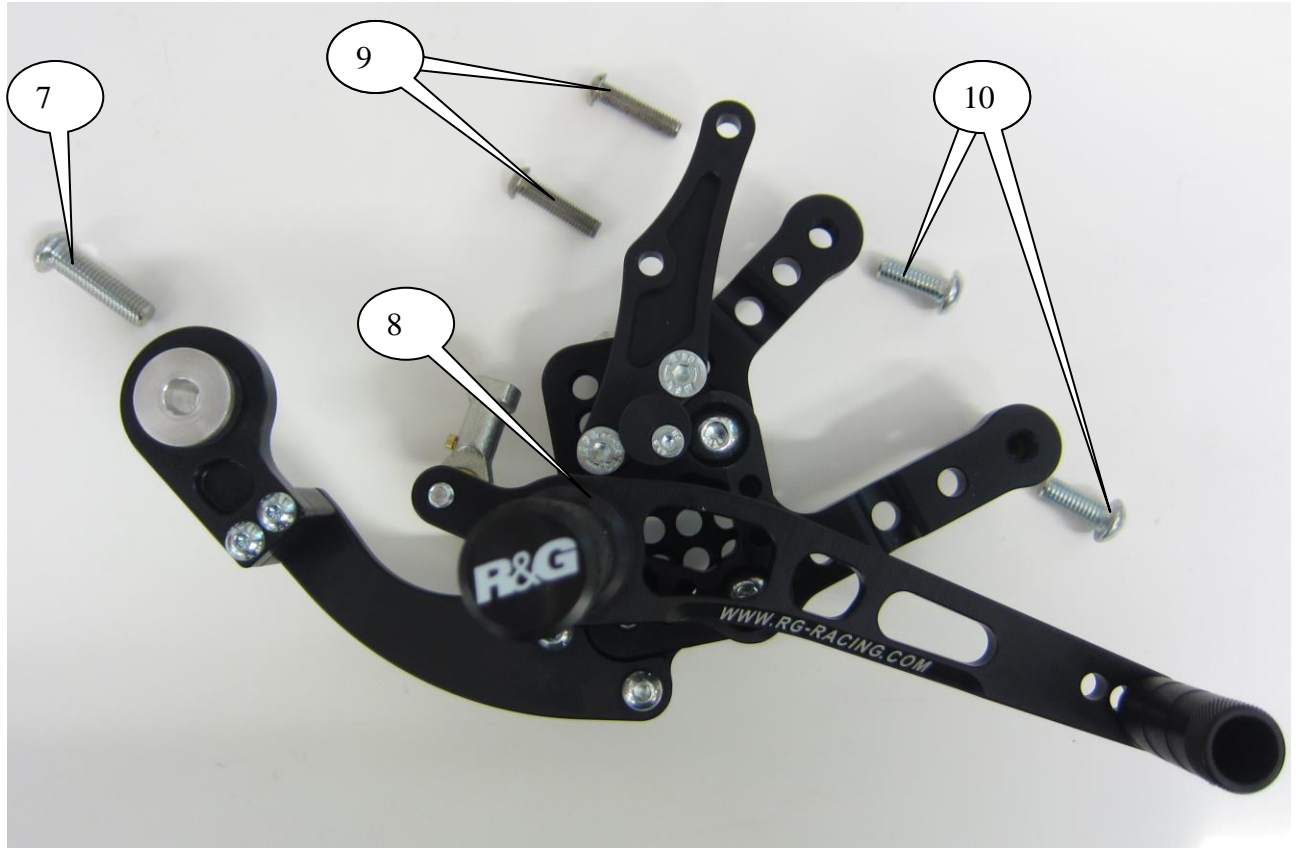


**LEFT HAND/GEAR SHIFT SIDE**



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## RIGHT HAND/BRAKE SIDE ASSEMBLY

### LEGEND

#### GEAR SHIFT SIDE (LEFT)

- ITEM 1= GEAR SHIFT LEVER MOUNTING BOLT (M8x80mm LONG BUTTON HEAD BOLT) (x1).
- ITEM 2= GEAR SHIFT LEVER BOLT SPACER (RSET PT 7) (x1).
- ITEM 3= GEAR SHIFT LEVER (RSET PT 4) (x1).
- ITEM 4= GEAR SHIFT LEVER MOUNTING SPACER (RSET PT 5).
- ITEM 5= M8x20mm LONG BUTTON HEAD BOLTS (MOUNTING PLATE BOLTS) (x2)
- ITEM 6= LEFT HAND SIDE ASSEMBLY (x1).
- ITEM 7= M8x20mm LONG BUTTON HEAD BOLT (EXHAUST MOUNTING BOLT) (x1)
- ITEM 8= RIGHT HAND SIDE ASSEMBLY (x1).
- ITEM 9= M6x25mm LONG BUTTON HEAD BOLTS (MASTER CYLINDER BOLTS) (x2).
- ITEM 10= M8x20mm LONG BUTTON HEAD BOLTS (MOUNTING PLATE BOLTS) (x2)
- GEAR BOX CONNECTOR COMPLETE WITH M6 MALE L-H BALL JOINT (x1).

### TOOLS REQUIRED

- 10, 11, 12, 13 AND 14mm OPEN ENDED SPANNERS.
- SET OF METRIC ALLEN KEYS TO INCLUDE 2.5, 3, 4 and 5mm A/F.
  - TORX KEY SET TO INCLUDE T30 and T45.
  - 10 and 12 mm SPANNERS.

R&G Racing

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

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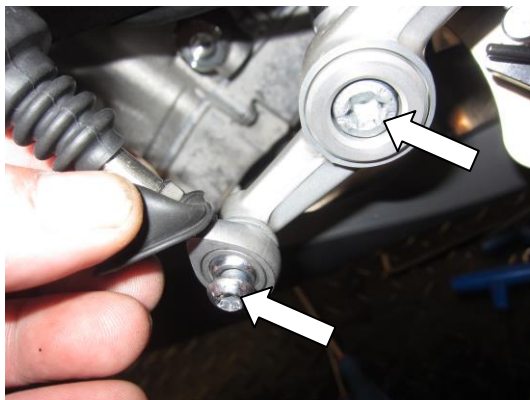


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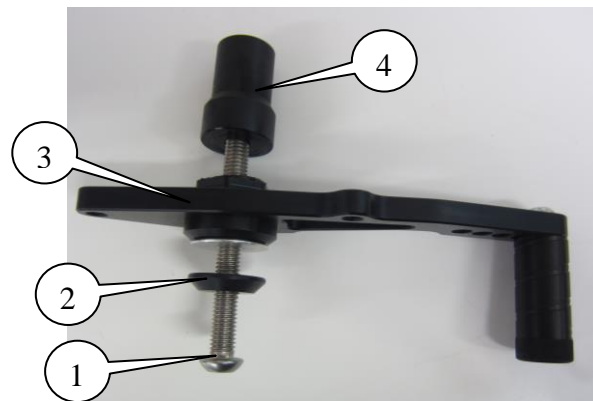
**TORQUE SETTINGS**

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

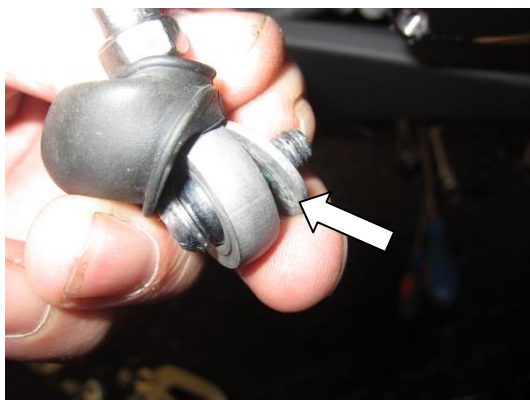
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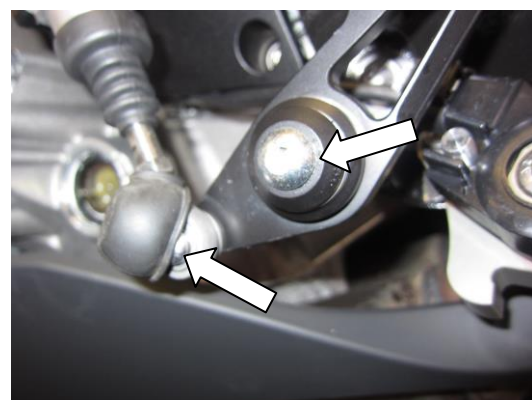
PICTURE 1



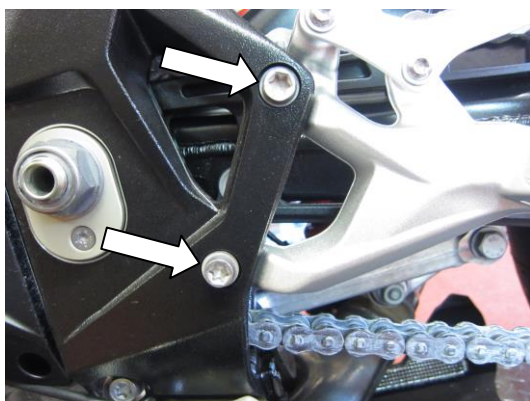
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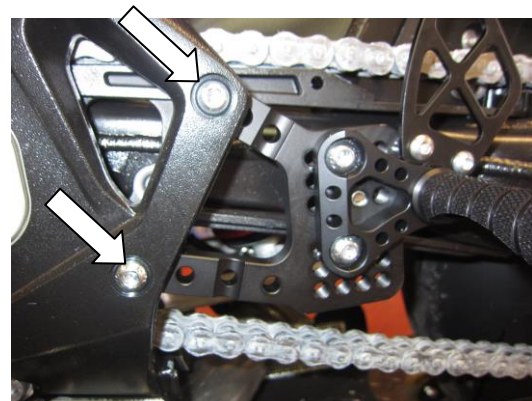
PICTURE 3



PICTURE 4



PICTURE 5



PICTURE 6





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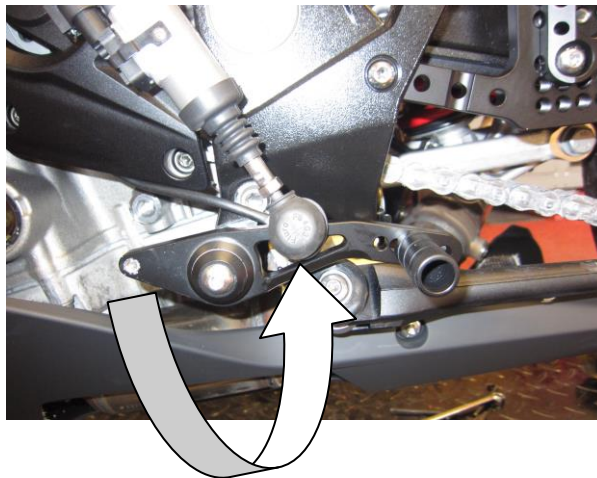
### **GEAR SHIFT SIDE**

- Peel back the rubber cover and undo the two bolts arrowed in picture 1, then remove the original gear shift lever.
- Assemble the new gear shift lever as shown in picture 2 using items 1, 2, 3 and 4.
- Use the original bolt and washer as shown in picture 3.
- Offer into position and secure the original gear shift rod to the new gear shift lever as shown in picture 4 and secure the new gear shift lever to the lower frame bracket as original (also shown in picture 4).
- Remove the two footrest mounting bolts arrowed in picture 5 and remove the original foot rest bracket.
- Offer the left hand side assembly (item 6) into position and secure using the 2 M8 bolts (item 5) as shown in picture 6.
- Adjust the foot rest and toe peg for comfort and operation (please be aware not all positions are usable as there is an impact cushion secured to the inboard face of the rear-set (it may be moved it achieve the required result).
- Before riding please check all bolts are tightened and the operation and position of all parts.

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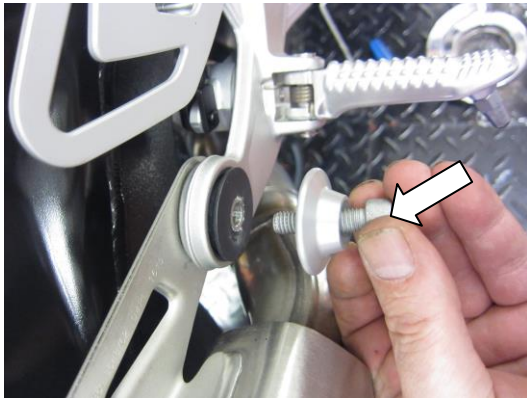
### **GEAR SHIFT RACE SET UP**

- Peel back the rubber cover and undo the two bolts arrowed in picture 1, then remove the original gear shift lever.
- Assemble the new gear shift lever as shown in picture 2 using items 1, 2, 3 and 4.
- Use the original bolt and washer as shown in picture 3.
- Offer into position and secure the original gear shift rod to the new gear shift lever as shown in the picture below and secure the new gear shift lever to the lower frame bracket (also shown below).
- Remove the two footrest mounting bolts arrowed in picture 5 and remove the original foot rest bracket.
- Offer the left hand side assembly (item 6) into position and secure using the 2 M8 bolts (item 5) as shown in picture 6.
- Adjust the foot rest and toe peg for comfort and operation (please be aware not all positions are usable as there is an impact cushion secured to the inboard face of the rear-set (it may be moved it achieve the required result).
- Before riding please check all bolts are tightened and the operation and position of all parts.

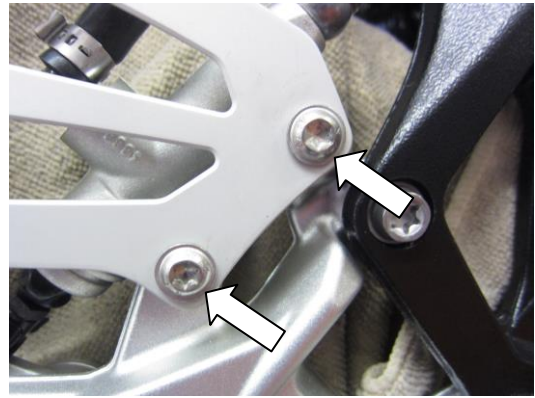




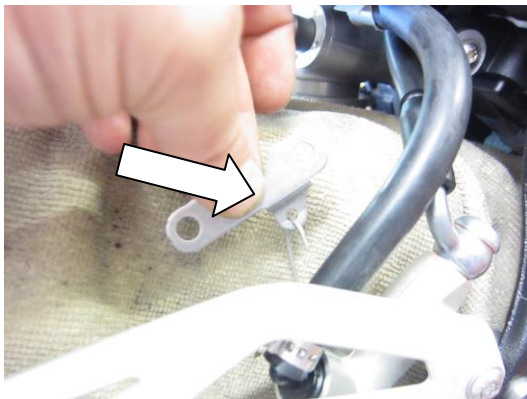
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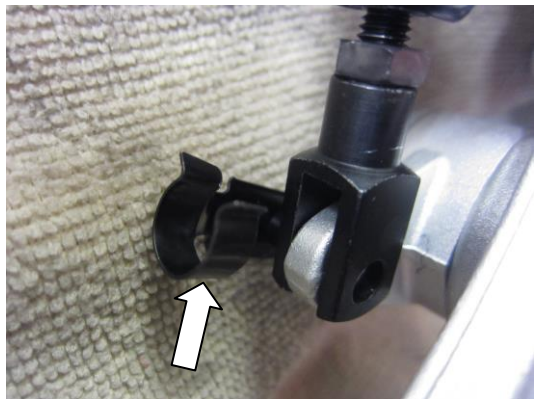
PICTURE 7



PICTURE 8



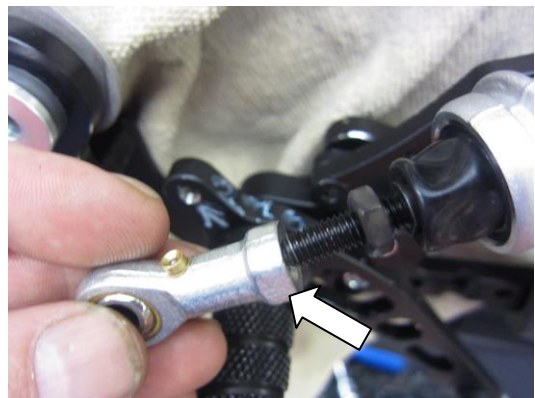
PICTURE 9



PICTURE 10



PICTURE 11

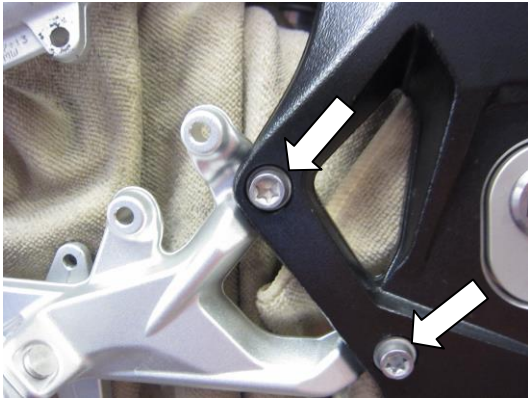


PICTURE 12





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PICTURE 13



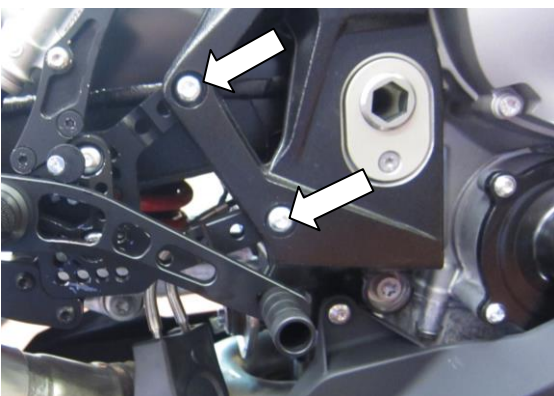
PICTURE 14



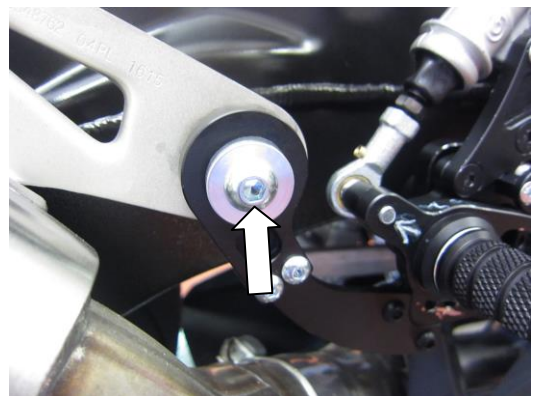
PICTURE 15



PICTURE 16



PICTURE 17



PICTURE 18



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### **BRAKE SIDE**

- Before starting it is a good idea to protect the swing-arm and frame with some sort of cover.
- Undo and remove the exhaust mounting bolt arrowed in picture 7.
- Undo and remove the two bolts holding the heel guard and master cylinder as arrowed in picture 8 (please note these bolts have nuts on the inboard side, please use these to loosen the bolts).
- Remove the return spring and bracket arrowed in picture 9.
- Unclip and remove the master cylinder shaft retaining clip as arrowed in picture 10.
- Loosen the lock nut and remove the master cylinder shaft fork end as shown in picture 11 and replace with the new ball joint from kit as shown in picture 12.
- Undo and remove the two bolts arrowed in picture 13 and carefully remove the original foot rest bracket.
- Using the bolt and spacer from the kit connect the ball joint as shown in picture 14.
- Using the two M6 bolts from kit (item 9) and the original nuts attach the master cylinder to the master cylinder bracket as shown in pictures 15 and 16 (please ensure 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.**
- Offer the right hand side assembly (item 8) into position and secure using the two shorter remaining M8 bolts from kit (item 10) as shown in picture 17.
- Using the remaining M8 bolt secure the exhaust as shown in picture 18.
- Adjust the foot rest and toe peg for comfort and operation (please be aware not all positions are usable as there is an impact cushion secured to the inboard face of the rear-set (it may be moved it achieve the required result).
- Before riding please check all bolts are tightened and the operation and position of all parts.
- Please check operation of the brake before riding.
- Tighten all bolts and lock-nuts.
- Please check operation of the brake 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.**

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**INSTRUCTIONS DE MONTAGE POUR RSET026BK JEU ARRIERE**  
**AJUSTABLE**  
**BMW S1000RR 2015**

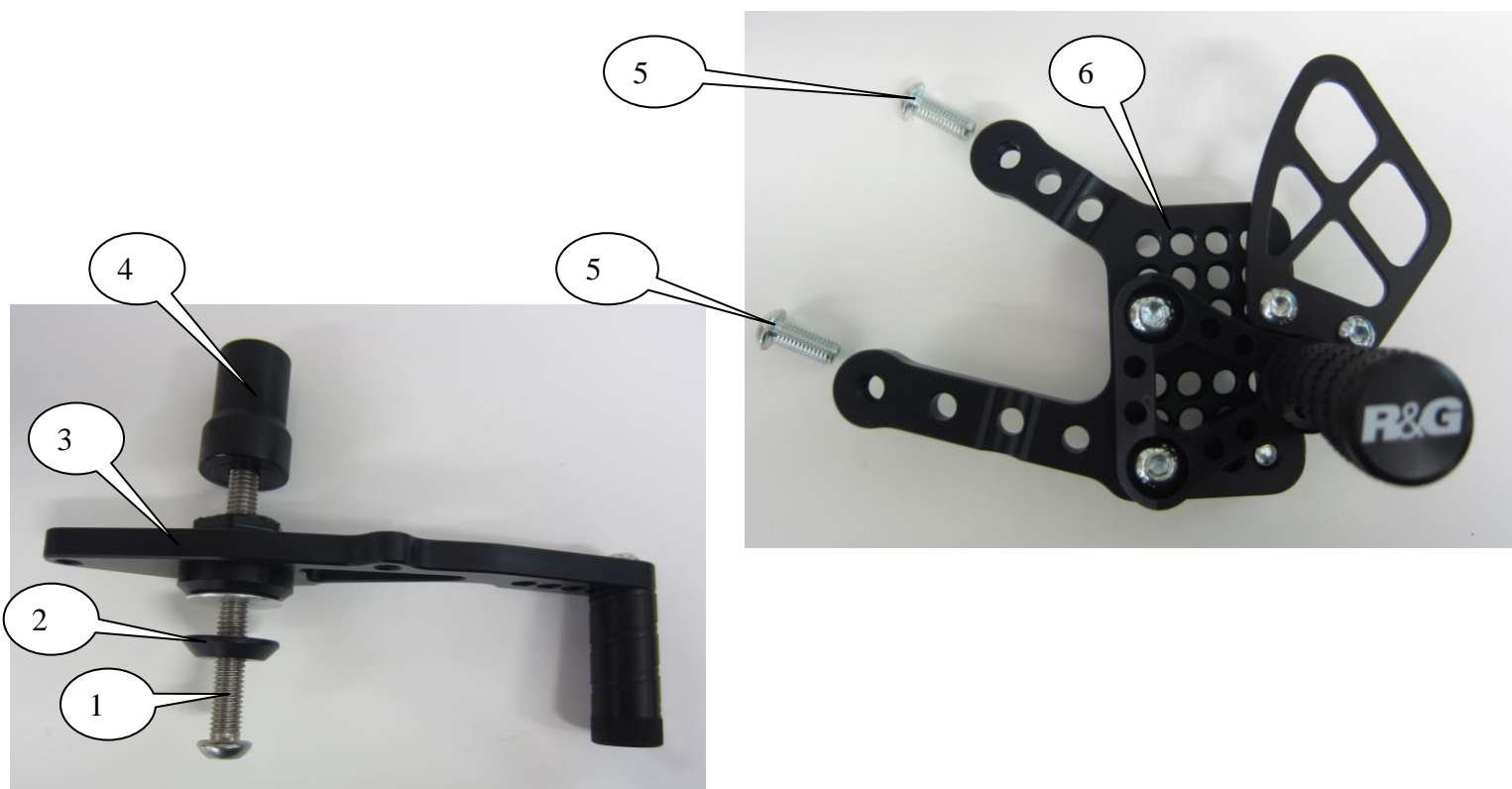
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**Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.**

**La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.**

**LES PARTIES PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES  
(POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT)**



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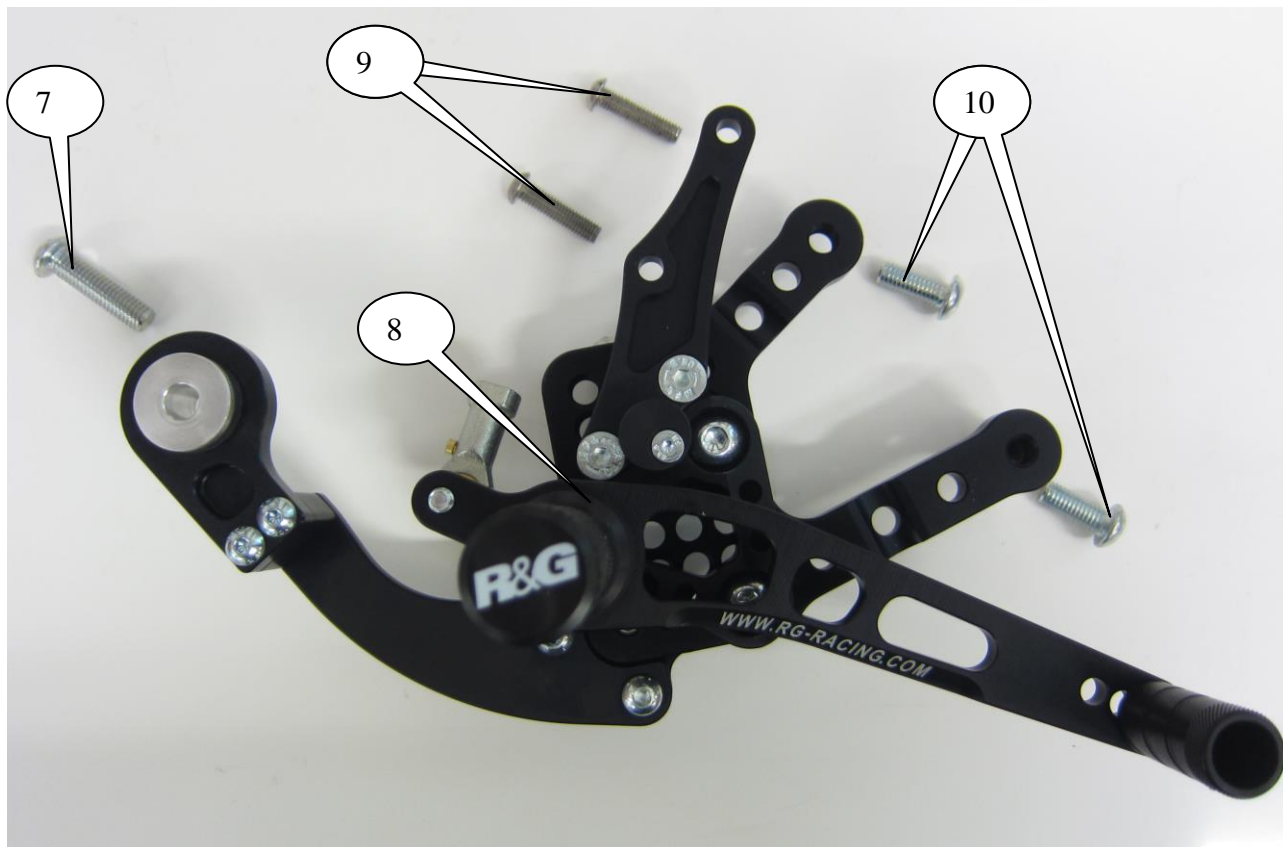




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## COTE GAUCHE / COTE LEVIER DE VITESSE

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## COTE DROIT / ASSEMBLAGE COTE FREIN

### LEGENDE

#### COTE LEVIER DE VITESSE (GAUCHE)

- ARTICLE 1= BOULON DE FIXATION DU LEVIER DE VITESSE (M8x80mm BOULON) (x1).  
ARTICLE 2= ENTRETOISE DU BOULON DE LEVIER DE VITESSE (RSET PT 7) (x1).  
ARTICLE 3= LEVIER DE VITESSE (RSET PT 4) (x1).  
ARTICLE 4= ENTRETOISE DE FIXATION DU LEVIER DE VITESSE (RSET PT 5).  
ARTICLE 5= M8x20mm BOULONS DE PLAQUE DE FIXATION (x2)  
ARTICLE 6= ASSEMBLAGE COTE GAUCHE (x1).  
ARTICLE 7= M8x20mm BOULON DE FIXATION D'ECHAPPEMENT (x1)  
ARTICLE 8= ASSEMBLAGE COTE DROIT (x1).  
ARTICLE 9= M6x25mm BOULONS DE MAITRE CYCLINDRE (x2).  
ARTICLE 10= M8x20mm BOULONS DE PLAQUE DE FIXATION (x2)  
CONNECTEUR DE BOITE DE VITESSES AVEC ROTULE MALE M6 COTE GAUCHE (x1).

### OUTILS REQUIS

- CLES 10, 11, 12, 13 et 14mm.
- CLES ALLEN 2.5, 3, 4 et 5mm.
- CLES TORX T30 et T45.

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- PINCES 10 et 12 mm.

**REGLAGES DE COUPLE**

M4 BOULON = 8Nm

M5 BOULON = 12Nm

M6 BOULON = 15Nm

M8 BOULON = 20Nm

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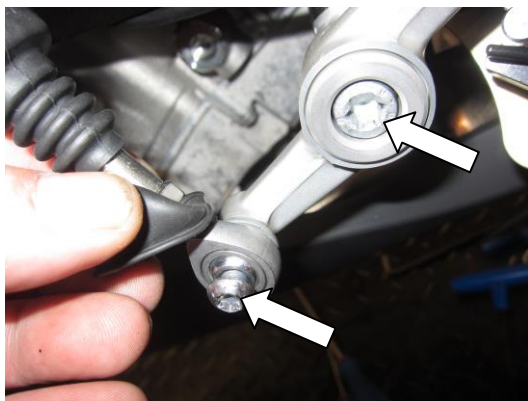


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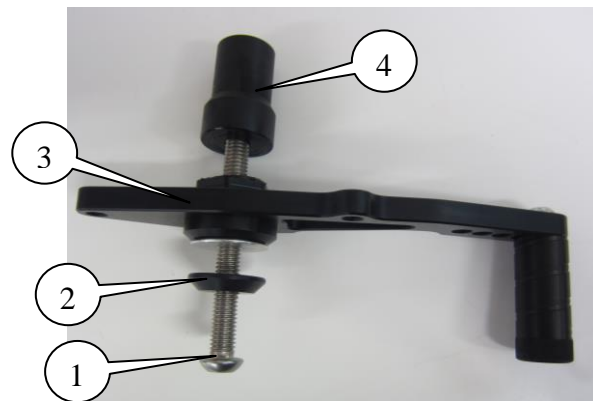


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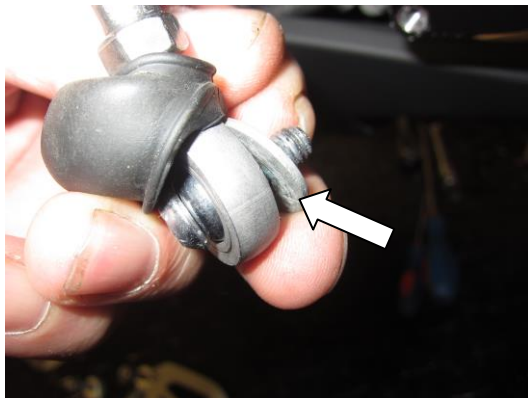


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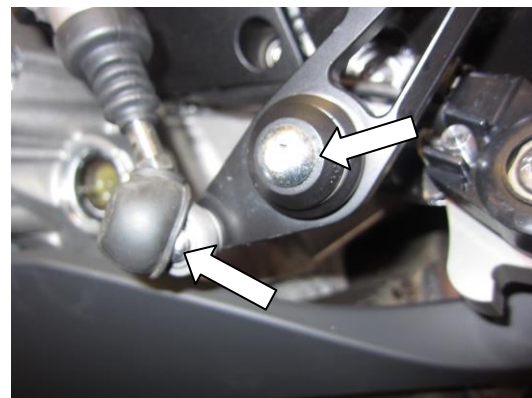
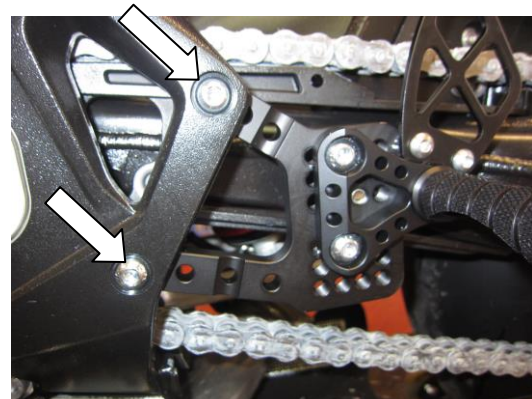
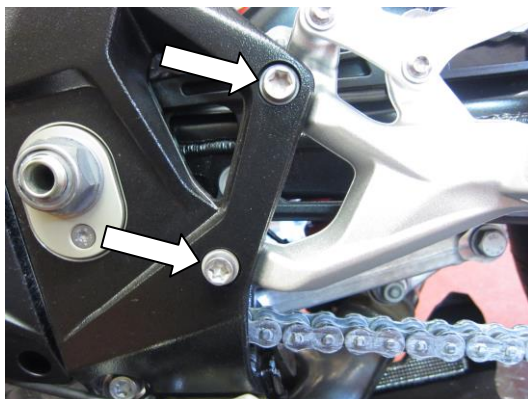


PHOTO 4





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PHOTO 5

PHOTO 6

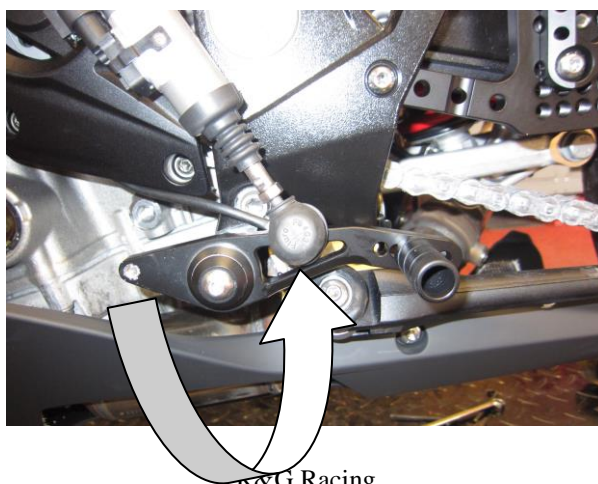
### COTE VITESSES

- Peler le cache en caoutchouc et enlever les 2 boulons indiqués sur la photo 1, puis enlever le levier de vitesses d'origine.
- Assembler le nouveau levier de vitesses, voir photo 2 en utilisant les articles 1, 2, 3 et 4.
- Utiliser le boulon d'origine et la rondelle, voir photo 3.
- Monter en position puis fixer la barre au levier de vitesse d'origine, voir photo 4 puis fixer le nouveau levier de vitesses au support de cadre inférieur, comme à l'origine (voir photo 4).
- Enlever les 2 boulons de fixation du support repose pied, voir photo 5 puis enlever le support repose pied d'origine.
- Monter l'assemblage du coté gauche (article 6) en position puis fixer à l'aide de 2 boulons M8 (article 5), voir photo 6.
- Ajuster le repose pied et repose cheville pour davantage de confort (Toutes les positions ne peuvent pas être définies, car il y a un coussin d'impact solidaire de la face interne du jeu arrière. Il peut cependant être positionné de façon à obtenir un résultat optimal).
- Avant de prendre la route, vérifiez svp que tous les boulons soient correctement serrés et que la position de toutes les parties est adéquate ainsi que leur bon fonctionnement.

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### VITESSES REGLEES EN MODE COURSE

- Peler le cache en caoutchouc et enlever les 2 boulons indiqués sur la photo 1, puis enlever le levier de vitesses d'origine.
- Assembler le nouveau levier de vitesses, voir photo 2 en utilisant les articles 1, 2, 3 et 4.
- Utiliser le boulon d'origine et la rondelle, voir photo 3.
- Offer into position and secure the original gear shift rod to the new gear shift lever as shown in the photo below and secure the new gear shift lever to the lower frame bracket (also shown below).
- Monter en position puis fixer la barre au levier de vitesse d'origine, voir photo ci-dessous puis fixer le nouveau levier de vitesses au support de cadre inférieur (voir photo du dessous).
- Enlever les 2 boulons de fixation du support repose pied, voir photo 5 puis enlever le support repose pied d'origine.
- Monter l'assemblage du coté gauche (article 6) en position puis fixer à l'aide de 2 boulons M8 (article 5), voir photo 6.
- Ajuster le repose pied et repose cheville pour davantage de confort (Toutes les positions ne peuvent pas être définies, car il y a un coussin d'impact solidaire de la face interne du jeu arrière. Il peut cependant être positionné de façon à obtenir un résultat optimal).
- Avant de prendre la route, vérifiez svp que tous les boulons soient correctement serrés et que la position de toutes les parties est adéquate ainsi que leur bon fonctionnement.



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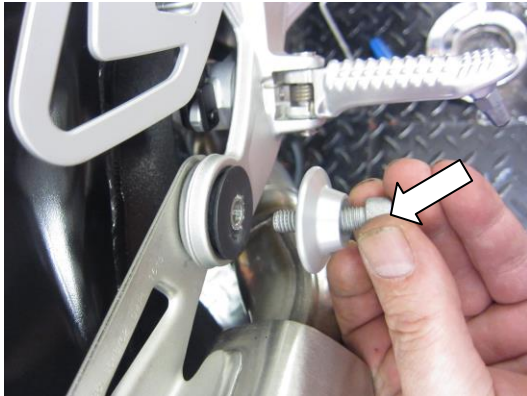


PHOTO 7

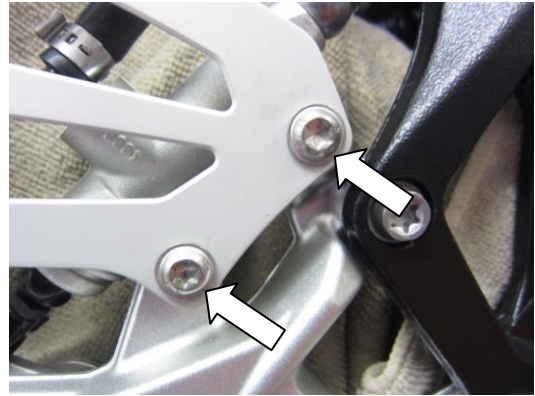


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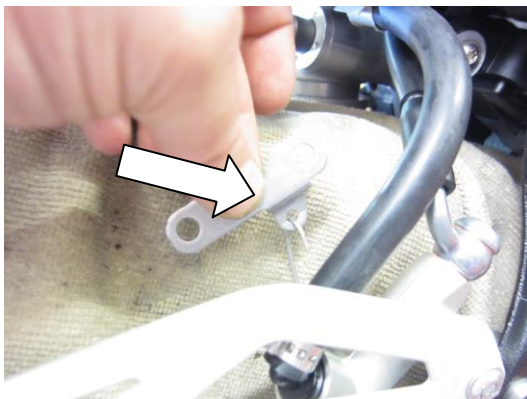


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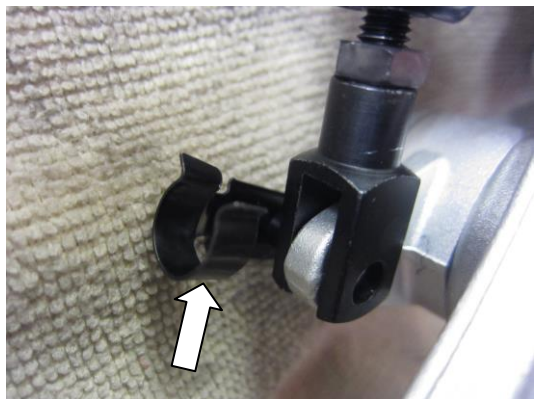


PHOTO 10



PHOTO 11



PHOTO 12



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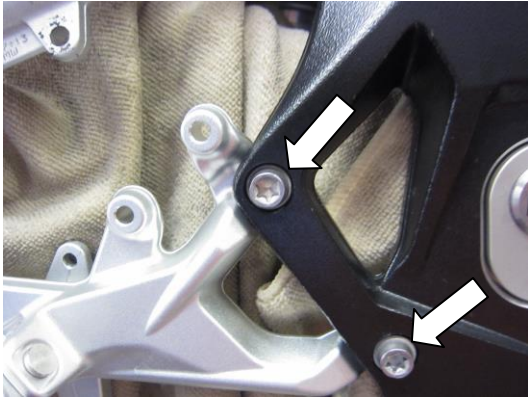


PHOTO 13



PHOTO 14



PHOTO 15



PHOTO 16

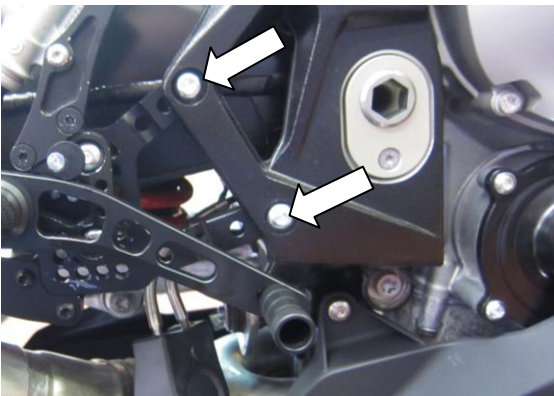


PHOTO 17

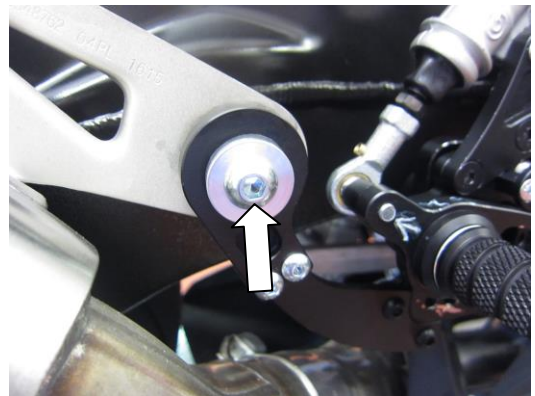


PHOTO 18





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### **COTE FREIN**

- Protégez le bras oscillant et le cadre à l'aide de caches divers.
- Enlever le boulon de fixation de l'échappement, voir photo 7.
- Enlever les 2 boulons qui fixent le garde talon et le maître cylindre, voir photo 8 (notez que ces boulons possèdent des écrous sur le bord interne, vous devez les desserrer).
- Enlever le ressort de rappel et le support, voir photo 9.
- Déclipser et enlever le clip de l'arbre du maître cylindre, voir photo 10.
- Desserrer l'écrou de blocage puis enlever l'extrémité de fourche de l'arbre de maître cylindre, voir photo 11 puis remplacez les par la nouvelle rotule du kit, voir photo 12.
- Enlever les 2 boulons, voir photo 13 et retirez délicatement le support repose pied d'origine.
- A l'aide du boulon et de l'entretoise du kit, connectez la rotule, voir photo 14.
- A l'aide des 2 boulons M6 du kit (article 9) et des écrous d'origine, attachez le maître cylindre au support de maître cylindre, voir photos 15 et 16 (Veillez à ce que l'arbre de pression du maître cylindre soit directement aligné avec le maître cylindre).
- **ATTENTION : SI CELA N'EST PAS CORRECTEMENT INSTALLE, VOUS POUVEZ POTENTIELLEMENT RENCONTRER DES PROBLEMES DE FREIN.**
- Montez l'assemblage du coté droit (article 8) en position puis fixer à l'aide des 2 boulons M8 courts restants dans le kit (article 10) voir photo 17.
- Utiliser le boulon M8 restant pour fixer l'échappement, voir photo 18.
- Ajuster le repose pied et repose cheville pour davantage de confort (Toutes les positions ne peuvent pas être définies, car il y a un coussin d'impact solidaire de la face interne du jeu arrière. Il peut cependant être positionné de façon à obtenir un résultat optimal).
- Avant de prendre la route, vérifiez svp que tous les boulons soient correctement serrés et que la position de toutes les parties est adéquate ainsi que leur bon fonctionnement.
- Vérifiez que les freins fonctionnent correctement avant de prendre la route.
- Serrer tous les boulons et écrous de blocage.

**Du fait de la complexité et des dangers inhérents à l'installation des produits, impliquant notamment le système de freinage, nous vous recommandons de faire effectuer/contrôler le montage par un mécanicien qualifié.**

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