



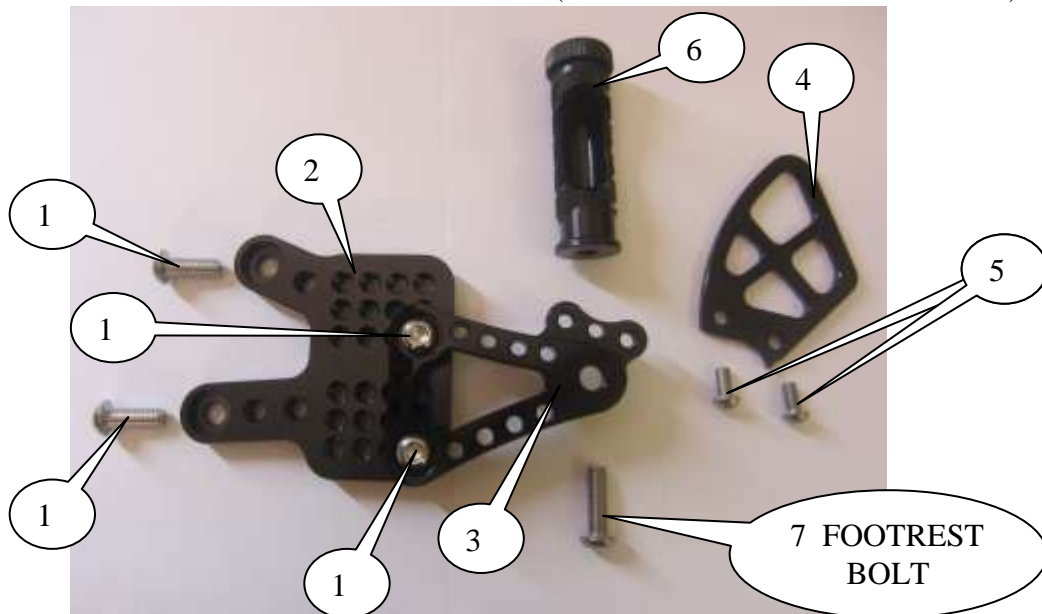
FITTING INSTRUCTIONS FOR RSET02BK ADJUSTABLE REAR SET
HONDA CBR1000RR 2008-2011



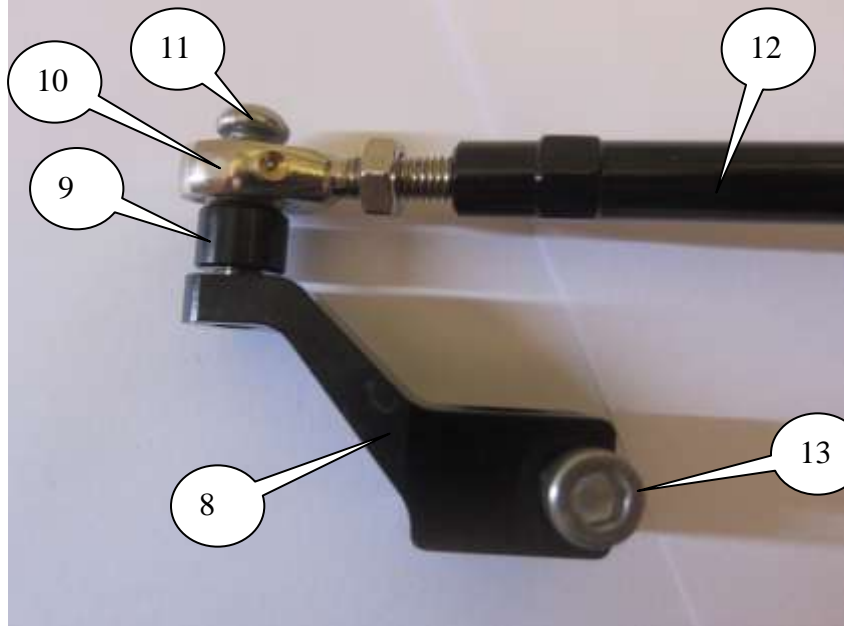
THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

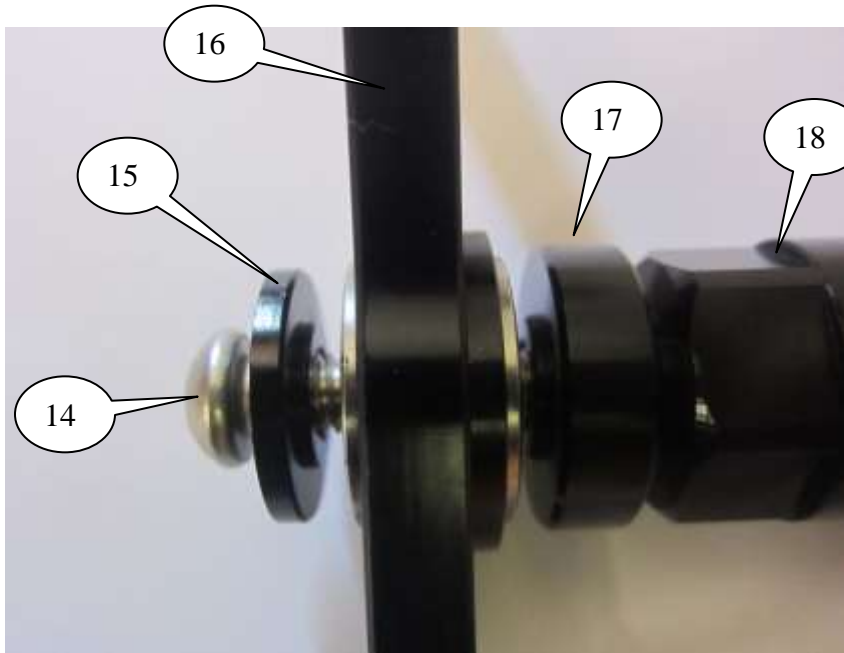
THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)



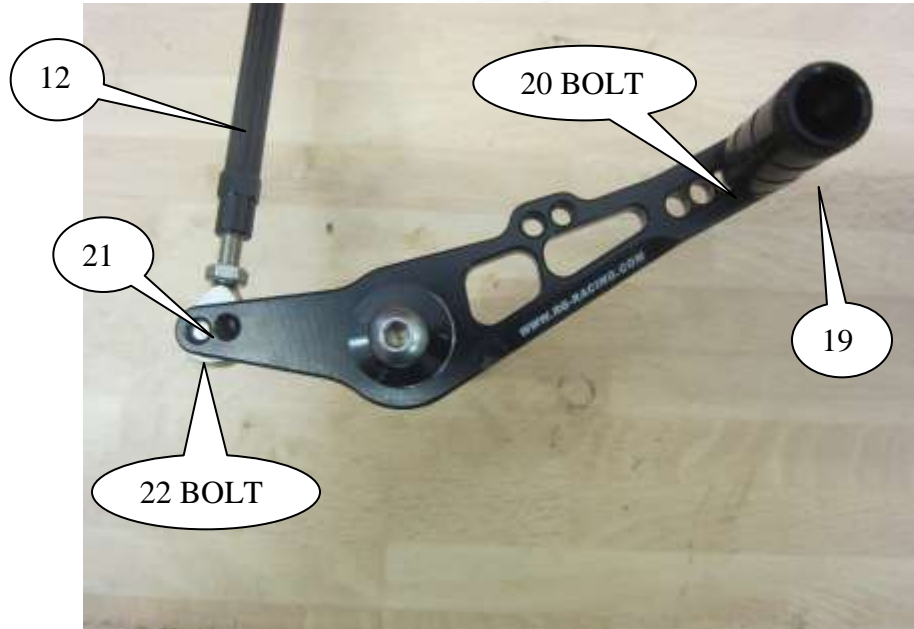
LEFT HAND/GEAR SHIFT SIDE, FOOTREST ASSEMBLY ONLY



LEFT HAND/GEAR SHIFT SIDE, GEAR-SHIFT ASSEMBLY ONLY



LEFT HAND/GEAR SHIFT SIDE, FOOT-REST ASSEMBLY ONLY



LEFT HAND/GEAR SHIFT SIDE, FOOT-REST ASSEMBLY ONLY

LEGEND

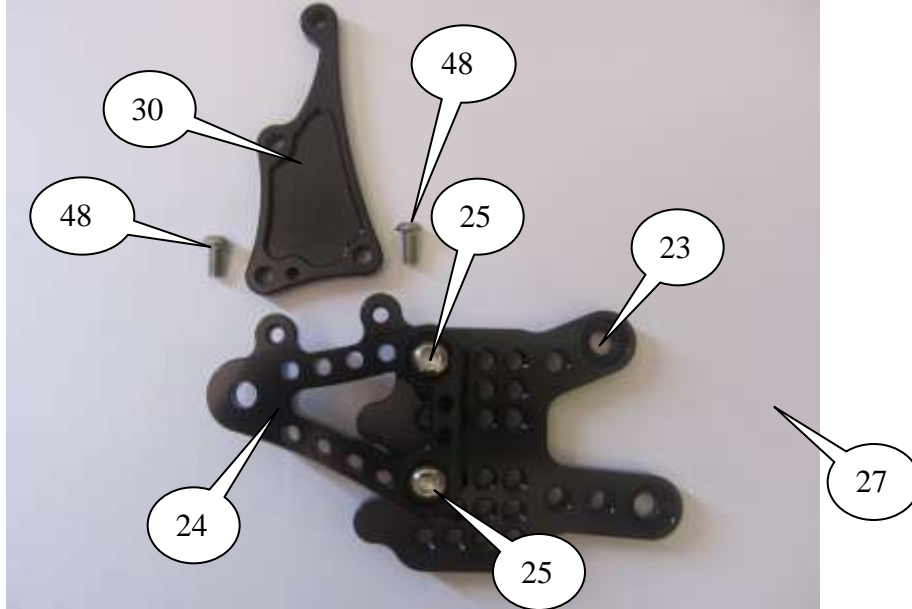
LEFT-HAND-SIDE (GEAR-SHIFT SIDE)

- ITEM 1= 4 x M8x20mm LONG BUTTON HEAD BOLT
- ITEM 2= 1 x MAIN MOUNTING PLATE
- ITEM 3= 1 x ADJUSTMENT PLATE
- ITEM 4= 1 x HEEL-PLATE
- ITEM 5= 2 x M6x10mm LONG BUTTON HEAD BOLT
- ITEM 6= 1 x FOOT-PEG
- ITEM 7= 1 x M8x25mm LONG BUTTON HEAD BOLT
- ITEM 8= 1 x GEAR-SHIFT BRACKET
- ITEM 9= 1 x GEAR LEVER MOUNTING SPACER (8mm LONG)
- ITEM 10= 1 x M6 (LEFT HAND THREAD) MALE ROSE-JOINT C/W LOCKING NUT
- ITEM 11= 1 x M6x25mm LONG BUTTON HEAD BOLT
- ITEM 12= 1 x GEAR-SHIFT SHAFT
- ITEM 13= 1 x M6x20mm LONG CAP HEAD BOLT
- ITEM 14= 1 x M8x50mm LONG BUTTON HEAD BOLT
- ITEM 15= 1 x PLAIN STEPPED DOMED PIVOT SPACER
- ITEM 16= 1 x GEAR-SHIFT LEVER
- ITEM 17= 1 x PLAIN STEPPED PIVOT SPACER
- ITEM 18= 1 x GEAR SHIFT BRACKET SPACER
- ITEM 19= 1 x TOE-PEG
- ITEM 20= 1 x M6x20mm LONG BUTTON HEAD BOLT
- ITEM 21= 1 x M6 (RIGHT HAND THREAD) MALE ROSE-JOINT C/W LOCKING NUT
- ITEM 22= 1 x M6x15mm LONG BUTTON HEAD BOLT

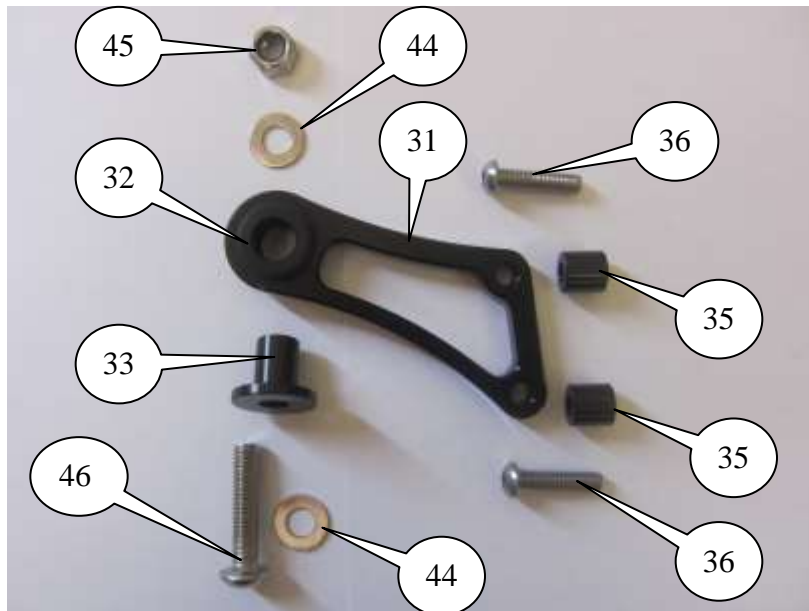
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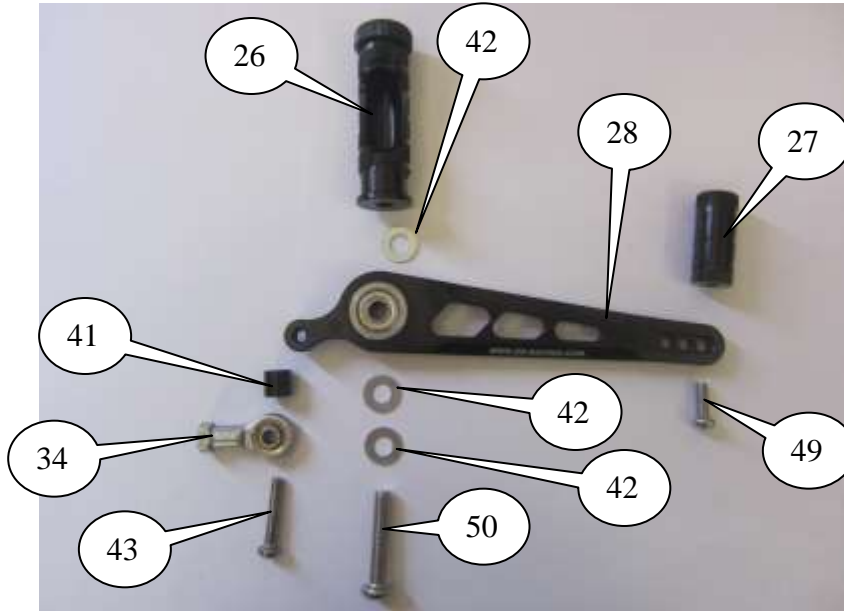
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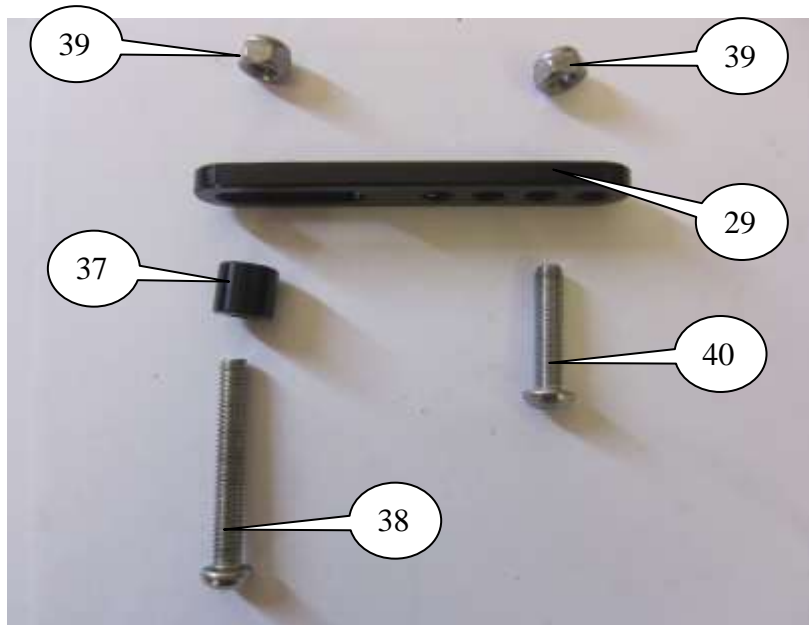
RIGHT HAND/BRAKE SIDE, FOOT-REST SUB-ASSEMBLY ONLY



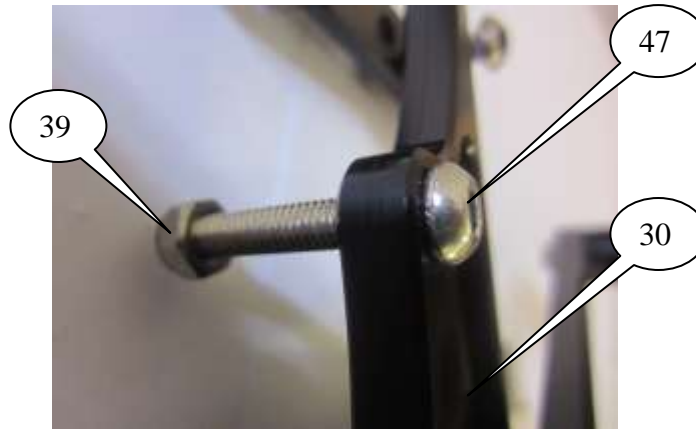
RIGHT HAND/BRAKE SIDE, EXHAUST MOUNT ASSEMBLY ONLY



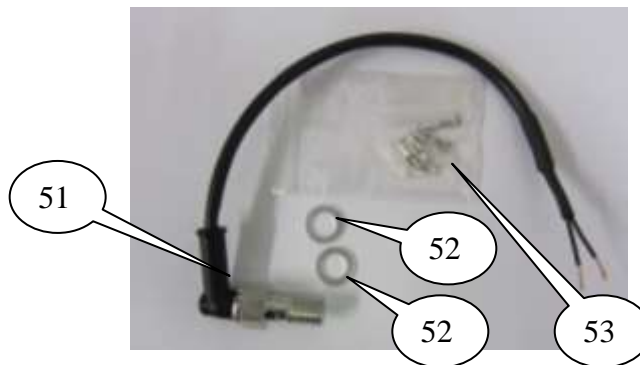
RIGHT HAND/BRAKE SIDE, BRAKE LEVER ASSEMBLY ONLY



RIGHT HAND/BRAKE SIDE, MASTER CYLINDER/BRAKE RESERVOIR ASSEMBLY ONLY



RIGHT HAND/BRAKE SIDE, MASTER CYLINDER LOWER MOUNT ASSEMBLY ONLY



RIGHT HAND/BRAKE SIDE, BRAKE SWITCH ASSEMBLY

LEGEND

RIGHT-HAND-SIDE (BRAKE SIDE)

- ITEM 23=1 x MAIN MOUNTING PLATE----23
- ITEM 24=1 x ADJUSTMENT PLATE
- ITEM 25=4 x M8x20mm LONG BUTTON HEAD BOLTS
- ITEM 26=1 x FOOT-PEG
- ITEM 27=1 x TOE-PEG
- ITEM 28=1 x BRAKE LEVER
- ITEM 29=1 x RESERVOIR MOUNTING PLATE
- ITEM 30=1 x MASTER-CYLINDER MOUNTING PLATE
- ITEM 31=1 x EXHAUST MOUNTING PLATE
- ITEM 32=1 x EXHAUST MOUNTING PLATE RUBBER BUSH
- ITEM 33=1 x EXHAUST MOUNTING PLATE TOP-HAT SPACER
- ITEM 34=1 x M8 (RIGHT HAND THREAD) FEMALE ROSE-JOINT
- ITEM 35=2 x EXHAUST PLATE MOUNTING SPACERS (11.5mm LONG)

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- ITEM 36=2 x M6x25mm LONG BUTTON HEAD BOLT
- ITEM 37=1 x RESERVOIR MOUNTING SPACER (10mm LONG)
- ITEM 38=1 x M6x40mm LONG BUTTON HEAD BOLT
- ITEM 39=3 x M6 NYLOC NUTS
- ITEM 40=1 x M6x25mm LONG BUTTON HEAD BOLT
- ITEM 41=1 x ROSE JOINT MOUNTING SPACER (11.5mm LONG)
- ITEM 42=3 x M8 WASHERS FOR LEVER ROTATION
- ITEM 43=1 x M6x30mm LONG BUTTON HEAD BOLT
- ITEM 44=2 x M8 WASHERS
- ITEM 45=1 x M8 NYLOC NUT
- ITEM 46=1 x M8x35mm LONG BUTTON HEAD BOLT
- ITEM 47=1 x M6x35mm LONG BUTTON HEAD BOLT
- ITEM 48=2 x M6x12mm LONG BUTTON HEAD BOLTS
- ITEM 49=1 x M6x20mm LONG BUTTON HEAD BOLT
- ITEM 50=1 x M8x40mm LONG BUTTON HEAD BOLT
- ITEM 51=1 x BRAKE LIGHT SWITCH
- ITEM 52=2 x SEALING WASHERS
- ITEM 53=1 x PACKET OF BULLET CONNECTORS FOR BRAKE LIGHT SWITCH (CON 4)

TOOLS REQUIRED

- 8, 10, 12, 13 AND 24mm OPEN ENDED SPANNERS.
- 19 AND 24mm SOCKET AND WRENCH.
- ELECTRICAL/CRIMPING PLIERS.
- TORQUE WRENCH UP TO 80Nm.
- METRIC ALLEN KEY SET UP TO 8mm A/F.

TORQUE SETTINGS

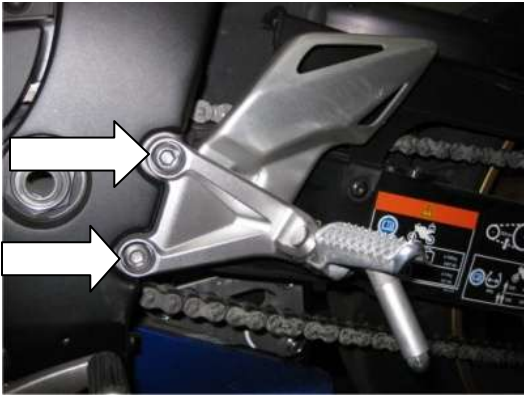
M4 BOLT = 8Nm
M5 BOLT = 12Nm
M6 BOLT = 15Nm
M8 BOLT = 20Nm
M10 BOLT = 25Nm
GEAR LEVER=80Nm



PICTURE 1



PICTURE 2



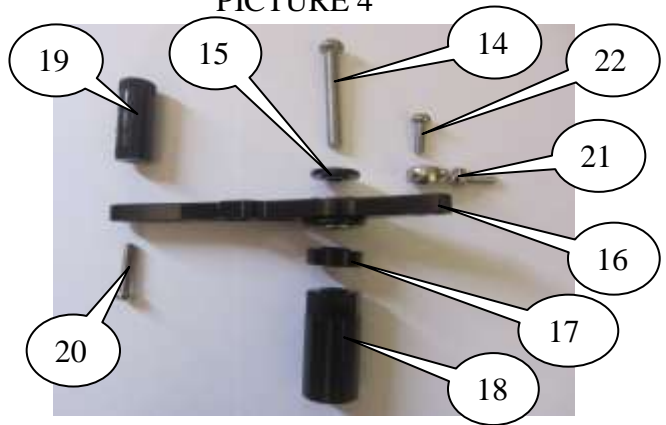
PICTURE 3



PICTURE 4



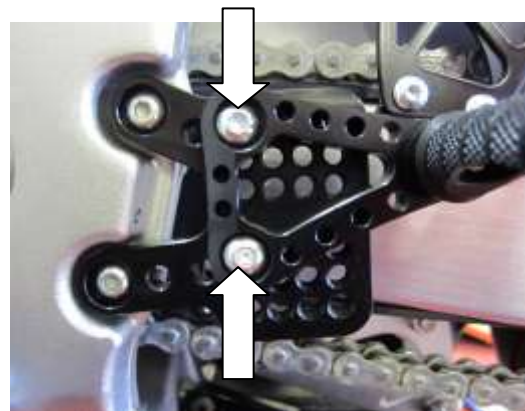
PICTURE 5



PICTURE 6



PICTURE 7

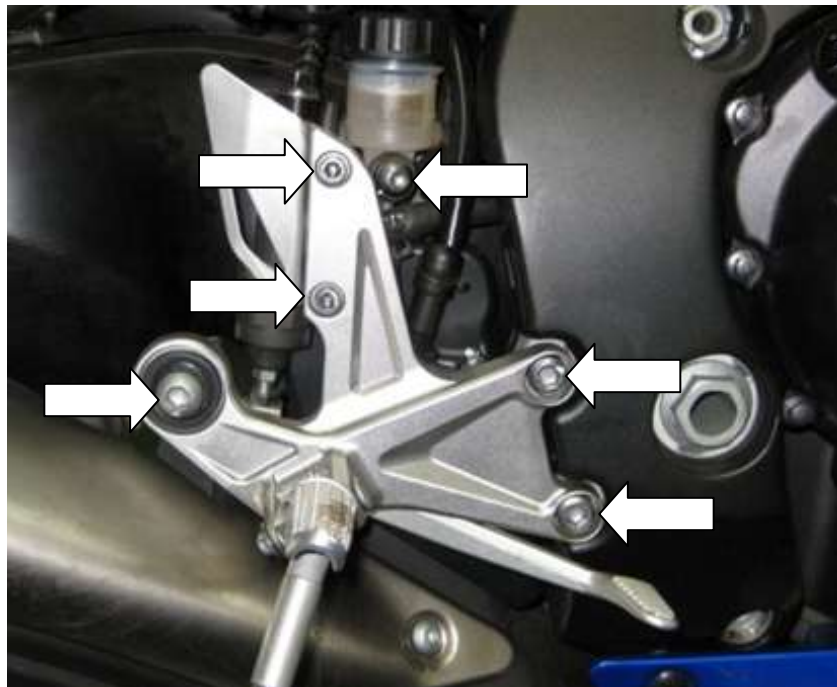


PICTURE 8



GEAR SHIFT SIDE

- Remove the original gear shift lever mounting bolt shown in picture 1.
- Remove the clamping bolt for the gear box connector as shown in picture 2.
- Remove the gear box connector and remove the gear selector lever assembly.
- Remove the two bolts and the original left hand footrest (shown in picture 3).
- Assemble the gear-shift lever as shown in picture 6.
- Fit the new left hand side footrest using the two M8x16mm long button head bolts as shown in picture 8, using the two bolts arrowed in picture 8 adjust for comfort and position and tighten bolts.
- Undo and remove the engine mount bolt arrowed in picture 4.
- Fit the gear lever pivot/mounting bracket in place of the nut just removed and tighten to 80Nm as shown in picture 7.
- Select the required gear shift pattern, either normal or race. Fit the gear shift rod ball-joint to holes labelled 'A' for race pattern (1up—5down) or holes marked 'B' for normal pattern (1down—5up) as shown in picture 7.
- Fit the gear shift rod to the lower ball-joint just fitted (will only fit one way as threads in either end are opposite handed; do not tighten at this stage (please ensure thread has a minimum of 8mm engagement).
- Remove the clamping bolt from the new gear box connector.
- Fit the new gear box connector to the gear shift rod; do not tighten at this stage (please ensure thread has a minimum of 8mm engagement).
- Fit the new gear box connector to the splined shaft as shown in picture 5 (this must be mounted at right angle as shown), when satisfied with position, fit and tighten the clamping bolt.
- Tighten all bolts and lock-nuts.



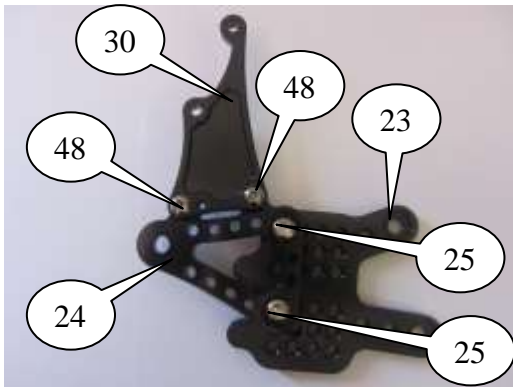
PICTURE 9



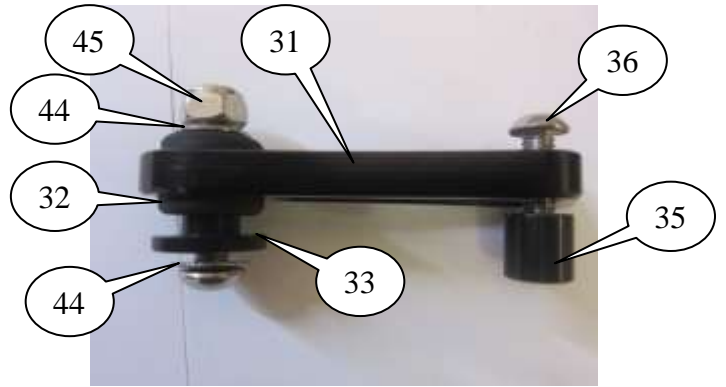
PICTURE 10



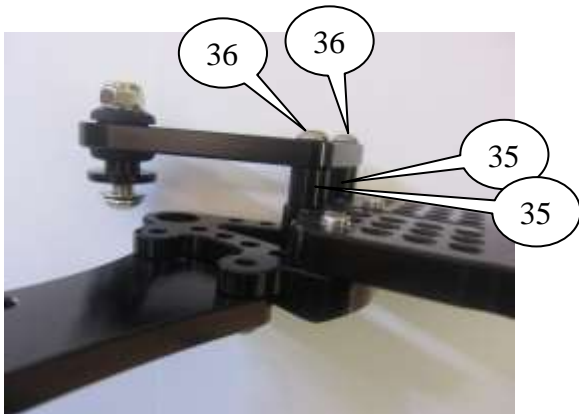
PICTURE 11



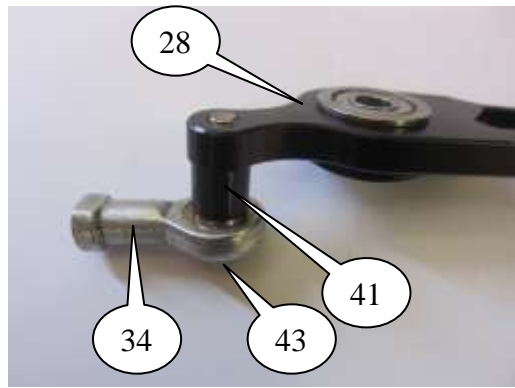
PICTURE 12



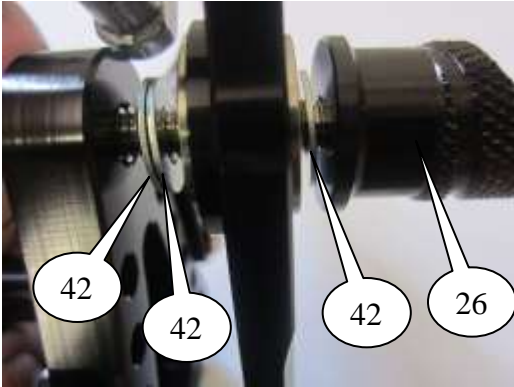
PICTURE 13



PICTURE 14



PICTURE 15



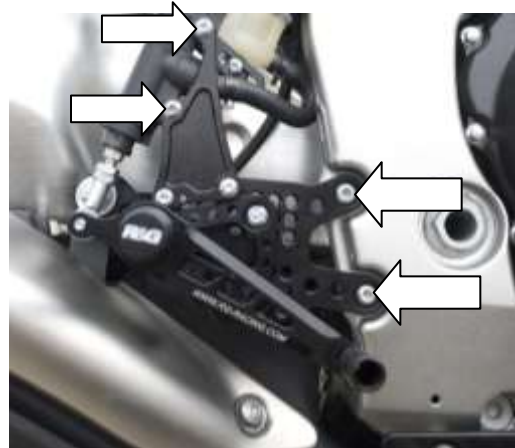
PICTURE 16



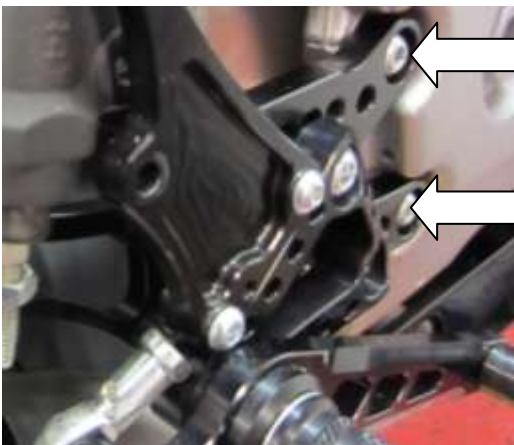
PICTURE 17



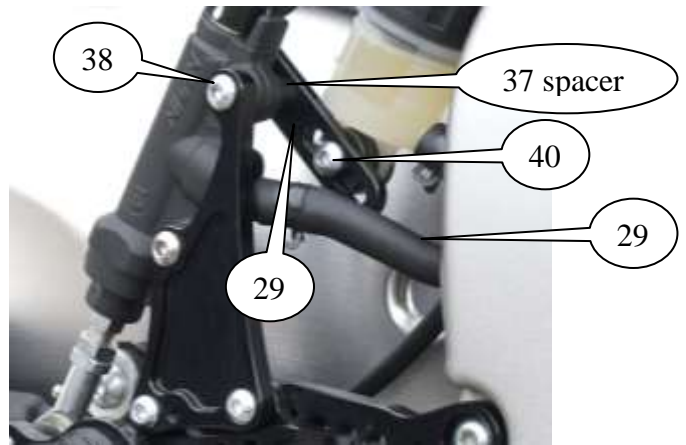
PICTURE 18



PICTURE 19



PICTURE 20



PICTURE 21



BRAKE SIDE

- Remove the two bolts holding the heel-guard and master cylinder in position as arrowed in picture 9.
- Remove the two bolts holding the original foot-rest in position as arrowed in picture 9.
- Undo and remove the bolt holding the reservoir.
- Undo and remove the exhaust mounting bolt as shown in picture 9.
- The whole assembly can now be gently eased away from bike to allow access to the bolt holding the exhaust shield in position as shown in picture 10.
- Remove the exhaust heat shield.
- Unhook and remove the brake light sensor switch as shown in picture 11.
- Undo and remove the clevis pin that holds the brake pressure shaft from the original foot-rest.
- Remove the original mount from the master cylinder pressure shaft.
- Remove the original foot-rest from bike.
- Fit the master-cylinder mounting plate (item 30) as shown in picture 12.
- Assemble the exhaust mounting bracket (item 31) as shown in picture 13. You will have to push in the top-hat spacer (item 33) in the direction shown in picture 13 (a little washing liquid will help). Please do not fit the M8 bolt, washers and nut at this stage.
- Fit the exhaust mounting plate (item 31) as shown in picture 14 using two spacers (item 35) and two bolts (item 36).
- Fit the new lower M8 female ball-joint to gear-shift lever as shown in picture 15.
- Fit the brake lever assembly to the main bracket as shown in picture 16 (please note two washers are used inboard and a single washer outboard as shown in picture 16).
- The assembly should look like picture 17.
- Fit the new lower ball-joint to the master cylinder pressure shaft as shown in picture 18, **PLEASE LEAVE BALL-JOINT AND LOCK NUT LOOSE AT THIS STAGE.**
- Refit the exhaust mounting bolt as original.
- Use the two new M8 bolts to mount and secure the new foot-rest assembly as arrowed in picture 19.
- Use the two new M6 bolts and nuts to secure the master cylinder to the adaptor plate and the reservoir adaptor plate as shown in picture 19 (do not secure the upper nut at this stage as the bolt is used to mount the reservoir later).
- Secure the brake side rear-set as shown in picture 20 using the two M8x20mm long button head bolts.
- Secure the brake reservoir as shown in picture 21 (this will also secure the master cylinder top bolt).
- 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 22. **PLEASE NOTE FAILURE TO DO THIS MAY RESULT IN BRAKE FAILURE AND/OR JAMMING OF BRAKES.** Use the lock nut to lock in position.
- Adjust for comfort and position using the sub plate and two bolts arrowed in picture 19.



PICTURE 22

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 51) using the aluminium sealing washers supplied (item 52) 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 53) 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.

SPECIAL NOTES FOR ABS MODELS

ON ABS MODELS THE ONLY AVAILABLE ADJUSTMENT POSITIONS ARE WITHIN THE AREA MARKED ON THE PICTURE 22. ALSO ON ABS MODELS WE RECOMMEND THAT A HONDA DEALER CARRY OUT THE FITMENT AS IT IS QUITE DIFFICULT TO BLEED THE SYSTEM.



PICTURE 22

ISSUE 1 26/06/2012 (NSY)

CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

R&G RACING RETURNS POLICY (NON-FAULTY GOODS)

Returns must be pre-authorised (if not pre-authorised the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in resellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.



**Instructions de montage pour RSET02BK Train arrière ajustable
HONDA CBR1000RR 2008-2011**

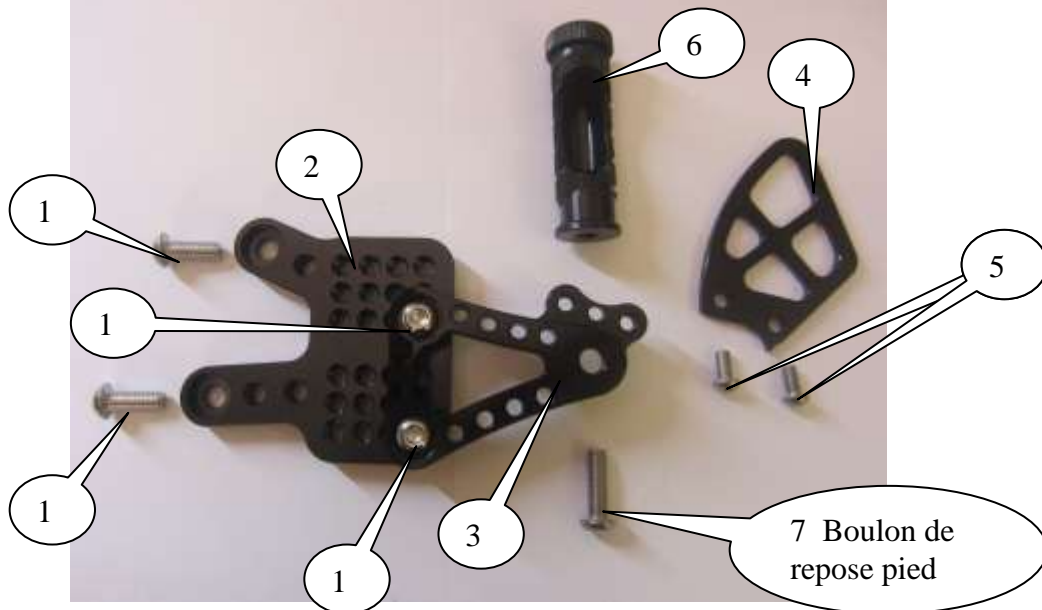
Page | 15



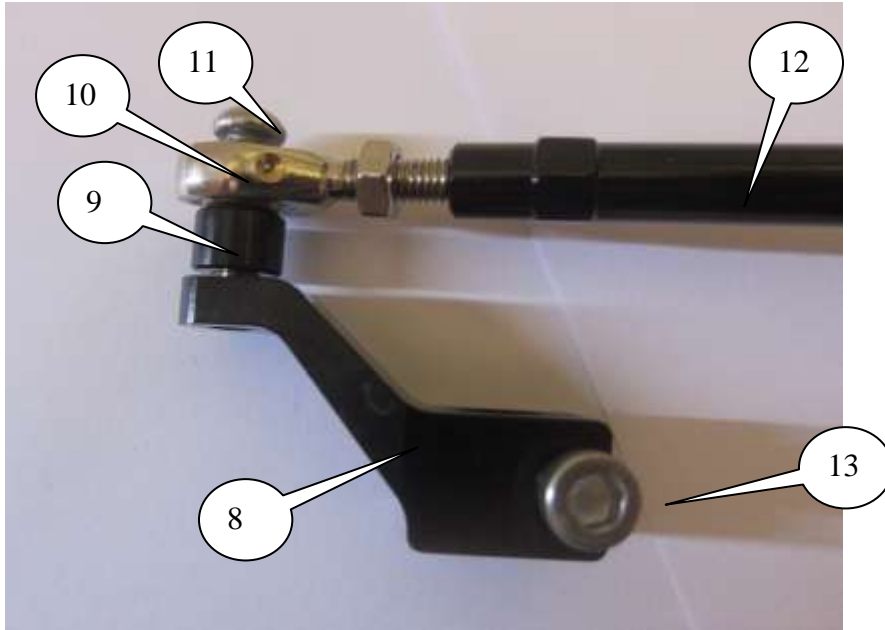
**Le kit contient les pièces présentées ci dessous, ne pas tout déballer avant de s'être assuré
que chacune des pièces soit présente.**

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

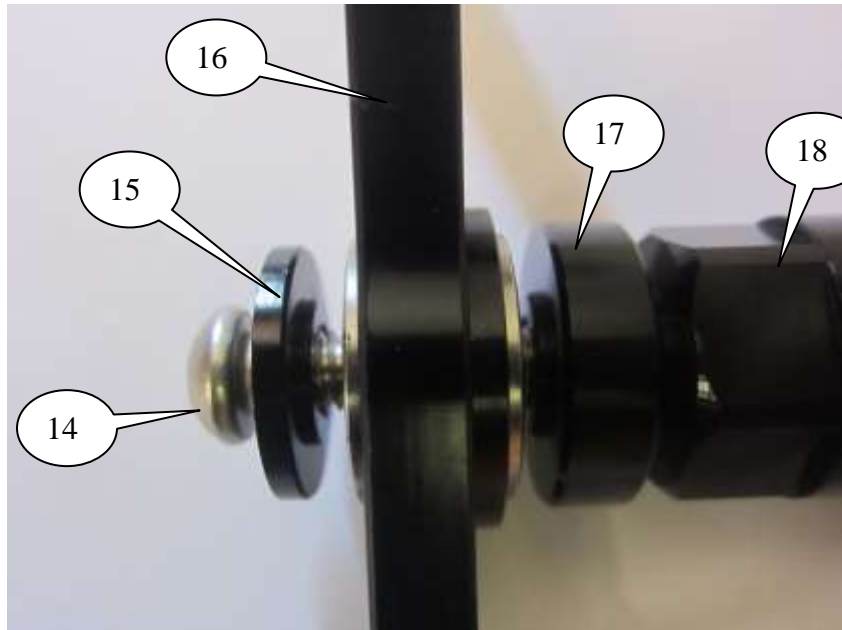
Certaines pièces peuvent n'être que représentatives, pour la clarté des instructions



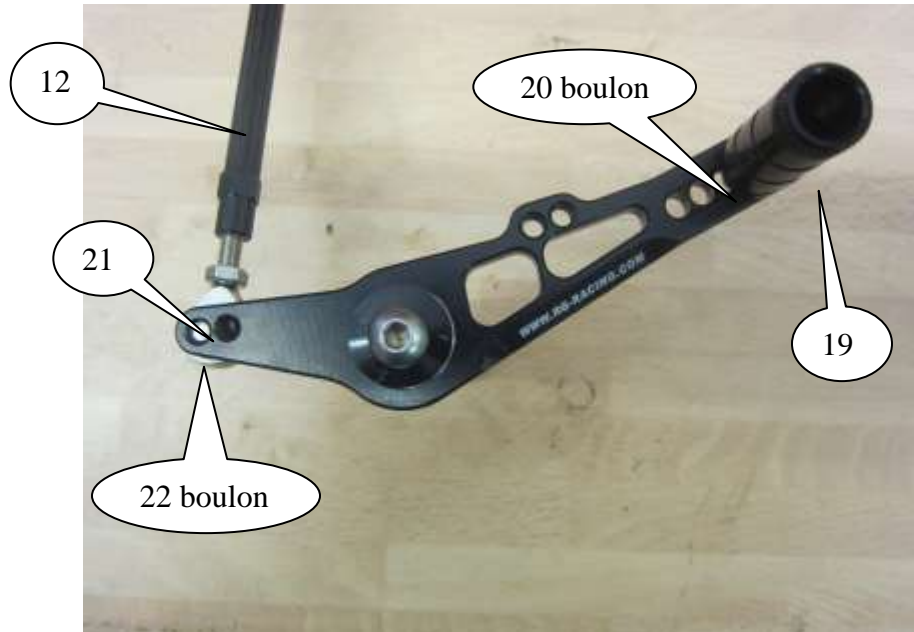
Coté gauche/Coté vitesses, Assemblage repose pied



Coté gauche / Coté vitesses, Assemblage repose pied



Coté gauche / Coté vitesses, Assemblage repose pied



Coté gauche /Coté vitesses, Assemblage repose pied

LEGENDE

Coté gauche (Coté vitesses)

- Article 1= 4 x M8x20mm Long boulon à tête ronde
- Article 2= 1 x Plaque principale
- Article 3= 1 x Plaque ajustable
- Article 4= 1 x talon
- Article 5= 2 x M6x10mm Long boulon à tête ronde
- Article 6= 1 x Support pied
- Article 7= 1 x M8x25mm Long boulon à tête ronde
- Article 8= 1 x Support levier de vitesses
- Article 9= 1 x Entretoise de support de levier de vitesses (8mm de long)
- Article 10= 1 x M6 (Filetage coté gauche) Joint C/W Ecrou de blocage
- Article 11= 1 x M6x25mm Long boulon à tête ronde
- Article 12= 1 x Arbre de levier de vitesses
- Article 13= 1 x M6x20mm Long boulon à tête en capuchon
- Article 14= 1 x M8x50mm Long boulon à tête ronde
- Article 15= 1 x Entretoise pivot bombé
- Article 16= 1 x Levier changement de vitesses
- Article 17= 1 x Entretoise pivot bombé
- Article 18= 1 x Entretoise de support de levier de vitesses
- Article 19= 1 x Butée repose pied
- Article 20= 1 x M6x20mm Long boulon à tête ronde
- Article 21= 1 x M6 (Filetage coté droit) Joint mâle C/W Ecrou de blocage

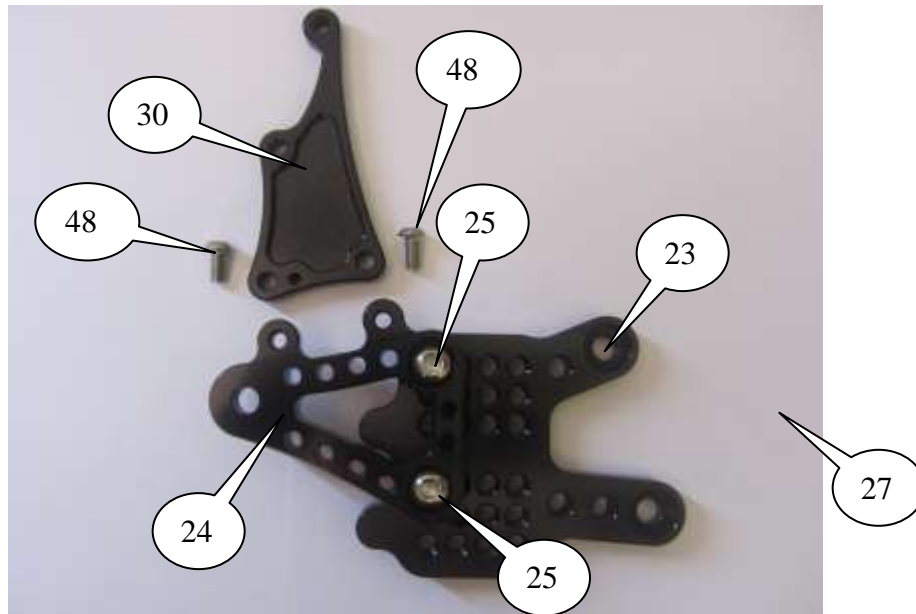
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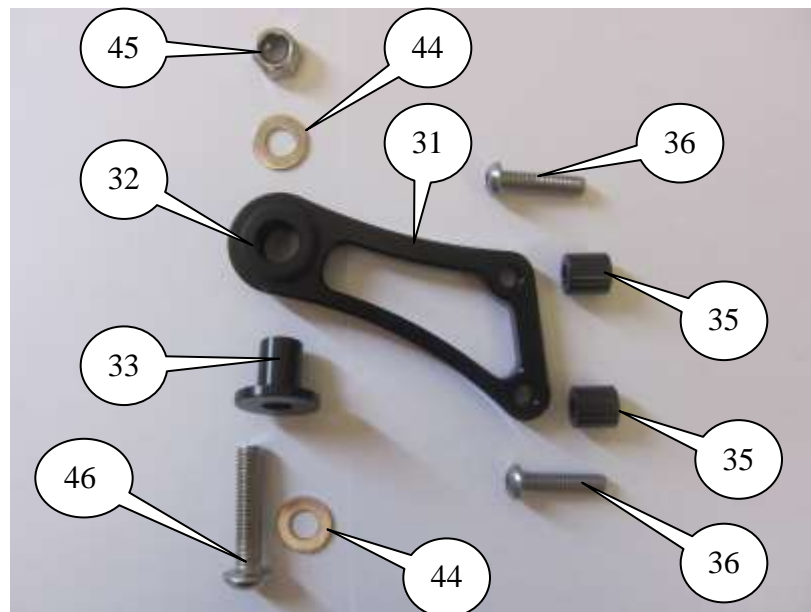
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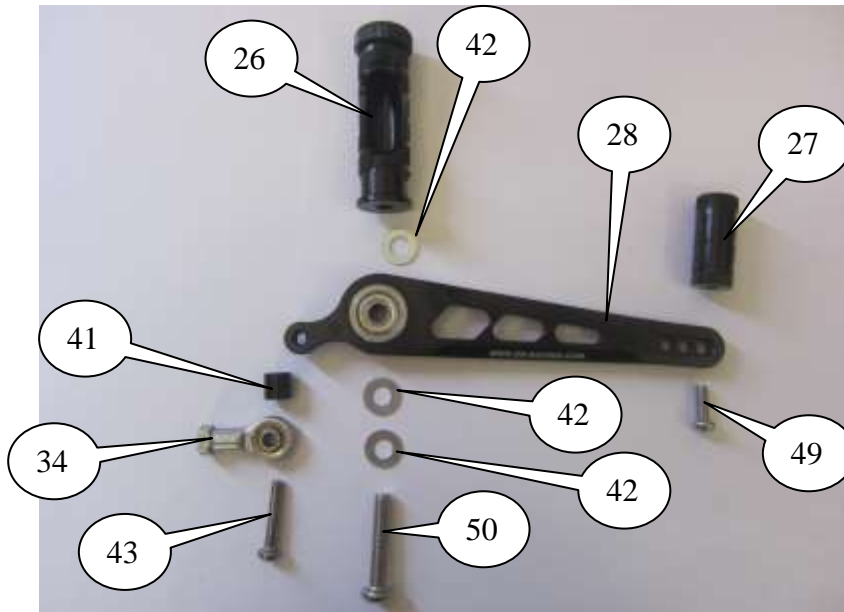
- Article 22= 1 x M6x15mm Long boulon à tête ronde



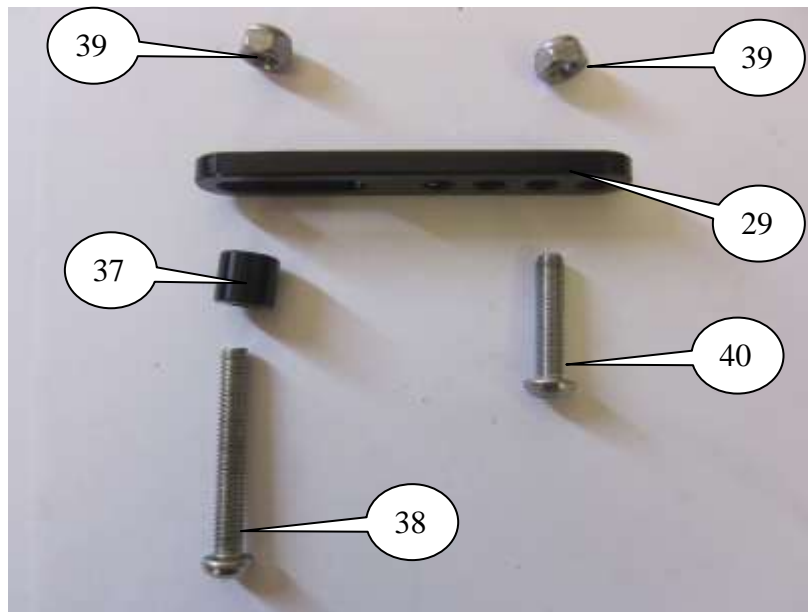
Coté droit/Coté frein, Sous ensemble repose pied



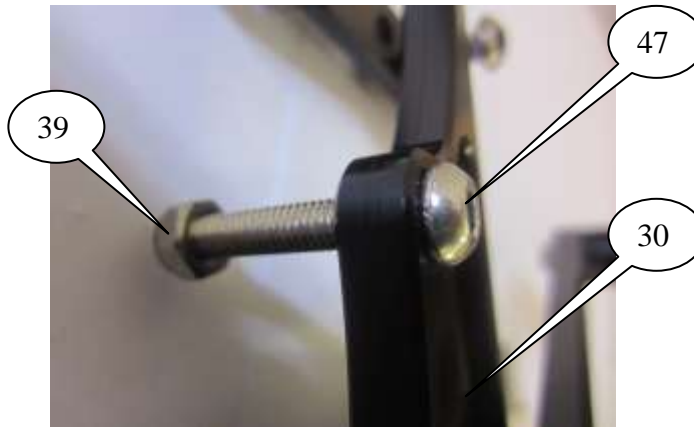
Coté droit / Coté frein, Assemblage support pot d'échappement



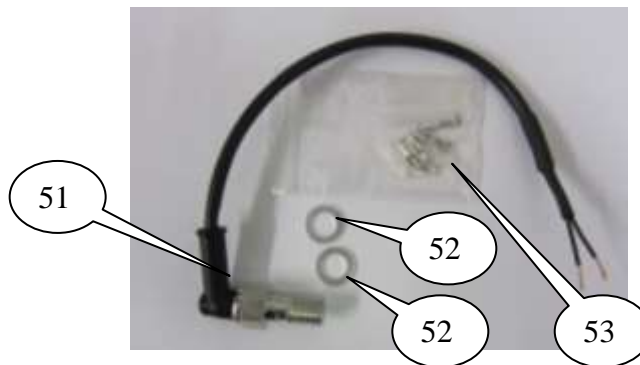
Coté droit / Coté frein, Assemblage levier de frein



Coté droit / Coté frein, Maître cylindre/Assemblage frein réservoir



Coté droit / Coté frein, Assemblage support de montage Maître cylindre



Coté droit / Coté frein, Contacteur de freins

LEGENDE

Coté droit (Coté frein)

- ITEM 23=1 x Plaque principale----23
- ITEM 24=1 x Plaque ajustable
- ITEM 25=4 x M8x20mm Longs boulons à tête ronde
- ITEM 27=1 x Talon
- ITEM 28=1 x Levier de freins
- ITEM 29=1 x Plaque de support réservoir
- ITEM 30=1 x Plaque de support Maître cylindre
- ITEM 31=1 x Plaque de support pot d'échappement
- ITEM 32=1 x Bague en caoutchouc support pot d'échappement
- ITEM 33=1 x Entretoise de support de plaque pot d'échappement
- ITEM 34=1 x M8 (Filetage coté droit) Joint femelle
- ITEM 35=2 x Entretoises support de pot d'échappement (11.5mm de long)

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- ITEM 36=2 x M6x25mm Long boulon à tête ronde
- ITEM 37=1 x Entretoise support réservoir (10mm LONG)
- ITEM 38=1 x M6x40mm Long boulon à tête ronde
- ITEM 39=3 x M6 Ecrus en Nyloc
- ITEM 40=1 x M6x25mm Long boulon à tête ronde
- ITEM 41=1 x Entretoise support en caoutchouc (11.5mm LONG)
- ITEM 42=3 x M8 Rondelles de rotation du levier
- ITEM 43=1 x M6x30mm Long boulon à tête ronde
- ITEM 44=2 x M8 Rondelles
- ITEM 45=1 x M8 Ecou en Nyloc
- ITEM 46=1 x M8x35mm Long boulon à tête ronde
- ITEM 47=1 x M6x35mm Long boulon à tête ronde
- ITEM 48=2 x M6x12mm Long boulon à tête ronde
- ITEM 49=1 x M6x20mm Long boulon à tête ronde
- ITEM 50=1 x M8x40mm Long boulon à tête ronde
- ITEM 51=1 x Capteur feu stop
- ITEM 52=2 x Rondelles d'étanchéité
- ITEM 53=1 x Connecteurs pour capteur de feu stop (con 4)

Outils requis

- Pincés de 8, 10, 12, 13 et 24mm
 - Clés de 19 et 24 mm
 - Pincés électriques / à sertir
- Clé dynamométrique réglable à 80Nm.
 - Clé Allen 8mm A/F.

Couples de serrage

M4 Boulon = 8Nm

M5 Boulon = 12Nm

M6 Boulon = 15Nm

M8 Boulon = 20Nm

M10 Boulon = 25Nm

Levier de vitesses = 80Nm



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Photo 1

Photo 2

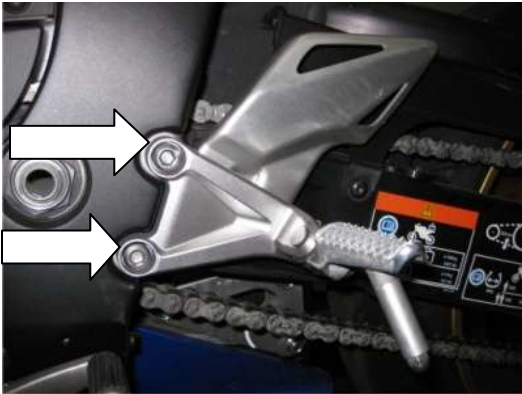


Photo 3



Photo 4



Photo 5

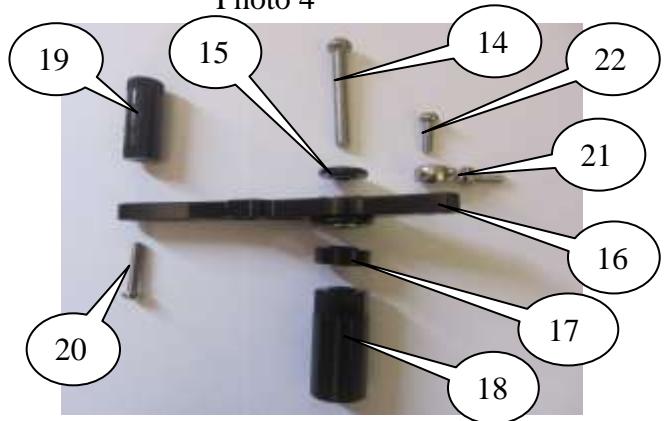


Photo 6



Photo 7

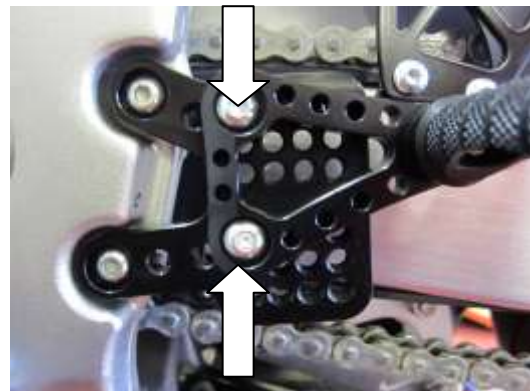


Photo 8



Coté levier de vitesses

- Enlever le boulon de levier de vitesses d'origine (photo 1)
- Enlever le boulon de serrage pour le connecteur de boîte de vitesses (photo 2)
- Enlever le connecteur de boîte de vitesses et enlever l'ensemble de sélecteur de vitesses.
- Enlever les 2 boulons et le repose pied coté gauche (photo 3)
- Assembler le levier de vitesses (photo 6)
- Installer le nouveau repose pied coté gauche avec les 2 boulons M8x16mm à tête ronde (photo 8), (photo 8) puis ajuster dans la position optimale avant de serrer.
- Desserrer puis enlever le boulon de support moteur (photo 4)
- Installer le support de levier de vitesses avec l'écrou tout juste enlevé puis serrer à 80Nm (photo 7).
- Sélectionner le modèle requis de levier de vitesses, "normal" ou "course". Placer les caoutchoucs de levier de vitesses aux trous 'A' pour le modèle « course » (1 en haut—5 en bas) ou 'B' pour le modèle « normal » (1 en bas—5 en haut) (photo 7)
- Installer la barre de levier de vitesses à la rotule inférieure tout juste installée (une seule direction car les filetages de part ou d'autre s'opposent. Ne pas serrer à ce stade (S'assurer que le filetage a un minimum de 8mm d'engagement).
- Enlever le boulon de fixation du nouveau connecteur de boîte de vitesses.
- Installer le nouveau connecteur de boîte de vitesses à la barre de levier de vitesses; ne pas serrer à ce stade (S'assurer que le filetage a un minimum de 8mm d'engagement).
- Installer le nouveau connecteur de boîte de vitesses à l'arbre cannelé (photo 5) (au bon angle comme indiqué), lorsque la position vous convient, serrez.
- Serrer l'ensemble des boulons et des écrous de blocage.

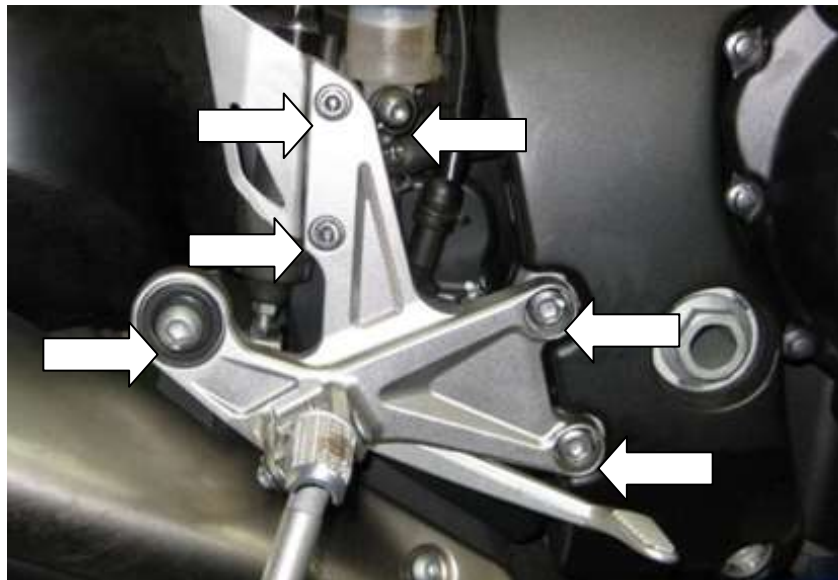


Photo 9



Photo 10



Photo 11

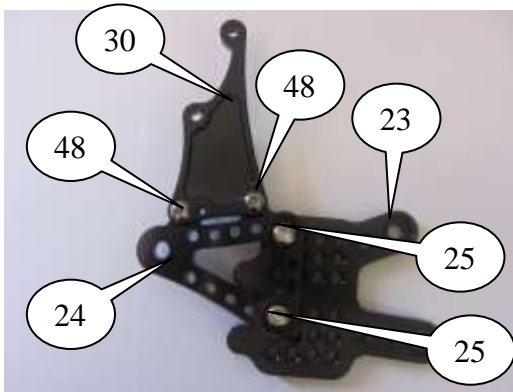


Photo 12

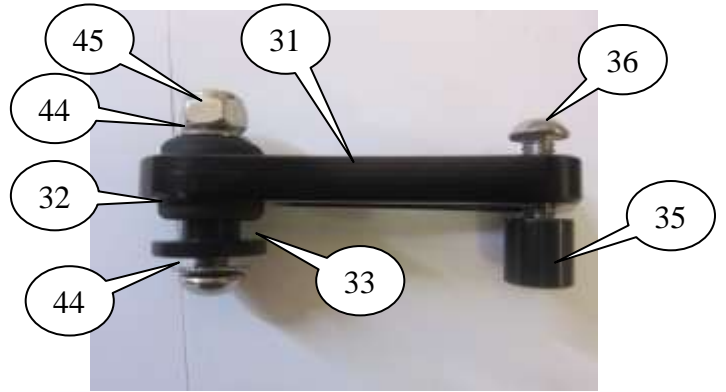


Photo 13

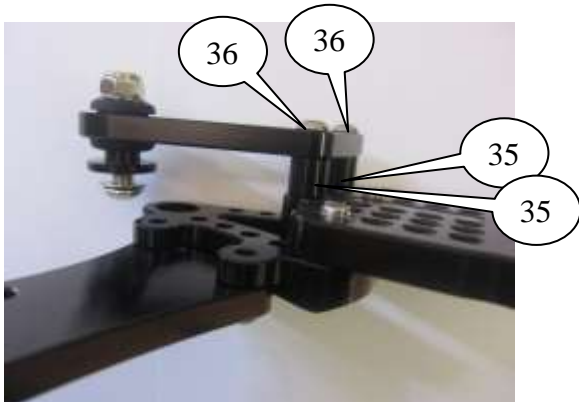


Photo 14

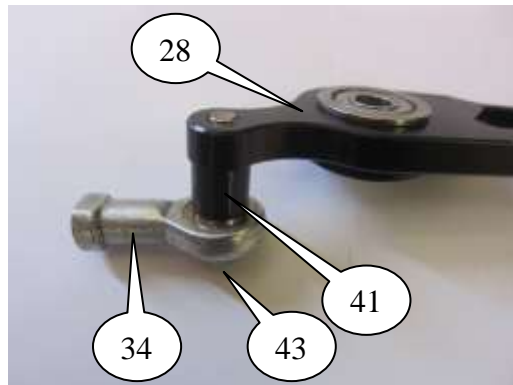


Photo 15

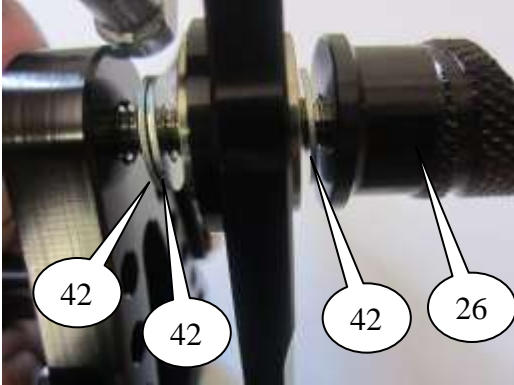


Photo 16



Photo 17



Photo 18

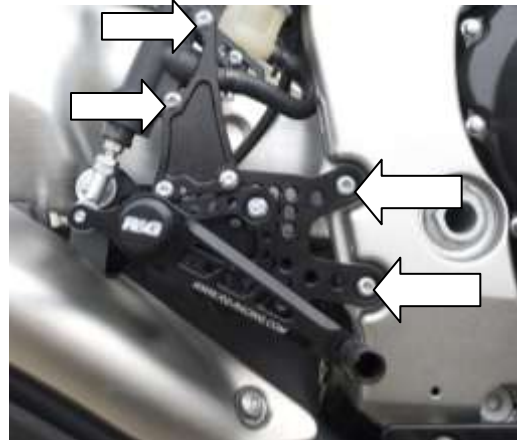
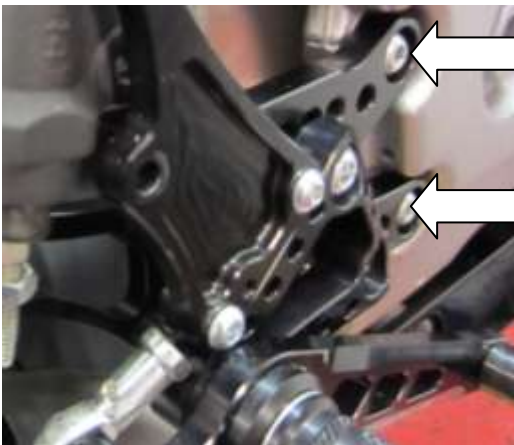
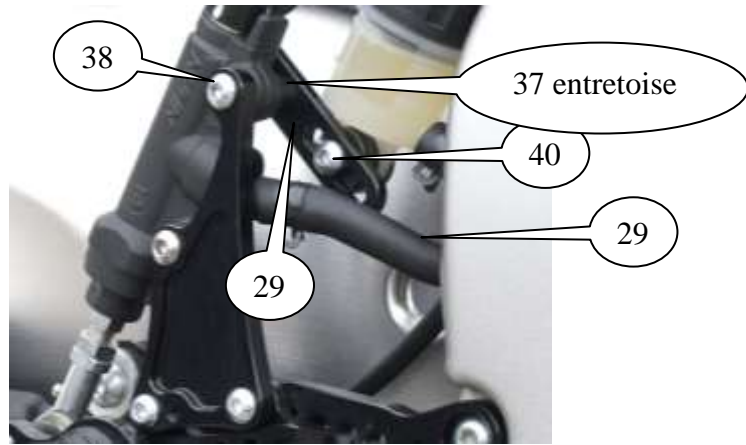


Photo 19



PICTURE 20



PICTURE 21

COTÉ FREIN



- Enlever les 2 boulons qui fixent le protège talon et le maître cylindre en position (photo 9).
- Remove the two bolts holding the original foot-rest in position (photo 9).
- Desserrer le boulon qui fixe le réservoir
- Enlever le boulon de support d'échappement (photo 9).
- L'ensemble peut maintenant être extrait de la moto pour accéder au boulon qui retient le bouclier en position (photo 10).
- Enlever le bouclier thermique du pot.
- Décrocher puis enlever le capteur de feu stop (photo 11).
- Enlever la chape qui tient l'arbre de pression du frein du repose pied d'origine.
- Enlever le support d'origine de l'arbre de pression du maître cylindre.
- Enlever le repose pied d'origine de la moto.
- Installer le support de maître cylindre (article 30) (photo 12).
- Assembler le support pot d'échappement (article 31) (photo 13). Vous devrez pousser sur l'entretoise du haut (item 33) dans la direction indiquée en photo 13 (un peu de liquide pourra aider). Ne pas installer le boulon M8, ni les rondelles et l'écrou à ce stade.
- le support pot d'échappement (article 31) (photo 14) en utilisant 2 entretoises (article 35) et 2 boulons (article 36).
- Installer la nouvelle rotule inférieure M8 au levier de vitesses (photo 15).
- Installer le levier de frein au support principal (photo 16). (2 rondelles sont utilisées pour l'intérieur et une seule pour l'extérieur) (photo 16).
- L'assemblage devrait ressembler à la photo 17.
- Installer la nouvelle rotule inférieure à l'arbre de pression du maître cylindre (photo 18) , NE PAS BLOQUER LA ROTULE NI L'ECROU DE BLOCAGE A CE STADE.
- Remettre le boulon de support d'échappement comme à l'origine.
- Utiliser les 2 nouveaux boulons M8 pour monter puis fixer le nouvel assemblage repose pied (photo 19).
- Utiliser les 2 nouveaux boulons M6 et les écrous pour fixer le maître cylindre à la plaque d'adaptation et la plaque d'adaptation du réservoir (photo 19 (ne pas fixer l'écrou supérieur à ce stade comme le boulon est utilisé plus tard pour fixer le réservoir).
- Fixer le repose pied coté frein (photo 20) à l'aide des 2 boulons à tête ronde M8x20mm.
- Fixer le réservoir de frein (photo 21) (Cela fixera le boulon du maître cylindre).
- Ajuster la nouvelle rotule de façon à ce que l'action de l'arbre de pression du maître cylindre soit directement alignée avec le maître cylindre (photo 22). **NE PAS MANQUER D'EFFECTUER CETTE TACHE CAR CELA POURRAIT ENTRAINER UNE DEFAILLANCE DU FREIN.** Utiliser l'écrou de blocage pour fixer le tout.
- Ajuster la position pour le confort en utilisant la sous plaque et 2 boulons (photo 19).

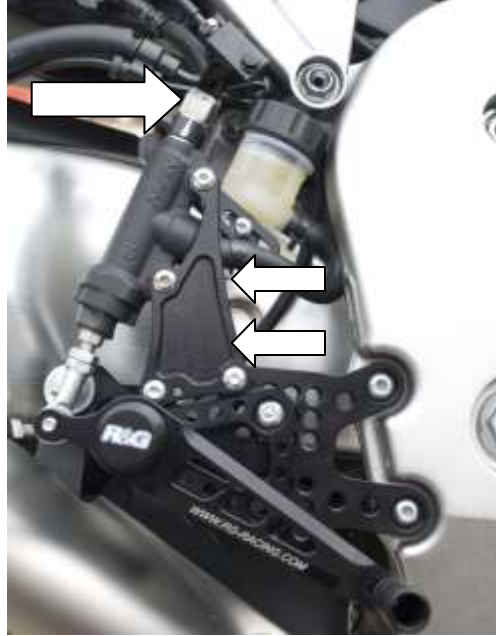


Photo 22

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 51) en utilisant les rondelles d'étanchéité en aluminium fournies (article 52) comme indiqué sur la photo de l'assemblage de capteur feu stop. **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.

IMPORTANT:

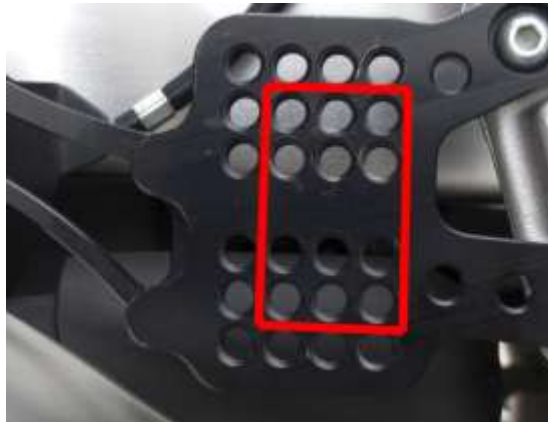
- Les instructions ci dessus ne sont qu'indicatives. Il est de votre responsabilité de vous assurer que l'ensemble des composant soient fixés et n'interfèrent pas avec d'autres parties de la moto. Ne pas effectuer les vérifications d'un bon fonctionnement général peut entraîner des blessures pour le motard, ou des dommages pour la moto.

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

Concernant les modèles ABS:



Sur les modèles ABS, les positions disponibles correspondent à l'espace marquée sur la photo 22. Même sur les modèles ABS, nous recommandons l'installation par un revendeur Honda car l'installation est compliquée et il faut également purger le système.



PICTURE 22

ISSUE 1 26/06/2012 (NSY)

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