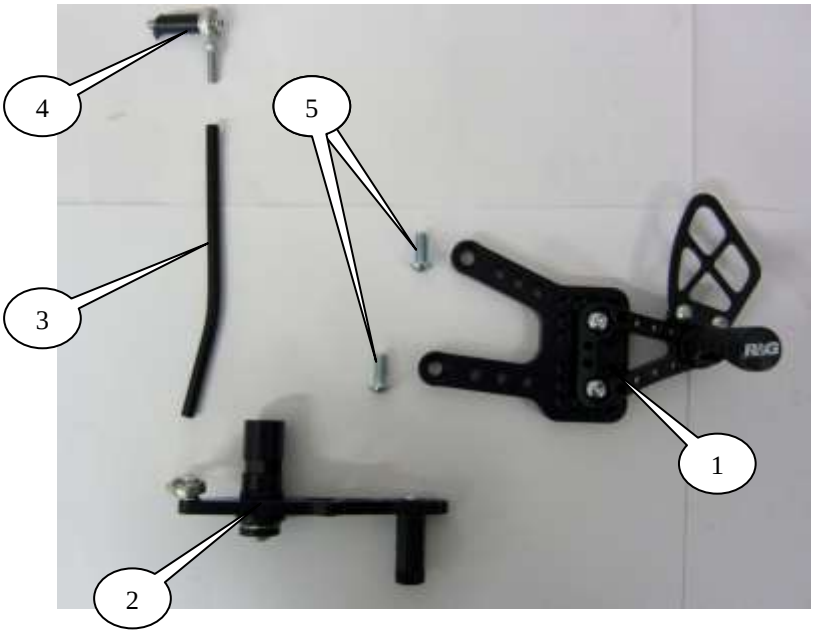
FITTING INSTRUCTIONS FOR RSET12BK ADJUSTABLE REARSETS FOR TRIUMPH DAYTONA 675 (2008-2011) *(FITTING INSTRUCTIONS FOR TRIUMPH DAYTONA 675 2012- START ON PAGE 5)*

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

R&G Racing
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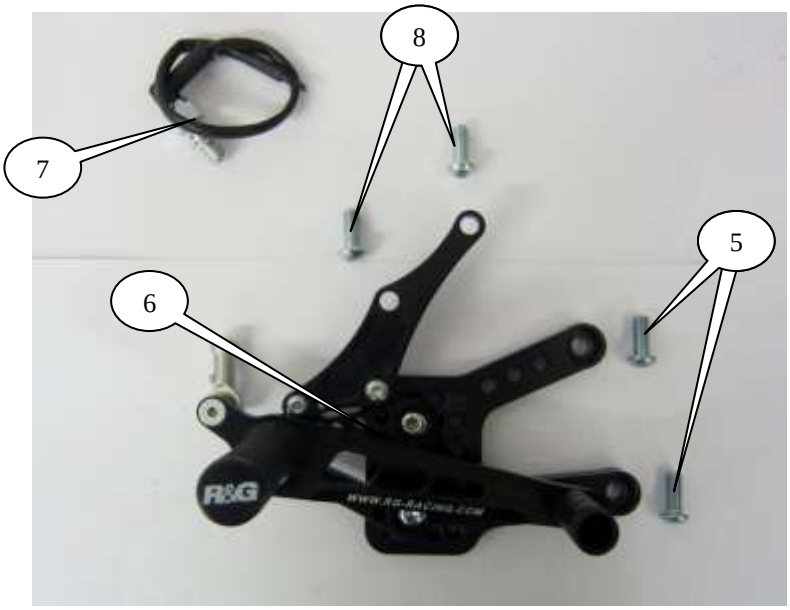

RIGHT HAND / BRAKE SIDE

LEGEND

ITEM 1= LEFT HAND SIDE FOOT REST ASSEMBLY (x1).
ITEM 2= GEAR LEVER ASSEMBLY (x1).
ITEM 3= GEAR SHIFT LINKAGE ROD (WITH BEND) (x1).
ITEM 4= M6 LEFT HANDED BALL JOINT WITH NUT & SPACER (UPPER) (x1).
ITEM 5= M8x20mm LONG BUTTON HEAD BOLT (x4).
ITEM 6= RIGHT HAND SIDE ASSEMBLY (x1).
ITEM 7= BRAKE LIGHT SWITCH (x1).
ITEM 8= M8x20mm LONG BUTTON HEAD BOLT (MASTER CYLINDER MOUNT) (x2).

TOOLS REQUIRED

- 8, 10 & 12mm spanners.
- 14mm socket and wrench.
- Long nose pliers.
- Set of metric allen keys up to 6mm A/F.
- Torque wrench up to 20Nm.

TORQUE SETTINGS

M4 BOLT = 8Nm

M5 BOLT = 12Nm

M6 BOLT = 15Nm

M8 BOLT = 20Nm

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PICTURE 1

PICTURE 2

PICTURE 3

PICTURE 4

PICTURE 5

PICTURE 6

PICTURE 7

R&G Racing recommends the use of Copper Slip anti-seize grease on all stainless steel bolts.

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GEAR SHIFT SIDE

- Remove the original Triumph rearsests.
- Remove the engine bolt and insert it from the otherside (from right to left) , so that the thread can be connected with the frame spacer which is part of the gear lever assembly (item 2), as shown in pictures 1 & 2.
- Connect the shift side-footrest assembly to the frame using two M8 x 20mm long button head bolts (item 5).
- Assemble the bent gear linkage rod (item 3) to the gear box arm. Note that the bend on the rod should be at the bottom and that there is a spacer between the gear linkage rod and the gear box arm as shown in pictures 3 & 4. The top thread in the gear linkage arm has a left handed thread.
- Connect the gear lever and the gear linkage rod in one of the threaded holes of the gear lever. According to the position of the gear linkage rod, you can have either the normal shift pattern (1down – 5 up) or the race shift pattern (1up – 5down), as shown in pictures 5 & 6.
- Bolt on the gear lever and the bush onto the engine bolt.

BRAKE SIDE

- On the brake side remove the two bolts that secure the brake master cylinder in place.
- Remove the two bolts that secure the rearset in place on the frame along with the ball joint on the end of the master cylinder push rod.
- Remove the female ball joint from the brake side footrest assembly and fit the female ball joint to the brake master cylinder push rod on the bike *(do not tighten lock nut at this stage).*
- Mount the brake side footrest assembly to the frame using two M8 x 20mm long button head bolts (item 5).
- Mount and tighten the brake master cylinder to the footrest assembly using two M8 x 20mm long button head bolts (item 8) and tighten.
- Refit the ball joint as it was removed using the spacer and nut and secure the ball joint.
- Adjust the new rear set for comfort and position using the two bolts and sub plate.
- Adjust the brake lever adjustor and tighten all bolts and lock-nuts.

BRAKE LIGHT SENSOR SWITCH

- Remove the bolt holding the banjo fitting to the end of the master cylinder and replace the bolt with the brake light sensor switch using the aluminium sealing washers. **PLEASE NOTE YOU WILL HAVE TO BLEED THE BRAKING SYSTEM.**
- We recommend cutting the original wiring and using bullet connectors to connect the brake light sensor switch wires to the original wiring.
- Please check operation of brakes and brake light before riding.

PLEASE NOTE THAT THE MASTER CYLINDER PRESSURE SHAFT HAS TO BE DIRECTLY IN LINE WITH THE MASTER CYLINDER, FAILURE TO DO THIS MAY RESULT IN BRAKE FAILURE AND OR JAMMING OF BRAKES.

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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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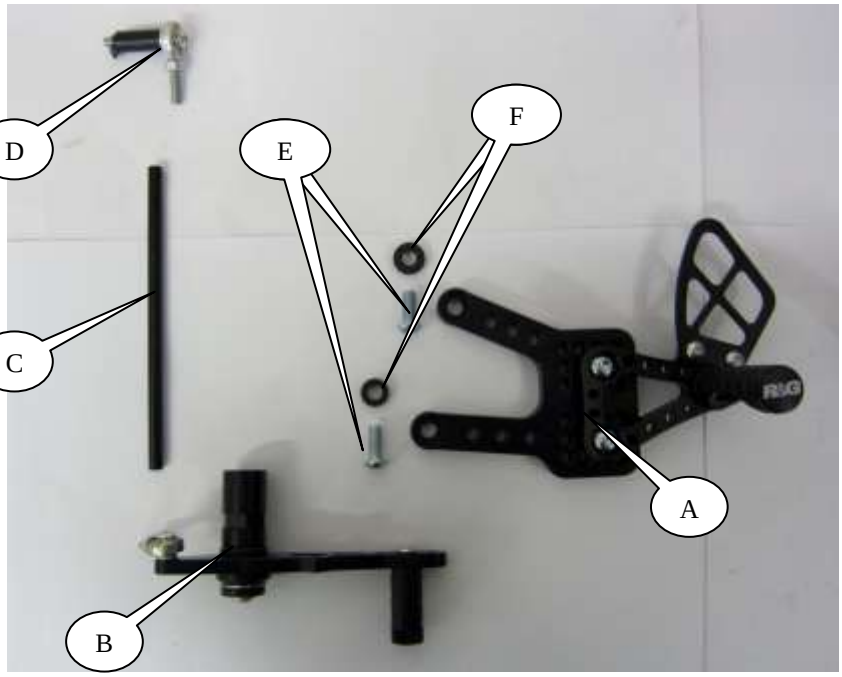

LEFT HAND / GEAR SHIFT SIDE

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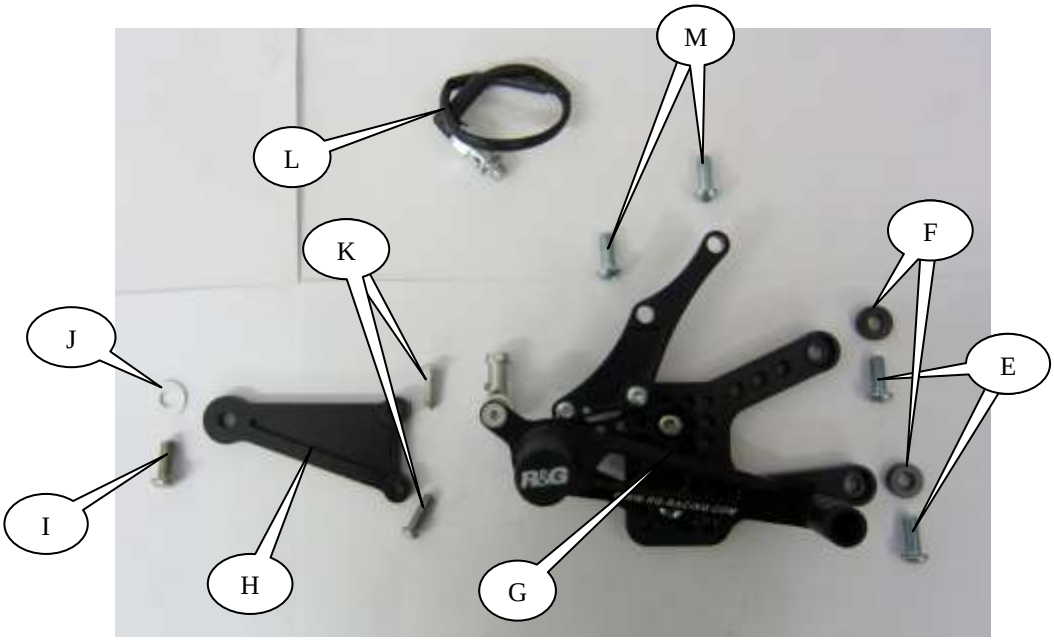

RIGHT HAND / BRAKE SIDE

LEGEND

ITEM A= LEFT HAND SIDE FOOT REST ASSEMBLY (x1).
ITEM B= GEAR LEVER ASSEMBLY (x1).
ITEM C= GEAR SHIFT LINKAGE ROD (STRAIGHT) (x1).
ITEM D= M6 LEFT HANDED BALL JOINT WITH NUT & SPACER (UPPER) (x1).
ITEM E= M8x25mm LONG BUTTON HEAD BOLT (x4).
ITEM F= SPACER 6mm LONG (x4).
ITEM G= RIGHT HAND SIDE ASSEMBLY (x1).
ITEM H= EXHAUST MOUNTING BRACKET (x1).
ITEM I= M8x20mm LONG BUTTON HEAD BOLT (x1).
ITEM J= M8 WASHER (x1).
ITWM K= M6x16mm LONG BUTTON HEAD BOLTS (x2).
ITEM L= BRAKE LIGHT SWITCH (x1).
ITEM M= M8x20mm LONG BUTTON HEAD BOLT (MASTER CYLINDER MOUNT) (x2).

TOOLS REQUIRED

- 8, 10 & 12mm spanners.
- T40 & T55 Torx socket and wrench.
- 14mm socket and wrench.
- Long nose pliers.
- Set of metric allen keys up to 6mm A/F.
- Torque wrench up to 20Nm.

TORQUE SETTINGS

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M4 BOLT = 8Nm

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M6 BOLT = 15Nm

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PICTURE A

PICTURE B

PICTURE C

PICTURE D

PICTURE E

PICTURE F

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PICTURE G

PICTURE H

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GEAR SHIFT SIDE

- Remove the original Triumph rearsests. *On the gear shift linkage rod there are small spring clips securing the ball end joint. Remove these using long nose pliers and then pull off of ball joint. The ball joint can then be removed from the gear box arm using an 8mm spanner.*
- Remove the engine bolt and insert it from the otherside (from right to left) , so that the thread can be connected with the frame spacer, which is part of the gear lever assembly (item B), as shown in pictures A & B.
- Connect the shift side-footrest assembly to the frame using two M8 x 25mm long button head bolts (item E) and spacers (item F – 6mm long).
- Assemble the straight gear linkage rod (item C) to the gear box arm. Note that there is a spacer between the gear linkage rod and the gear box arm as shown in pictures C & D. The top thread in the gear linkage arm has a left handed thread.
- Connect the gear lever and then fit the gear linkage rod and ball joint to the threaded hole at the end of the gear lever *(if not already fitted*). According to the position of the gear box arm, you can have either the normal shift pattern (1down – 5 up) or the race shift pattern (1up – 5down), as shown in pictures E & F.
- Bolt on the gear lever and the bush onto the engine bolt before tightening.
- Adjust the new rear set for comfort and position using the two bolts and sub plate.
- Adjust the gear lever and tighten all bolts and lock-nuts.

BRAKE SIDE

- On the brake side remove the two bolts that secure the brake master cylinder in place.
- Remove the bolt that secures the exhaust in place.
- Remove the two bolts that secure the rearset in place on the frame along with the ball joint on the end of the master cylinder push rod.
- Remove the female ball joint from the brake side footrest assembly and fit the female ball joint to the brake master cylinder push rod on the bike *(do not tighten lock nut at this stage).*
- Take the brake side footrest assembly and mount the exhaust mounting bracket (item H) to the back side of the main plate, using two M6 x 16mm long button head bolts (item K), as shown in picture G.
- Mount the brake side footrest assembly to the frame using two M8 x 25mm long button head bolts (item E) and spacers (item F – 6mm long) as shown in picture H.
- Mount and tighten the brake master cylinder to the footrest assembly using two M8 x 20mm long button head bolts and tighten, ensuring the bolt goes through the steel metalwork that covers the master cylinder and routes the cables first.
- Refit the ball joint as it was removed using the spacer and nut and secure the ball joint.
- Refit the exhaust bracket to the rearset assembly by fitting one M8 x 20mm long button head bolt (item I) and one M8 washer (item J) through the rearset assembly and into the captive nut on the exhaust bracket.
- Adjust the new rear set for comfort and position using the two bolts and sub plate.
- Adjust the brake lever adjustor and tighten all bolts and lock-nuts.

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BRAKE LIGHT SENSOR SWITCH

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