



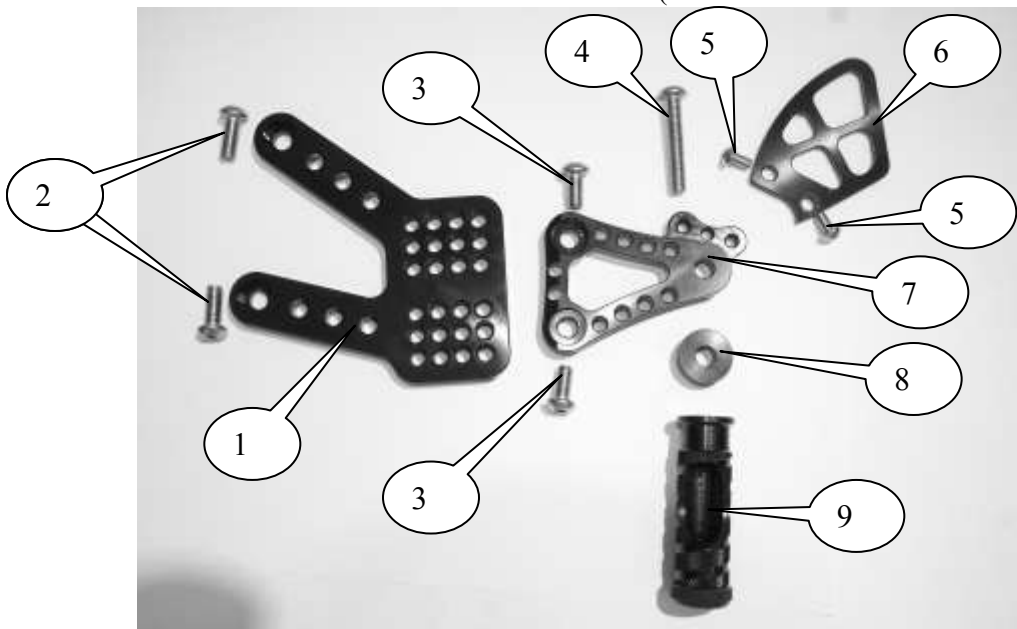
FITTING INSTRUCTIONS FOR RSET09BK ADJUSTABLE REARSETS
YAMAHA YZF-R6 2007-12



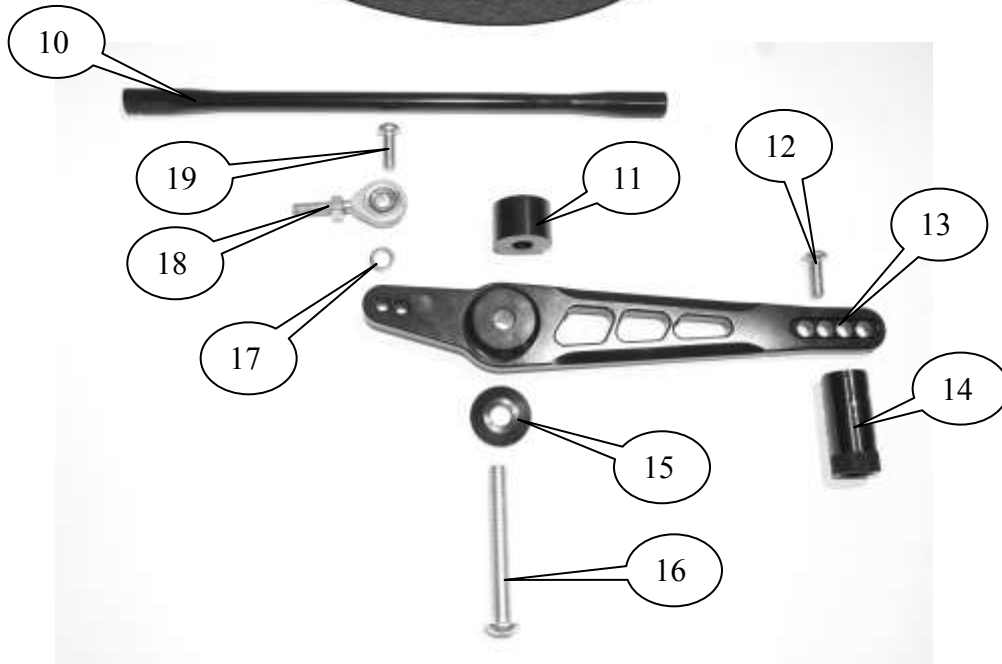
THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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)

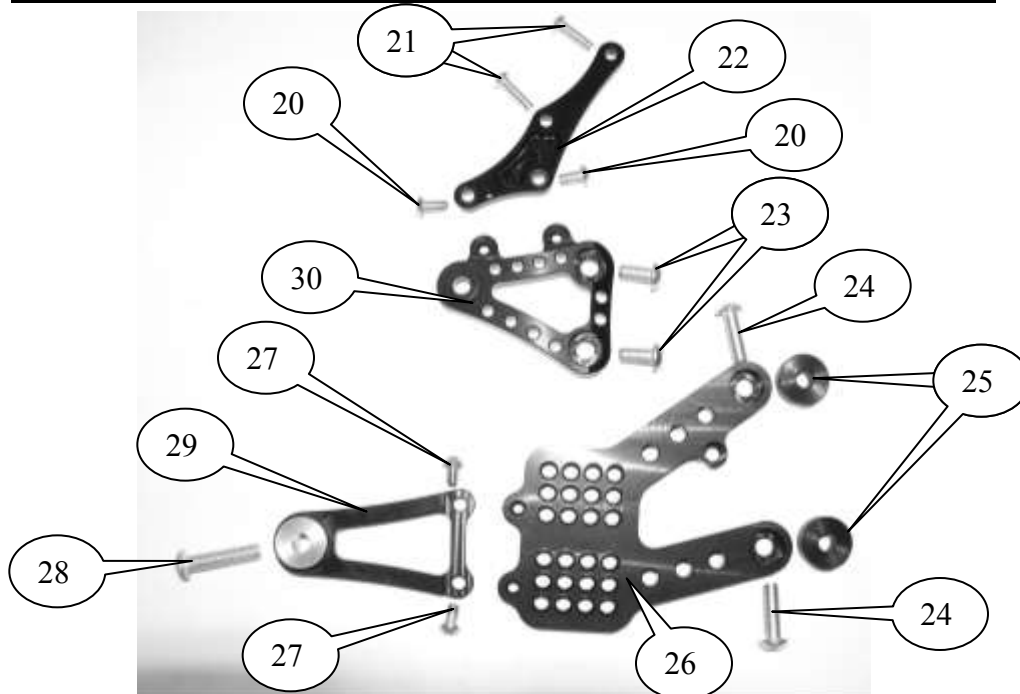


LEFT HAND FOOT REST ASSEMBLY

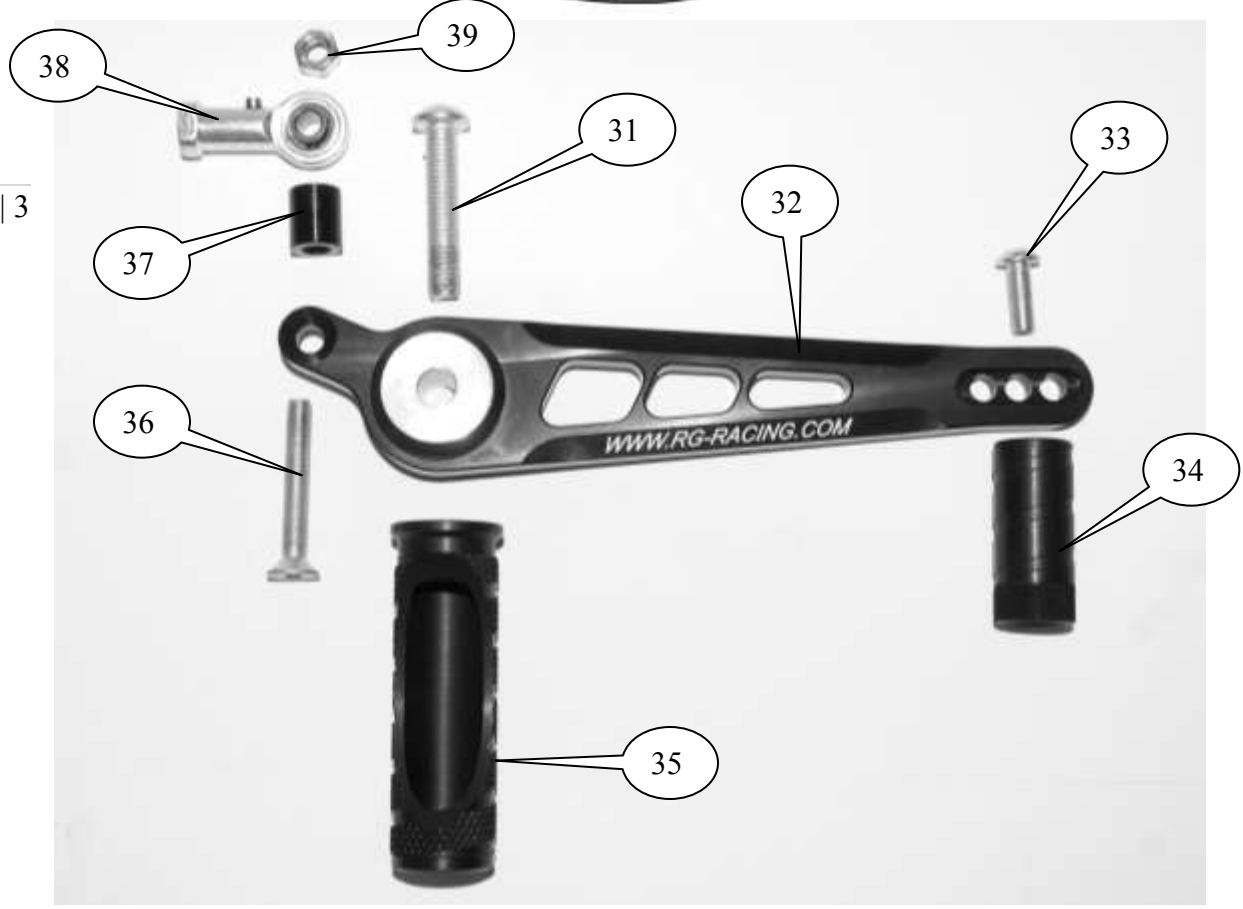


LEFT HAND GEAR SHIFT LEVER ASSEMBLY

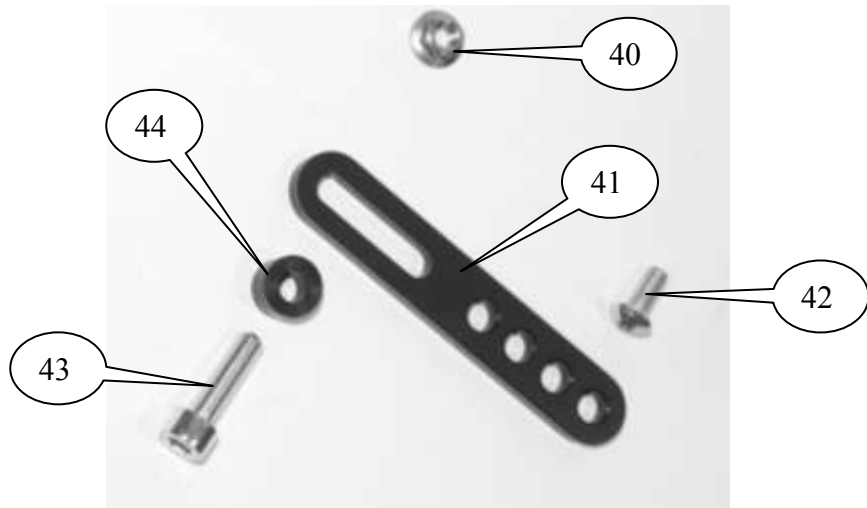
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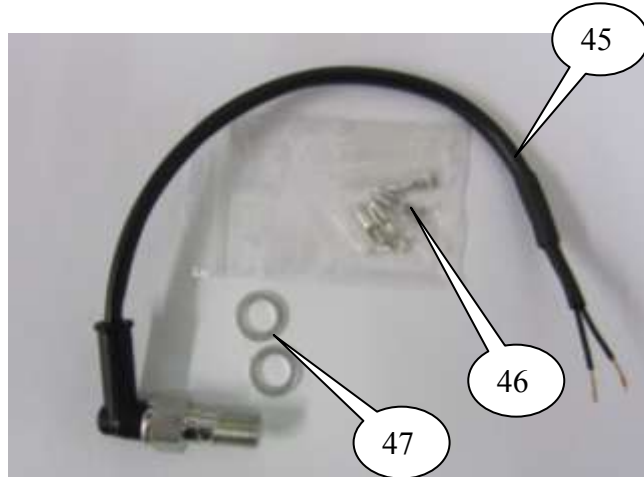
RIGHT HAND MOUNTING ASSEMBLY



RIGHT HAND FOOT REST/LEVER ASSEMBLY



BRAKE RESERVOIR BRACKET ASSEMBLY



LEGEND

- ITEM 1= LEFT HAND MAIN MOUNTING PLATE (x1).
- ITEM 2= M8x20mm BUTTON HEAD BOLTS (L-H-S MAIN MOUNTING PLATE BOLTS) (x2).
- ITEM 3= M8x16mm LONG BUTTON HEAD BOLTS (ADJUSTMENT PLATE BOLTS) (x2).
- ITEM 4= M8x30mm LONG BUTTON HEAD BOLT (FOOT PEG BOLT) (x1).
- ITEM 5= M6x10mm LONG BUTTON HEAD BOLTS (HEEL PLATE BOLTS) (x2).
- ITEM 6= HEEL PLATE (x1).
- ITEM 7= LEFT HAND ADJUSTMENT PLATE (x1).
- ITEM 8= FOOT PEG SPACER 11mm WIDE (x1).
- ITEM 9= FOOT PEG (x1).
- ITEM 10= GEAR SHIFT SHAFT 225mm LONG (x1).
- ITEM 11= GEAR SHIFT LEVER MOUNTING SPACER 17mm WIDE (x1).
- ITEM 12= M6x15mm LONG BUTTON HEAD BOLT (TOE PEG BOLT) (x1).
- ITEM 13= GEAR SHIFT LEVER (x1).
- ITEM 14= TOE PEG (x1).
- ITEM 15= DOMED GEAR SHIFT LEVER SPACER (x1).
- ITEM 16= M8x60mm BUTTON HEAD BOLT (GEAR SHIFT LEVER BOLT) (x1).
- ITEM 17= M6 WASHER (BALL JOINT WASHER) (x1).
- ITEM 18= M6 LEFT HAND MALE BALL JOINT WITH NUT (x1).
- ITEM 19= M6x15mm BUTTON HEAD BOLT (BALL JOINT BOLT) (x1).
- ITEM 20= M6x12mm BUTTON HEAD BOLTS (MASTER CYLINDER BRACKET BOLTS) (x2).
- ITEM 21= M6x20mm BUTTON HEAD BOLT (MASTER CYLINDER BOLTS) (x2).
- ITEM 22= MASTER CYLINDER BRACKET (x1).
- ITEM 23= M8x16mm BUTTON HEAD BOLTS (ADJUSTMENT PLATE BOLTS) (x2).
- ITEM 24= M8x25mm BUTTON HEAD BOLTS (R-H-S MAIN MOUNTING PLATE BOLTS) (x2).
- ITEM 25= MOUNTING PLATE SPACERS 10mm WIDE (x2).
- ITEM 26= R-H-S MAIN MOUNTING PLATE (x1).
- ITEM 27= M6x10mm BUTTON HEAD BOLTS (EXHAUST BRACKET BOLTS) (x2).
- ITEM 28= M8x35mm BUTTON HEAD BOLT (EXHAUST MOUNTING BOLT) (x1).
- ITEM 29= EXHAUST MOUNTING BRACKET WITH RUBBER MOUNTED BUSH (x1).
- ITEM 30= RIGHT HAND ADJUSTMENT PLATE (x1).
- ITEM 31= M8x40mm BUTTON HEAD BOLT (FOOT PEG/LEVER MOUNTING BOLT) (x1).
- ITEM 32= BRAKE LEVER (x1).
- ITEM 33= M6x15mm LONG BUTTON HEAD BOLT (TOE PEG BOLT) (x1).

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- ITEM 34= TOE PEG (x1).
- ITEM 35= FOOT PEG (x1).
- ITEM 36= M6x40mm COUNTER-SUNK BOLT (BALL JOINT BOLT) (x1).
- ITEM 37= BALL JOINT SPACER 14mm WIDE (x1).
- ITEM 38= M8 FEMALE BALL JOINT (x1).
- ITEM 39= M6 NYLOC NUT (x1).
- ITEM 40= M5 FLANGE NUT (x1).
- ITEM 41= BRAKE RESERVOIR RELOCATION BRACKET (x1).
- ITEM 42= M5x12mm BUTTON HEAD BOLT (x1).
- ITEM 43= M6x20mm CAP HEAD BOLT (x1).
- ITEM 44= BRAKE RESERVOIR BRACKET SPACER 8mm WIDE (x1).
- ITEM 45= BRAKE LIGHT SWITCH (x1).
- ITEM 46= PACKET OF BULLET CONNECTORS FOR BRAKE LIGHT SWITCH (CON 4) (x1).
- ITEM 47= SEALING WASHERS (x2).

TOOLS REQUIRED

- 10, 11 AND 12mm OPEN ENDED SPANNERS.
- SET OF METRIC ALLEN KEYS UP TO 8mm A/F.
 - TORQUE WRENCH UP TO 20Nm.

TORQUE SETTINGS

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



PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4



PICTURE 5



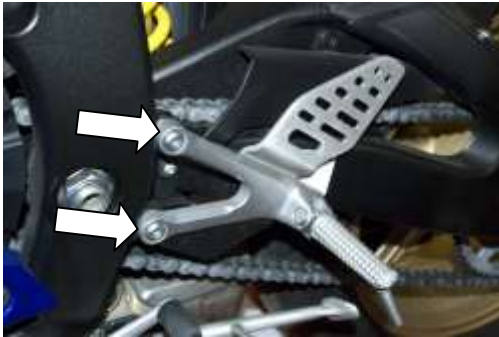
PICTURE 6



PICTURE 7



PICTURE 8



PICTURE 9



PICTURE 10



PICTURE 11



PICTURE 12



PICTURE 11



PICTURE 12

GEAR SHIFT SIDE ASSEMBLY

- Fit the heel plate (item 6) to the adjustment plate (item 7) using the two bolts (items 5) as shown in picture 1.
- Fit the foot peg (item 9) and foot peg spacer (item 8) using the M8 bolt (item 4) as shown in pictures 2 and 3.



- Fit the foot peg assembly to the main mounting bracket (item 1) as shown in picture 4 using the two M8 bolts (item 3).
- Fit the toe peg (item 14) to the gear shift lever (item 13) using the M6 bolt (item 12) as shown in picture 5.
- Fit the gear shift lever mounting spacer (item 11) using the M8 bolt (item 16) and domed spacer (item 15) as shown in picture 6.
- Fit the left handed male ball joint (item 18) to the gear shift lever (item 13) using the M6 bolt (item 19) and washer (item 17) as shown in picture 7.
- Fit the gear shift shaft (item 10) to the ball joint (item 18) as shown in picture 8.

GEAR SHIFT SIDE FITTING INSTRUCTIONS

- Remove the two bolts arrowed in picture 9 and remove the original foot rest bracket.
- Remove the bolt arrowed in picture 10 and remove the original gear lever.
- Disconnect the original gear shift shaft from the top gear shift bracket and fit the new gear lever shaft (item 10) as shown in pictures 11 and 12.
- Fit the gear shift lever assembly as shown in picture 11.
- Fit the foot rest assembly as shown in picture 12 using the two bolts (items 2).
- Adjust the foot rest and gear shift lever for position and operation and tighten all nuts and bolts.

PLEASE CHECK OPERATION OF ALL COMPONENTS BEFORE RIDING



PICTURE 13



PICTURE 14



PICTURE 15



PICTURE 16



PICTURE 17



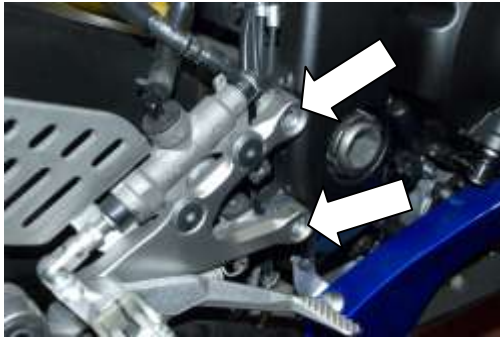
PICTURE 18



PICTURE 19



PICTURE 20



PICTURE 21



PICTURE 22



PICTURE 23



PICTURE 24



PICTURE 25



PICTURE 26



PICTURE 27



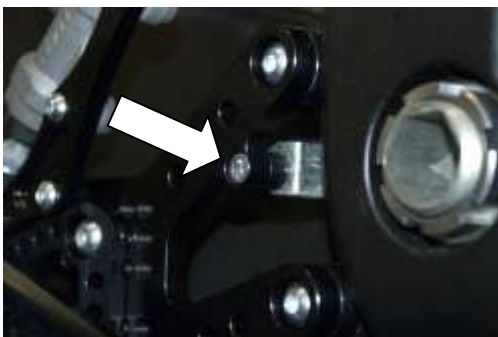
PICTURE 28



PICTURE 29



PICTURE 30



PICTURE 31



PICTURE 32

BRAKE SIDE ASSEMBLY

- Fit the toe peg (item 34) to the brake lever (item 32) using the M6 bolt (item 33) as shown in picture 13.
- Fit the foot peg (item 35) and the brake lever (item 32) to the adjustment plate (item 30) using the M8 bolt (item 31) as shown in pictures 14 and 15.
- Fit the female ball joint (item 38) and ball joint spacer (item 37) using the M6 counter sunk bolt (item 36) and nut (item 39) as shown in picture 16.
- Fit the exhaust mounting bracket (item 29) to the main mounting plate (item 26) using the two M6 bolts (item 27) as shown in picture 17.

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- Fit these assemblies together using the two M8 bolts (items 23) as shown in picture 18.
- Fit the master cylinder mounting bracket (item 22) using the two M6 bolts (item 20) as shown in pictures 19 and 20.

BRAKE SIDE FITTING INSTRUCTIONS

- Remove the two bolts arrowed in picture 21.
- Remove the four bolts arrowed in picture 22.
- Gently move the original rearset to allow access and removal of the two bolts arrowed in picture 23.
- Remove the original brake light switch as shown in picture 24.
- Disconnect the master cylinder from the rearset as shown in picture 25.
- Connect the new rearset ball joint as shown in picture 26.
- Refit the master cylinder to the master cylinder bracket (item 22) using the two M6 bolts (items 21) as shown in picture 26. 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 picture 26. **PLEASE NOTE FAILURE TO DO THIS MAY RESULT IN BRAKE FAILURE AND/OR JAMMING OF BRAKES.** Use the lock nut to lock in position.
- Remove the bolt in position arrowed in picture 27 and move the brake reservoir as shown in picture 27.
- Fit the main mounting plate (item 26) using the two bolts (items 24) and spacers (items 25) as shown in picture 28.
- Reconnect the exhaust mounting bracket using the M8 bolt (item 28) as shown in pictures 29 and 30.
- Reconnect the cable guide bracket as arrowed in picture 31 using the M6 cap head bolt (item 43).
- Using the brake reservoir relocation bracket (item 41) the M5 nut (item 40) and the M5 bolt (item 42) mount the brake reservoir as shown in picture 32, use the original bolt and spacer (item 44).

After the fitting of this product.

- Adjust the new rear set for comfort and position.
- Tighten all bolts and lock-nuts.
- Please check operation of brakes and brake light before riding.

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 45) using the aluminium sealing washers supplied (item 47) as arrowed in picture of the Brake switch assembly. **PLEASE NOTE YOU WILL HAVE TO BLEED THE BRAKING SYSTEM.**
- We recommend cutting the original wiring and using the bullet connectors (item 46) to connect the brake light sensor switch wires to the original wiring.
- Please check operation of brakes and brake light before riding.

IMPORTANT:- The above instructions are for guidance only. It is your (the installers) responsibility to ensure all components are secure and in no circumstances interfere with other bike components they aren't meant to, failure to do this can be dangerous and may cause damage to the rider or motorcycle.



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.

- Please check operation of brakes and brake light before riding.

ISSUE 1 22/11/2012 (NSY)

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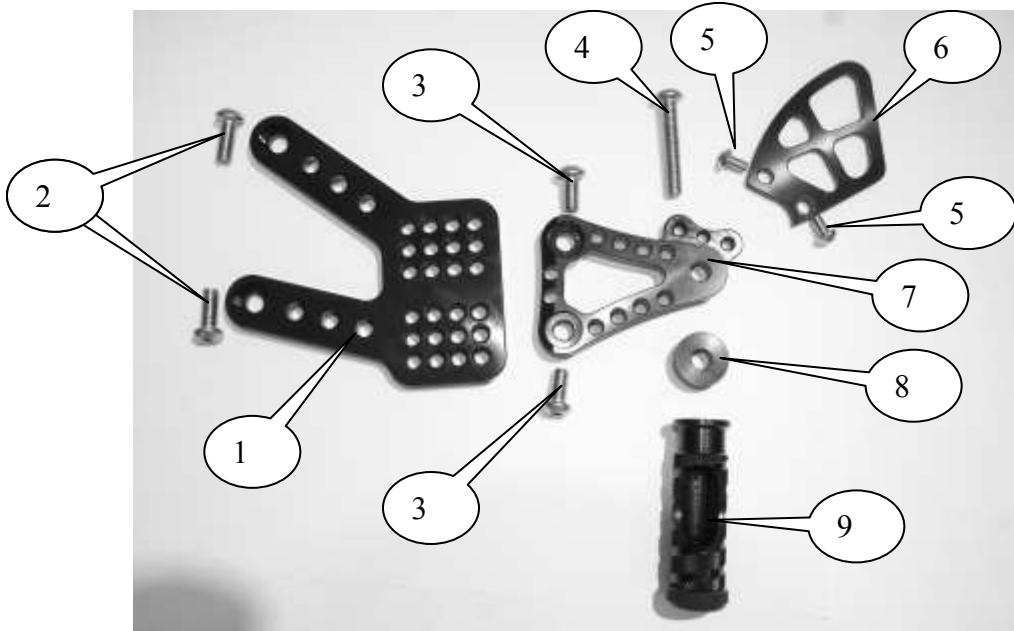
Instructions de montage RSET09BK Train arrière ajustable
YAMAHA YZF-R6 2007-12



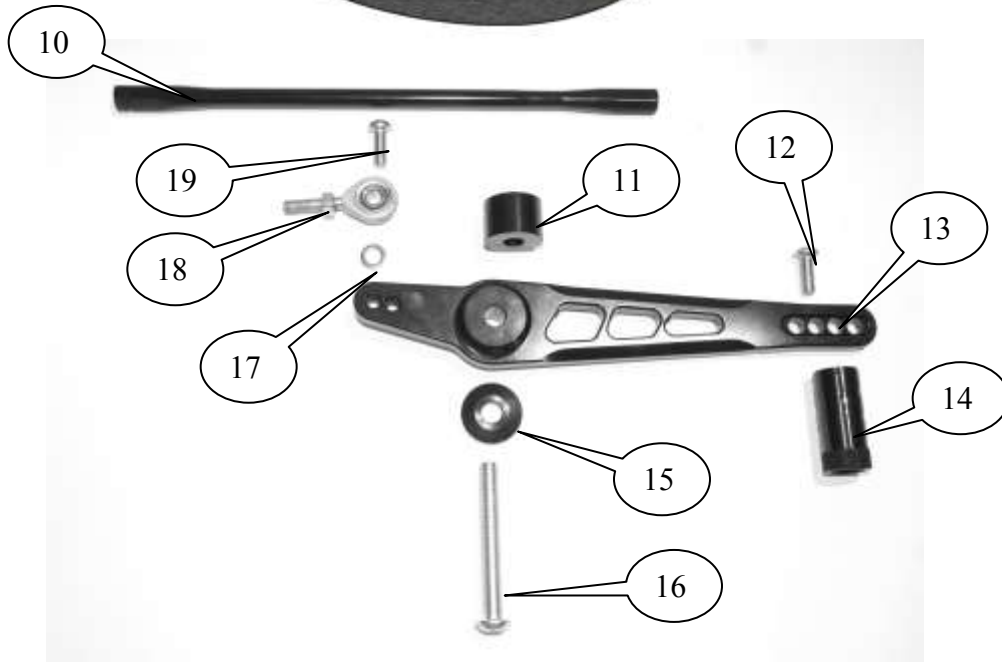
LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES AVANT DE PROCEDER AU MONTAGE.

LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.

Les pièces présentées peuvent n'être que représentatives, afin de faciliter et clarifier les instructions de montage.

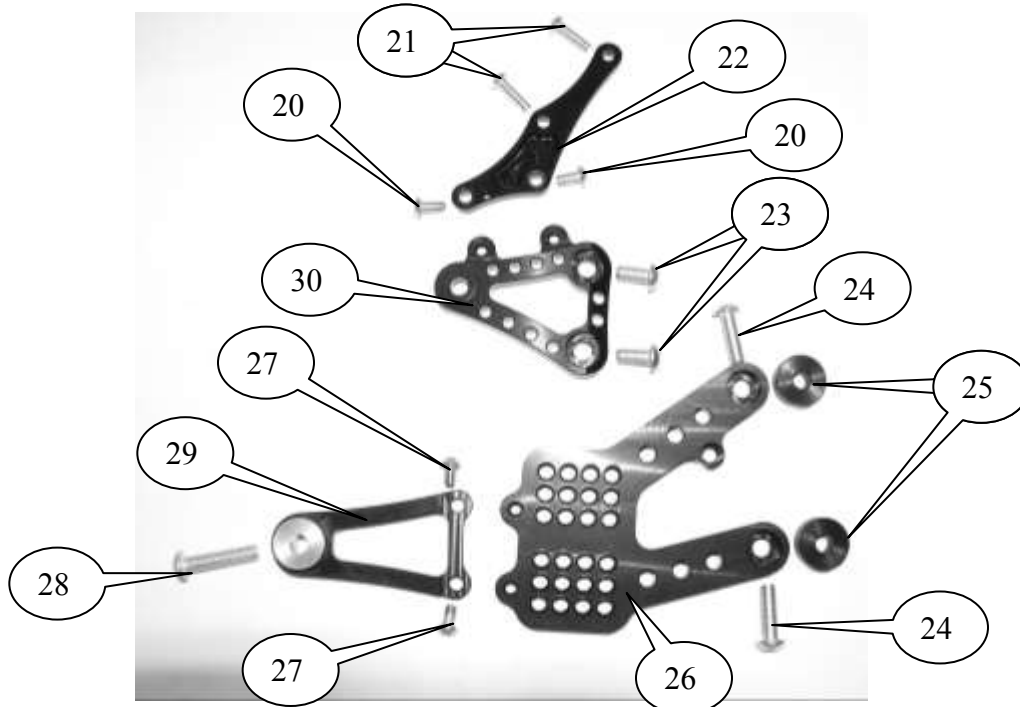


Assemblage repose pied coté gauche

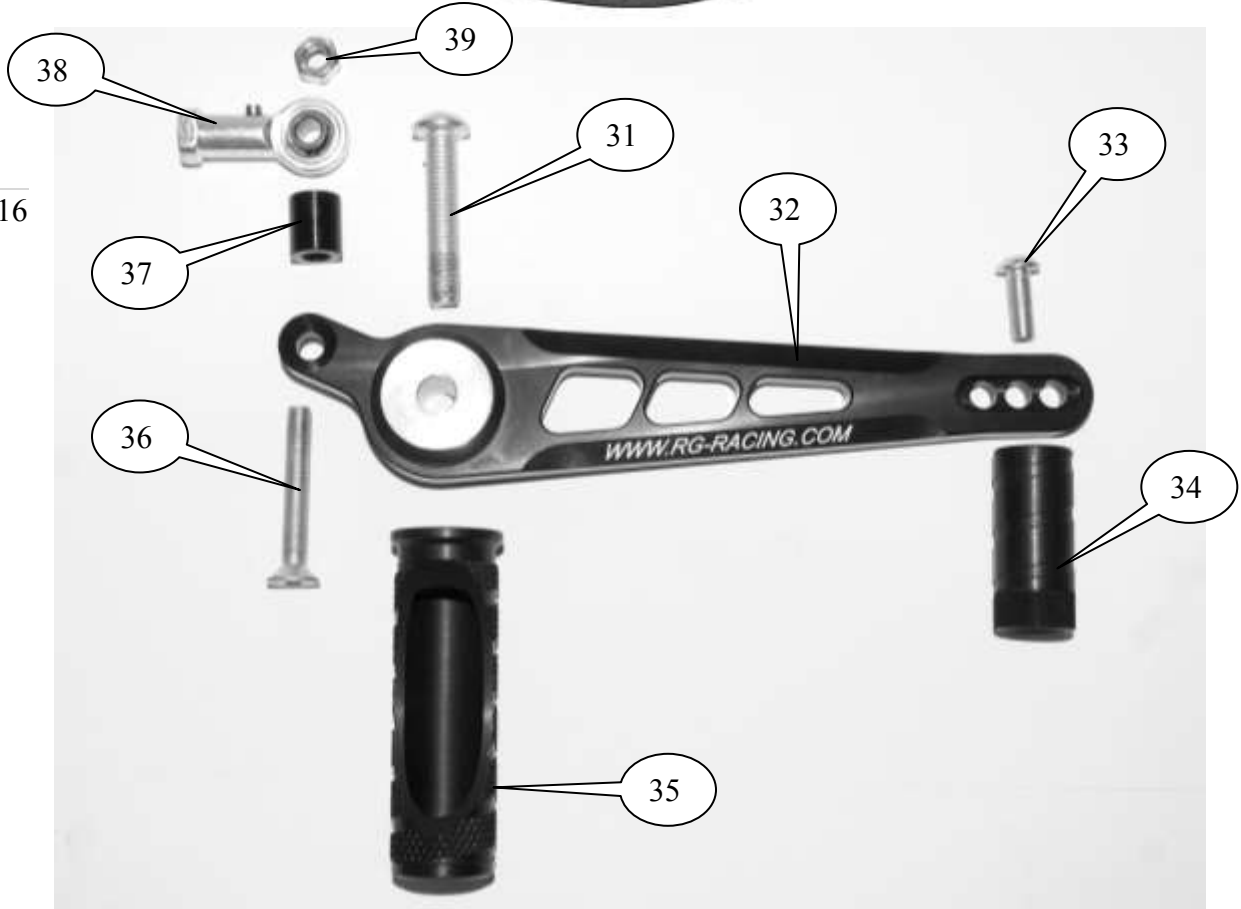


Assemblage levier de vitesses coté gauche

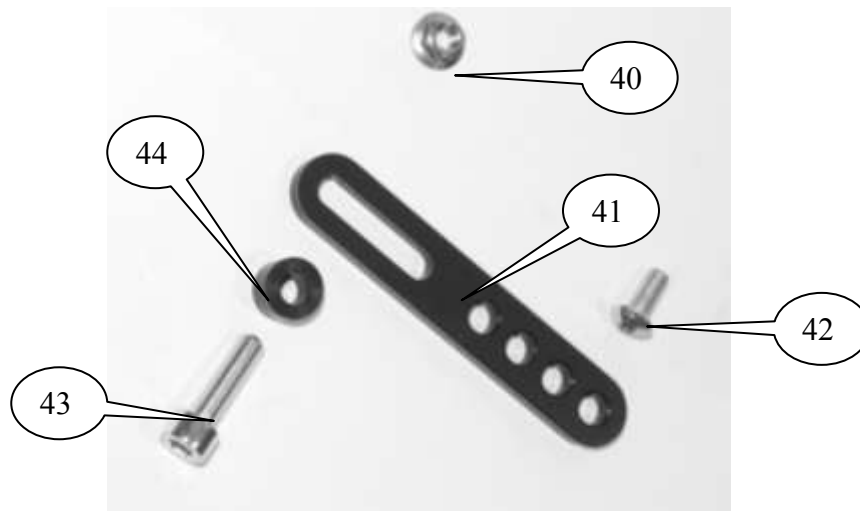
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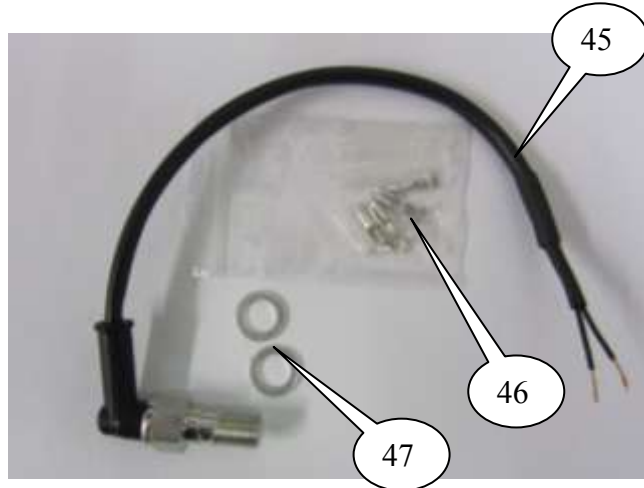
Assemblage coté droit



Repose pied coté droit/levier



Support liquide de freins



LEGENDE

- ARTICLE 1= Plaque de montage coté gauche (x1).
ARTICLE 2= M8x20mm Boulons à tête ronde (Boulons de plaque de montage principale – coté gauche) (x2).
ARTICLE 3= M8x16mm Boulons à tête ronde (Boulons de plaque d’ajustement) (x2).
ARTICLE 4= M8x30mm Boulons à tête ronde (Boulon repose pied) (x1).
ARTICLE 5= M6x10mm Boulons à tête ronde (Boulons plaque d’inclinaison) (x2).
ARTICLE 6= Plaque d’inclinaison (x1).
ARTICLE 7= Plaque d’ajustement coté gauche (x1).
ARTICLE 8= Entretoise repose talon 11mm (x1).
ARTICLE 9= Repose pied (x1).
ARTICLE 10= Arbre de changement de vitesses 225mm de long (x1).
ARTICLE 11= Entretoise de montage du levier de changement de vitesses 17mm (x1).
ARTICLE 12= M6x15mm Boulon à tête ronde (Boulon repose talon) (x1).
ARTICLE 13= Levier de changement de vitesses (x1).
ARTICLE 14= Repose talon (x1).
ARTICLE 15= Entretoises à coupoles du levier de changement de vitesses(x1).
ARTICLE 16= M8x60mm Boulon à tête ronde (Boulon du levier de changement de vitesses) (x1).
ARTICLE 17= M6 Rondelle (Rondelle de rotule) (x1).
ARTICLE 18= M6 Rotule male coté gauche avec écrou (x1).
ARTICLE 19= M6x15mm Boulon à tête ronde (Boulon de rotule) (x1).
ARTICLE 20= M6x12mm Boulon à tête ronde (Boulons du support de maître cylindre) (x2).
ARTICLE 21= M6x20mm Boulon à tête ronde (Boulons du maître cylindre) (x2).
ARTICLE 22= Support de maître cylindre (x1).
ARTICLE 23= M8x16mm Boulons à tête ronde (Boulons de plaque d’ajustement) (x2).
ARTICLE 24= M8x25mm Boulons à tête ronde (Boulons de plaque de montage principale coté droit) (x2).
ARTICLE 25= Entretoises de plaque de montage 10mm (x2).
ARTICLE 26= Plaque de montage principale coté droit (x1).
ARTICLE 27= M6x10mm Boulons à tête ronde (Boulons du support d’échappement) (x2).
ARTICLE 28= M8x35mm Boulon à tête ronde (Boulon du support d’échappement) (x1).
ARTICLE 29= Support d’échappement avec bague en caoutchouc (x1).
ARTICLE 30= Plaque d’ajustement coté droit (x1).
ARTICLE 31= M8x40mm Boulon à tête ronde (Repose talon/Boulon de support levier) (x1).
ARTICLE 32= Levier de frein (x1).

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- ARTICLE 33= M6x15mm Boulon à tête ronde (Boulon de repose talon) (x1).
- ARTICLE 34= Repose talon (x1).
- ARTICLE 35= Repose pied (x1).
- ARTICLE 36= M6x40mm Boulon à tête fraisée (Boulon de rotule) (x1).
- ARTICLE 37= Entretoise de rotule 14mm (x1).
- ARTICLE 38= M8 Rotule femelle (x1).
- ARTICLE 39= M6 Ecou en Nyloc (x1).
- ARTICLE 40= M5 Ecou à bride (x1).
- ARTICLE 41= Support changement de position du réservoir de liquide de freins (x1).
- ARTICLE 42= M5x12mm Boulon à tête ronde (x1).
- ARTICLE 43= M6x20mm Boulon à tête en capuchon (x1).
- ARTICLE 44= Entretoise de support de réservoir de liquide de freins 8mm (x1).
- ARTICLE 45= Interrupteur de feux stop (x1).
- ARTICLE 46= Connecteurs pour interrupteur de feux stop (Con 4) (x1).
- ARTICLE 47= Rondelles d'étanchéité (x2).

Outils requis

- Clés de 10, 11 et 12mm.
- Clé Allen métrique à 8mm A/F.
- Clé dynamométrique à 20Nm.

Couples de serrage

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



PHOTO 1



PHOTO 2



PHOTO 3



PHOTO 4

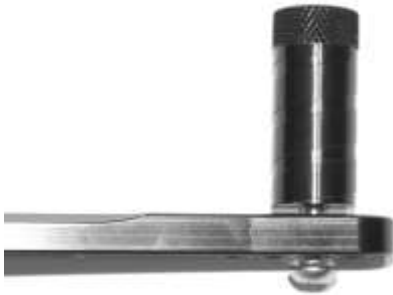


PHOTO 5



PHOTO 6



PHOTO 7



PHOTO 8



PHOTO 9



PHOTO 10



PHOTO 11



PHOTO 12



PHOTO 11



PHOTO 12

COTÉ CHANGEMENT DE VITESSES

- Installer la plaque d'inclinaison (Article 6) à la plaque d'ajustement (Article 7) en utilisant les 2 boulons (Articles 5) Photo 1.
- Installer le repose pied (Article 9) et l'entretoise de repose pied (Article 8) en utilisant le boulon M8 (Article 4) Photos 2 et 3.
- Installer l'assemblage du repose pied au support principal (Article 1) (Photo 4) en utilisant les 2 boulons M8 (Article 3).



- Installer la repose talon (Article 14) au levier de vitesses (Article 13) en utilisant le boulon M6 (Article 12) (Photo 5).
- Passer la rondelle sur le levier de vitesses (Article 11) en utilisant le boulon M8 (Article 16) et l'entretoise en forme de dôme (Article 15) (Photo 6).
- Monter la rotule mâle coté gauche (Article 18) au levier de vitesses (Article 13) en utilisant le boulon M6 (Article 19) et la rondelle (Article 17) (Photo 7).
- Monter l'arbre de changement de vitesses (Article 10) sur la rotule (Article 18) (Photo 8).

INSTRUCTIONS DE MONTAGE COTE LEVIER DE VITESSES

- Enlever les 2 boulons (Photo 9) et enlever le support repose pied d'origine.
- Enlever le boulon (Photo 10) et enlever le levier de vitesses d'origine.
- Débranchez l'arbre de transmission d'origine du support de levier de vitesses et installer le nouvel arbre de transmission (Article 10) (Photos 11 et 12).
- Monter l'assemblage levier de vitesses Photo 11.
- Monter l'assemblage repose pied (Photo 12) en utilisant les 2 boulons (Articles 2).
- Ajuster le repose pied et le levier de vitesses pour qu'il soit opérationnel et confortable puis serer tous les écrous et boulons.

Vérifier que tout fonctionne correctement avant de prendre la route.



PHOTO 13



PHOTO 14



PHOTO 15



PHOTO 16



PHOTO 17



PHOTO 18



PHOTO 19



PHOTO 20

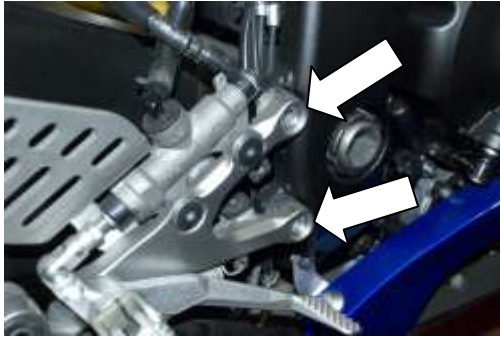


PHOTO 21

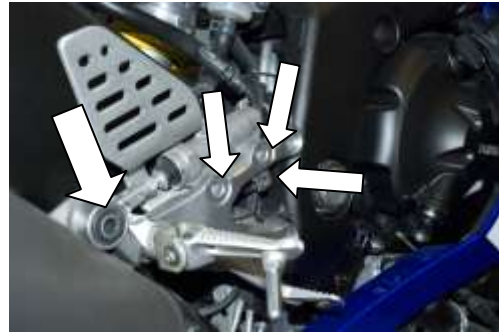


PHOTO 22



PHOTO 23



PHOTO 24



PHOTO 25



PHOTO 26



PHOTO 27



PHOTO 28



PHOTO 29



PHOTO 30

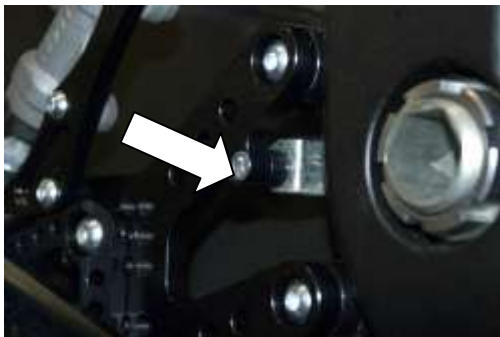


PHOTO 31



PHOTO 32

ASSEMBLAGE COTÉ FREIN

- Installer le repose talon (Article 34) au levier de frein (Article 32) en utilisant le boulon M6 (Article 33) (Photo 13).
- Installer le repose pied (Article 35) et le levier de freins (Article 32) à la plaque d'ajustement (Article 30) en utilisant le boulon M8 (Article 31) (Photos 14 et 15).
- Installer la rotule femelle (Article 38) et l'entretoise de rotule (Article 37) en utilisant le boulon M6 à tête fraisée (Article 36) et l'écrou (Article 39) (Photo 16).
- Monter le support d'échappement (Article 29) à la plaque de montage principale (Article 26) en utilisant les 2 boulons M6 (Article 27) (Photo 17).

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- Assemblez ces derniers ensembles en utilisant les 2 boulons M8 (Articles 23) (Photo 18).
- Installer le support de maître cylindre (Article 22) en utilisant 2 boulons m6 (Article 20) (Photos 19 et 20).

INSTRUCTIONS DE MONTAGE COTE FREIN

Page | 25

- Enlever les 2 boulons (Photo 21).
- Enlever les 4 boulons (Photo 22).
- Bouger doucement le repose pied d'origine pour permettre l'accès et enlever les 2 boulons (Photo 23).
- Enlever l'interrupteur du feu stop d'origine (Photo 24).
- Déconnecter le maître cylindre du repose pied (Photo 25).
- Connecter la nouvelle rotule de repose pied (Photo 26).
- Remonter le maître cylindre sur son support (Article 22) en utilisant 2 boulons M6 (Articles 21) Photo 26. Ajuster la nouvelle rotule de façon à ce que l'action de l'arbre de pression du maître cylindre soit bien alignée avec le maître cylindre (Photo 26). **NE PAS MANQUER D'EFFECTUER CETTE TACHE CAR CELA POURRAIT ENTRAINER UNE DEFAILLANCE DU FREIN.** Utiliser l'écrou de blocage pour fixer le tout.
- Enlever le boulon (Photo 27) et bouger le réservoir de liquide de freins (Photo 27).
- Monter la plaque de montage principale (Article 26) en utilisant 2 boulons (Articles 24) et des entretoises (Articles 25) (Photo 28).
- Reconnecter le support d'échappement en utilisant le boulon M8 (Article 28) (Photos 29 et 30).
- Rebranchez le câble de support de guidage (Photo 31) en utilisant le boulon M6 à tête en capuchon (Article 43).
- En utilisant le réservoir de liquide de frein (Article 41), l'écrou M5 (Article 40) et le boulon M5 (Article 42), monter le réservoir de liquide de frein (Photo 32), utiliser le boulon d'origine et l'entretoise (Article 44).

Après l'installation du produit

- Ajuster le nouveau repose pied pour une position et un confort optimal.
- Serrer tous les boulons et écrous de blocage.
- Vérifier le fonctionnement des freins et feux stop avant de prendre la route.

Capteur de feu stop

- Enlever le boulon qui fixe le banjo installé à l'extrémité du maître cylindre puis remplacer le boulon par le capteur de feu stop (article 10) en utilisant les rondelles d'étanchéité en aluminium fournies (article 9) comme indiqué sur la photo 14. **Vous devrez purger le système de freinage.**
- Nous recommandons de couper le câblage d'origine en utilisant les connecteurs (article 53) pour connecter les câbles de capteur de feu stop au câblage d'origine.
- Vérifier que les opérations de freinage fonctionnent correctement ainsi que les feux.

Du fait de la complexité du montage et des risques inhérents aux opérations sur le système de freinage, nous vous recommandons de faire monter les pièces R&G Racing par un mécanicien qualifié ou, au minimum, de faire vérifier le montage par un mécanicien qualifié.

- Vérifier que le freinage soit opérationnel avant de prendre la route.



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