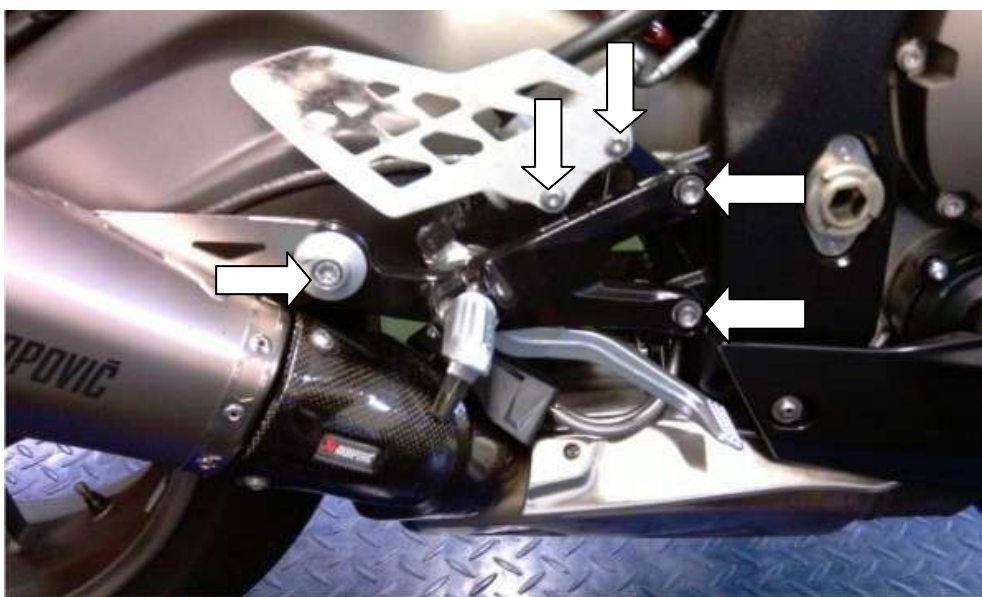


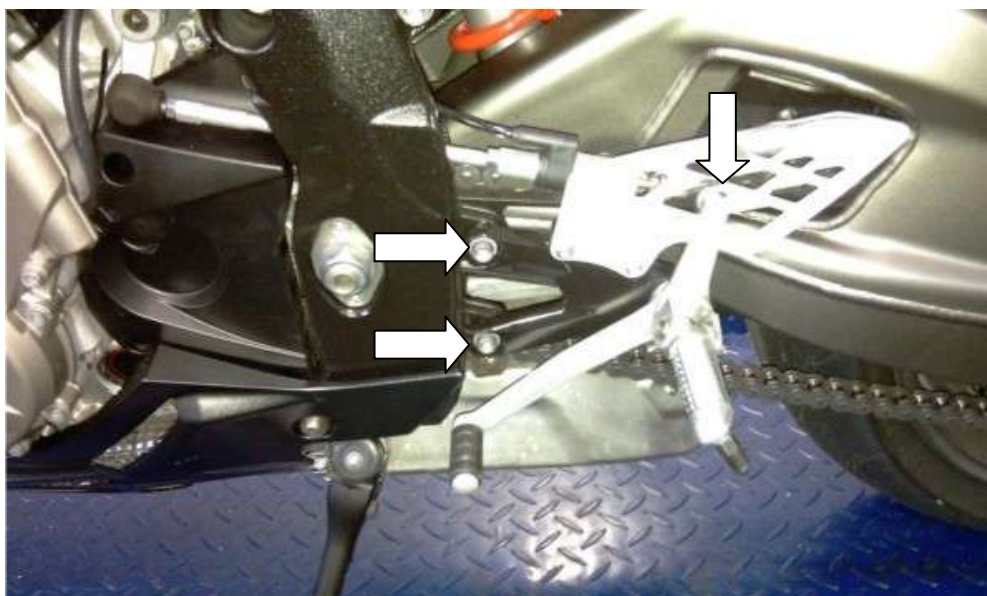


FITTING INSTRUCTIONS FOR RSET04BK ADJUSTABLE REARSETS
FOR THE BMW S1000RR (RACE VERSION)

First, remove the original Brake side rearsets and detach rear brake master cylinder.



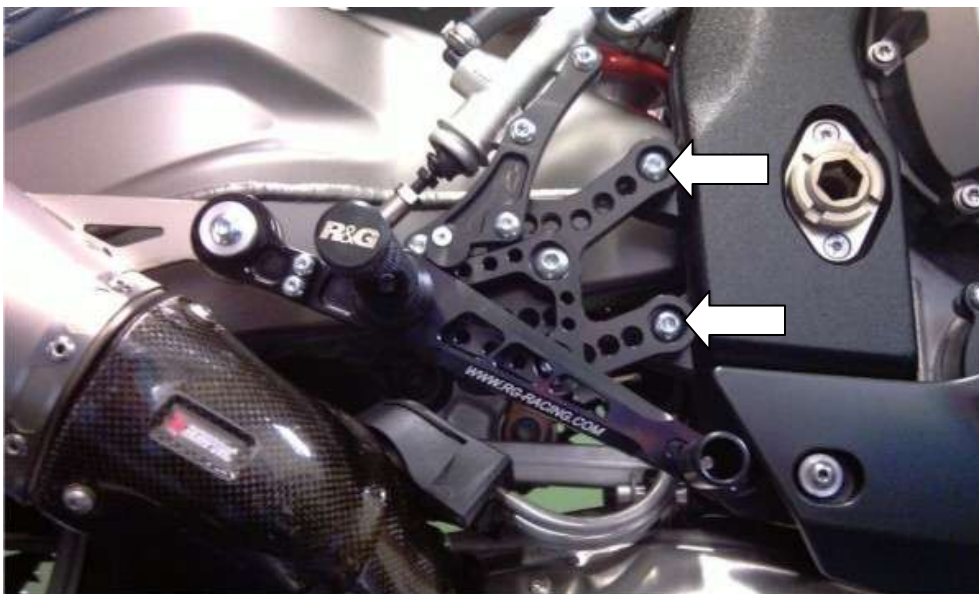
Remove the original LHS rearset and detach the gearshift shaft.





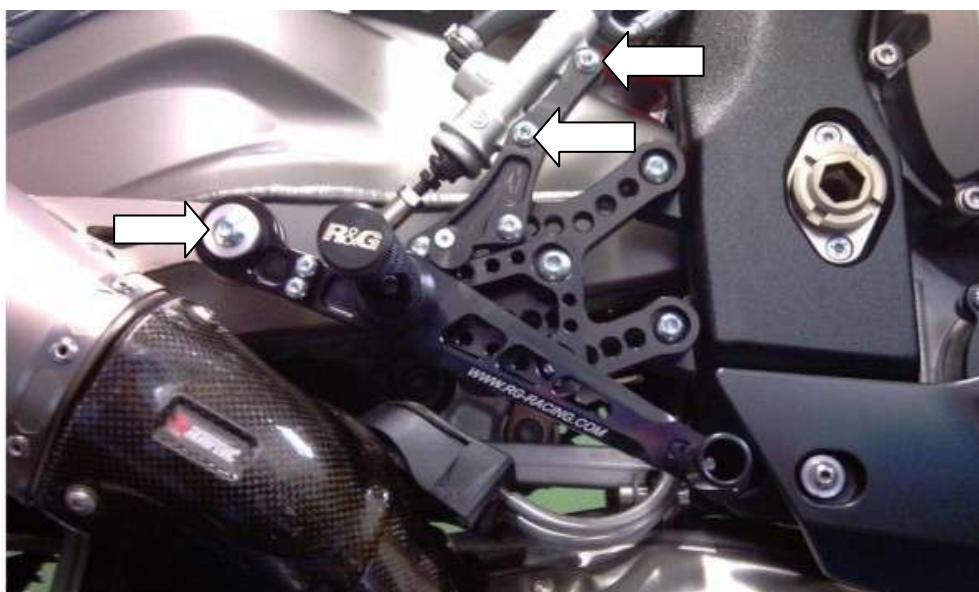
On the brake side

Connect the rearset using the M8x35 bolts and four spacers (as shown below)



Then connect the exhaust bracket using the M8 X 16 bolt and the brake cylinder (as shown below)

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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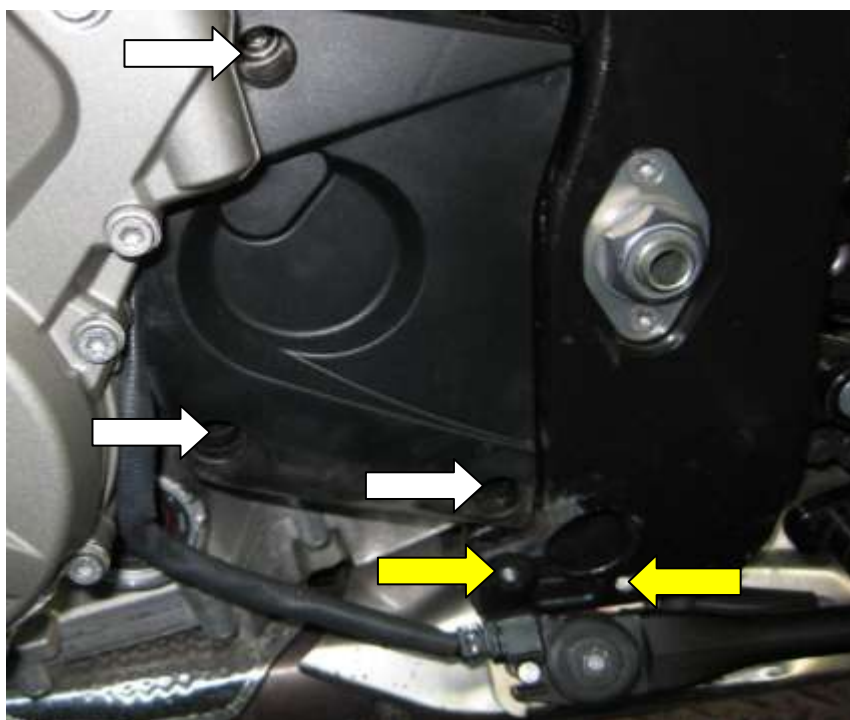


On the Gearshift Side

Attached the rear set to the frame using the M8 screws included in the fitting kit.



Next, remove the front sprocket cover, side stand and side stand switch.



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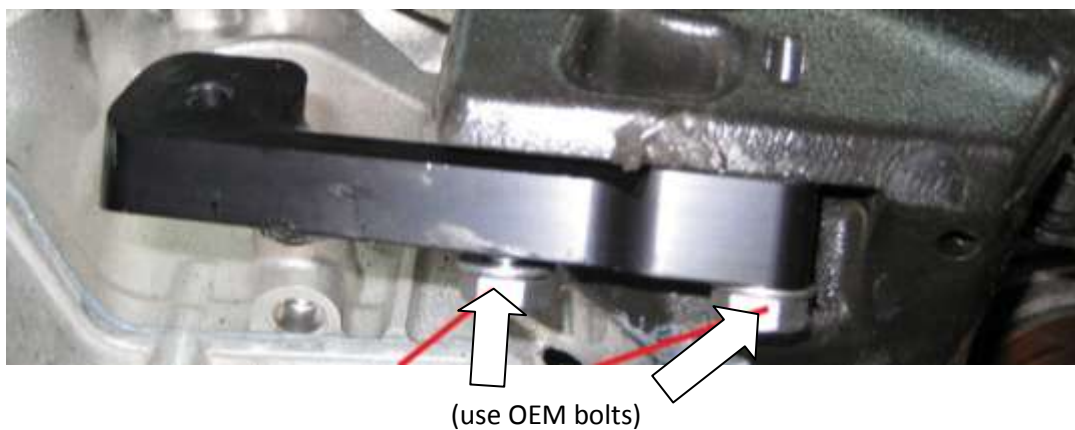
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Remove the standard gearshift adapter and rod and unscrew it from the quickshifter.



Install the New Gear shift lever adapter bracket where the sidestand used to attach – on the side of the frame



Reattach the gearshift adapter onto the shaft in its new position (should be at the 8 o'clock position)





Fix the gear shift lever to the adapter (that replaced the side stand)

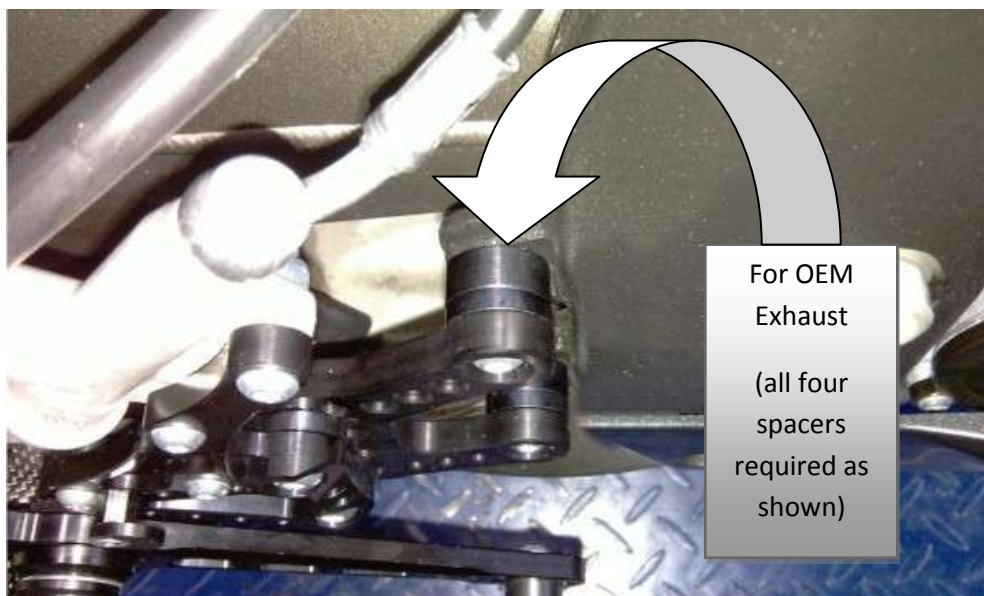


Using the R&G shorter gearshift rod (supplied in the kit) attach this to the quick shifter and fix it to the lever and gearshift adapter. You may need to adjust the nuts to obtain the correct positioning. Retighten where necessary

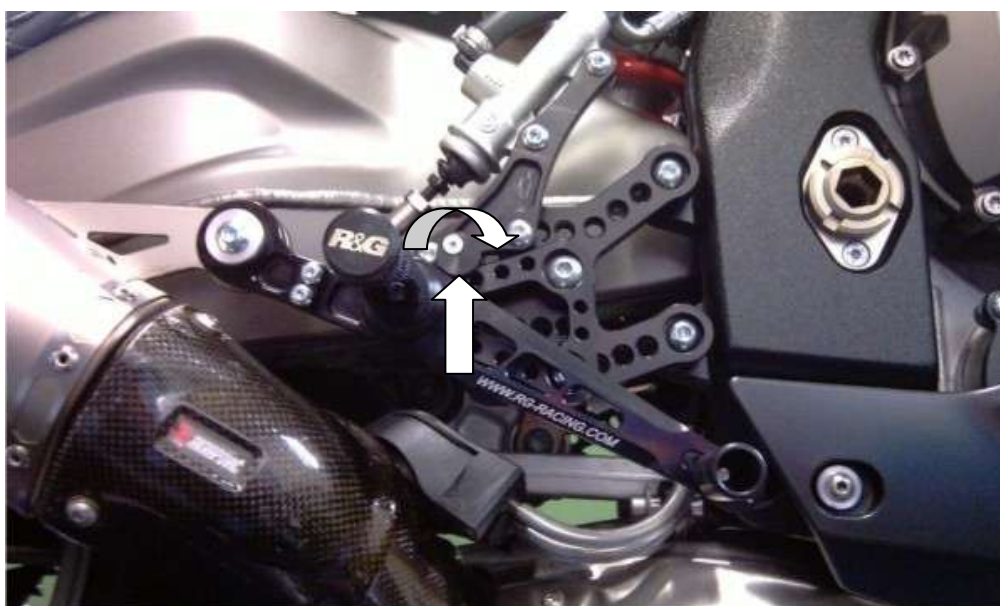




If you are using an aftermarket exhaust system you may have to vary the mounting using the various spacers supplied in the R&G kit



Fit and adjust the brake level adjuster (shown below)





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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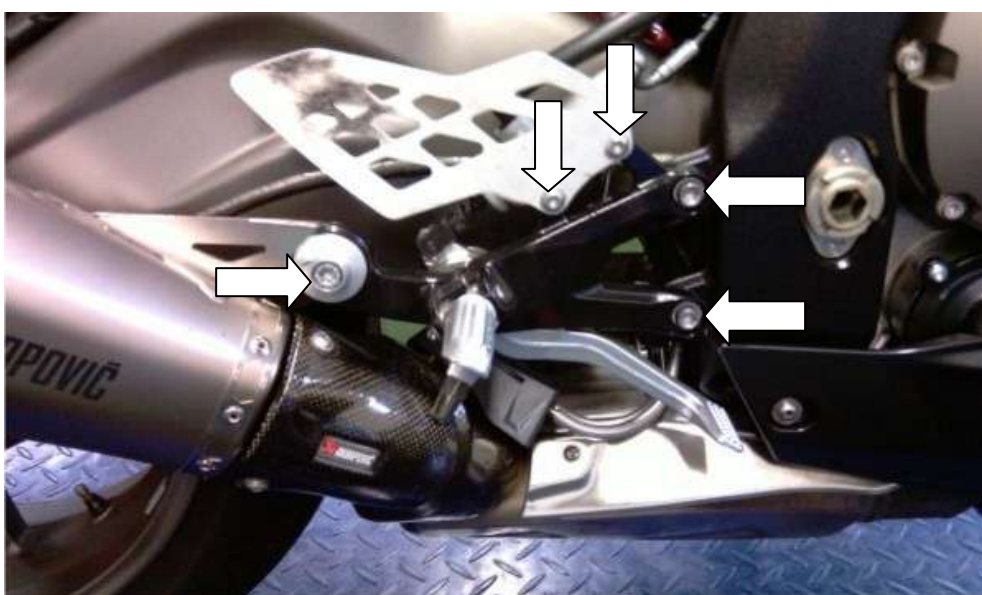
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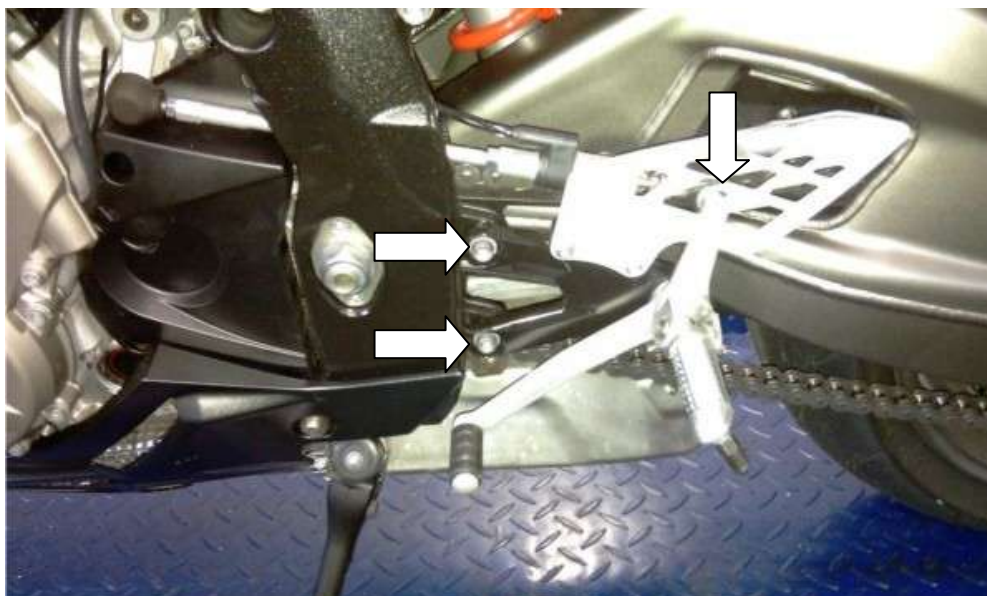


INSTRUCTIONS DE MONTAGE POUR RSET04BK
TRAIN ARRIERE
POUR BMW S1000RR (VERSION COURSE)

Tout d'abord, retirez les commandes reculées d'origine (côté frein) et détachez l'arrière du maître-cylindre de frein.



Retirez le train arrière original (coté gauche lorsqu'on est positionné sur la moto) et détachez le levier de vitesses.



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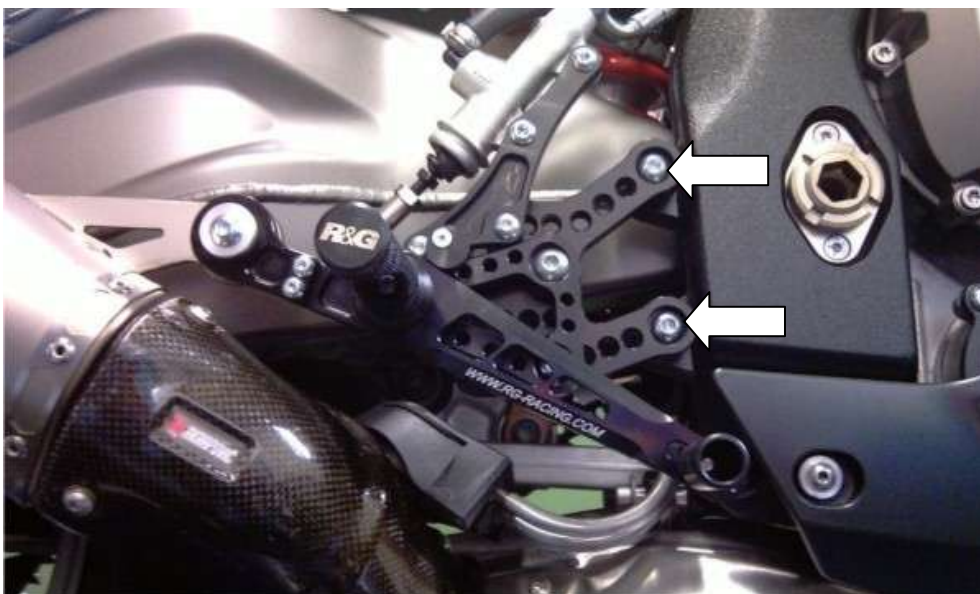
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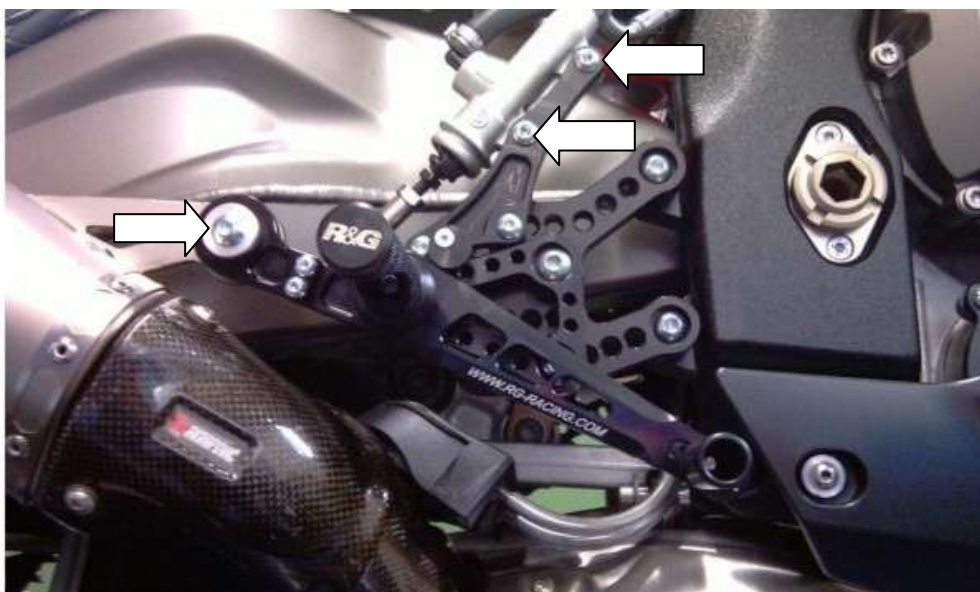
Coté frein

Installer le train arrière à l'aide des boulons M8x35 et quatre entretoises (comme indiqué ci-dessous)



Ensuite connectez le support d'échappement à l'aide des boulons M8 x 16 et le cylindre de frein (comme illustré ci-dessous)

NOTEZ QUE L'ARBRE DE PRESSION DU CYLINDRE MAÎTRE DOIT ÊTRE DIRECTEMENT EN LIGNE AVEC LE CYLINDRE MAÎTRE. UNE ERREUR PEUT ENTRAÎNER LE BLOCAGE OU LA DEFAILLANCE DU FREIN.



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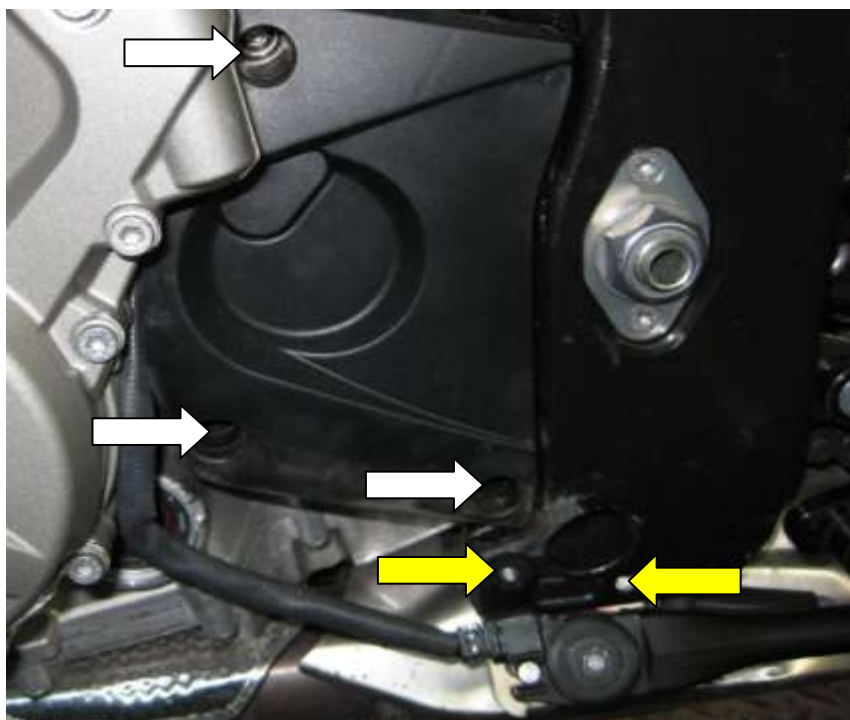


Coté Levier de vitesses

Attaché le train arrière au châssis en utilisant les vis M8 inclus dans le kit de fixation.



Ensuite, retirez le couvercle du pignon avant, béquille latérale et l'interrupteur béquille latérale.



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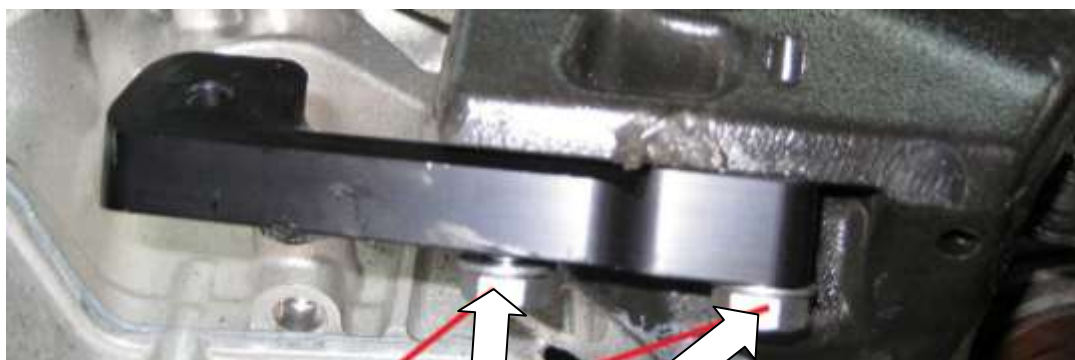
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Retirer l'adaptateur de levier de vitesses d'origine et la tige et le dévisser du changeur de vitesse rapide.



Installez le nouvel adaptateur de levier de vitesses où la béquille est habituellement attachée – coté cadre.



(Utiliser les boulons OEM)

Rattacher l'adaptateur sur l'axe du levier de vitesse dans sa nouvelle position (position "08h00")



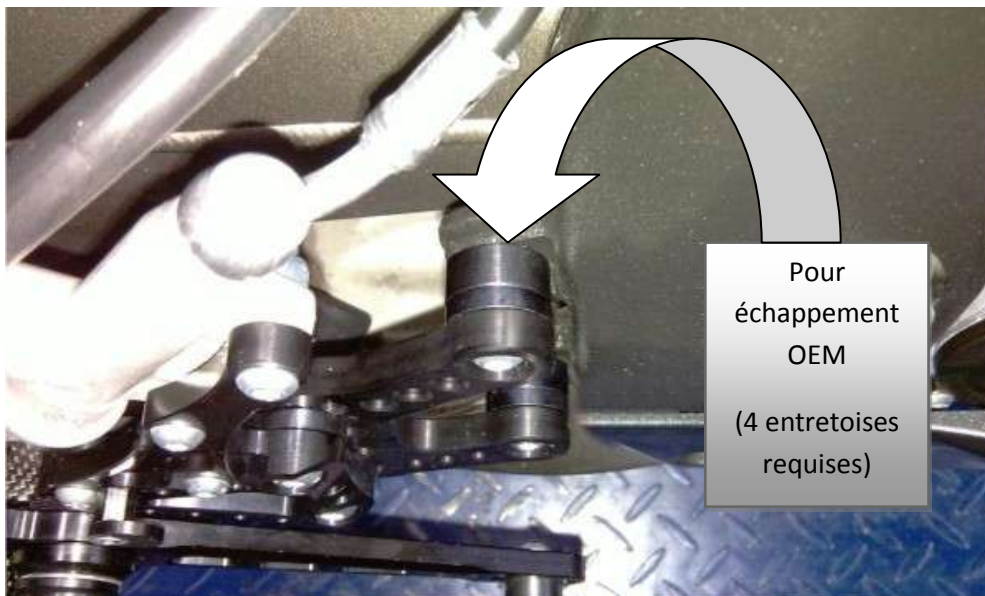
Fixer le levier de vitesses à l'adaptateur (qui a remplacé la béquille latérale)



En utilisant la plus courte tige de vitesses R & G (fourni dans le kit), attachez le au changeur rapide et le fixer au levier de vitesses et à l'adaptateur. Vous pouvez avoir besoin d'ajuster les écrous pour obtenir le positionnement correct. Resserrer si nécessaire



Si vous utilisez un système d'échappement autre que celui d'origine, vous pourriez avoir besoin de modifier le montage en utilisant les entretoises différentes fournies dans le kit R&G.



Installer et ajuster l'ajusteur de niveau de frein.



Serrage et réglages de couples



M5 > 12Nm

M6 > 15Nm

M8 > 20Nm

M10 > 25Nm

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.

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