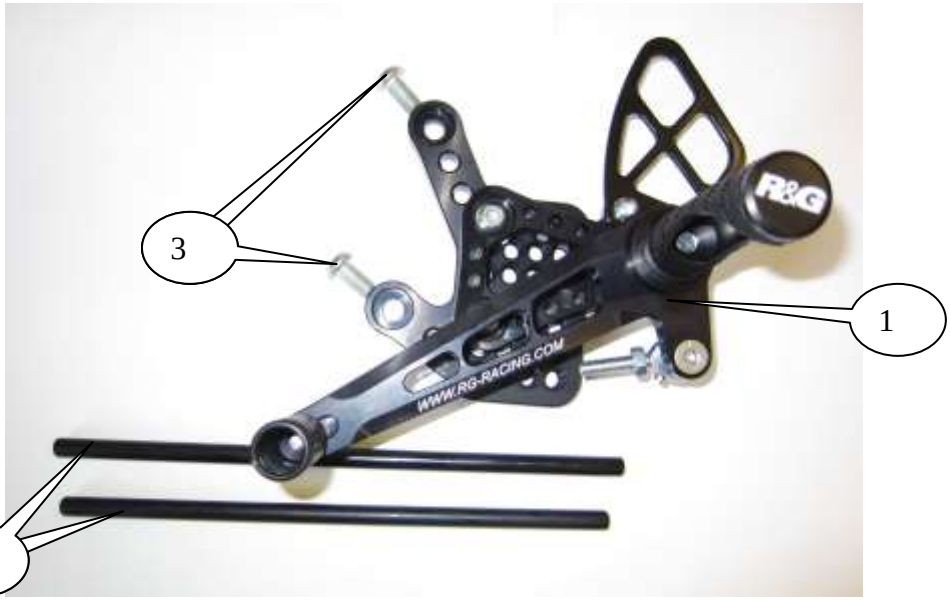
FITTING INSTRUCTIONS FOR RSET07BK ADJUSTABLE REAR SETS KAWASAKI ZX10 2011-

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

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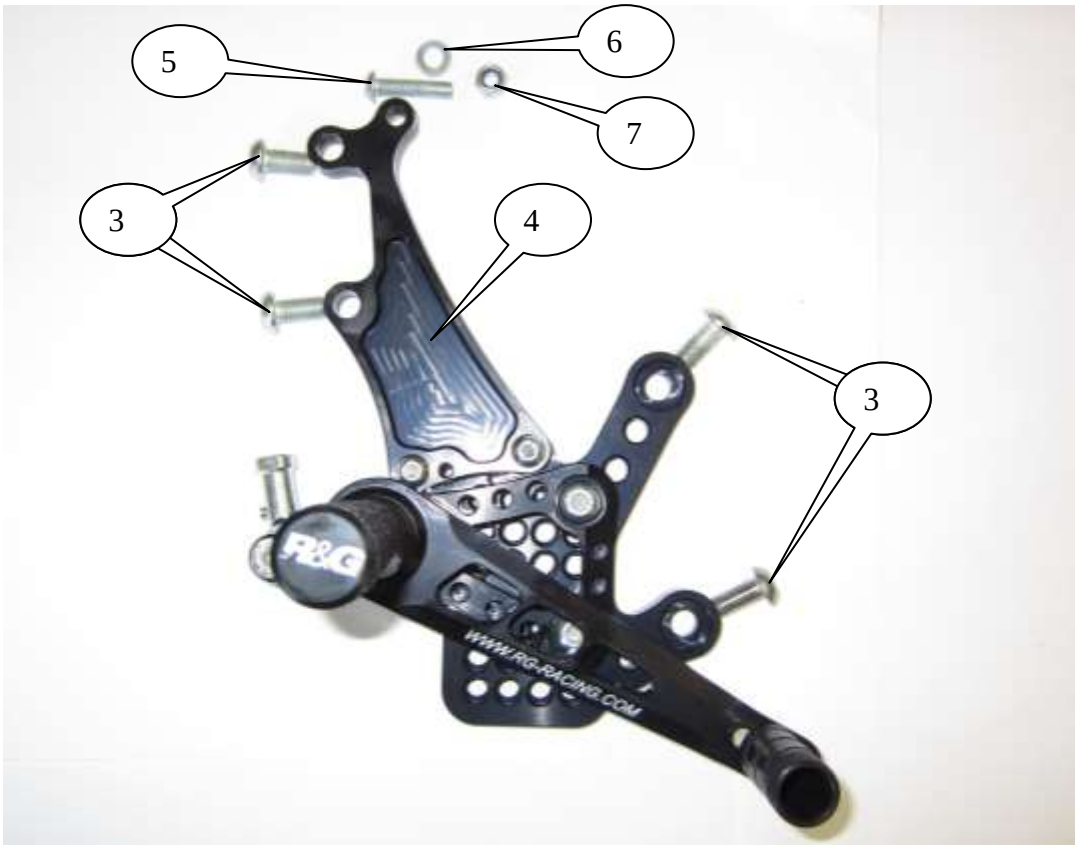

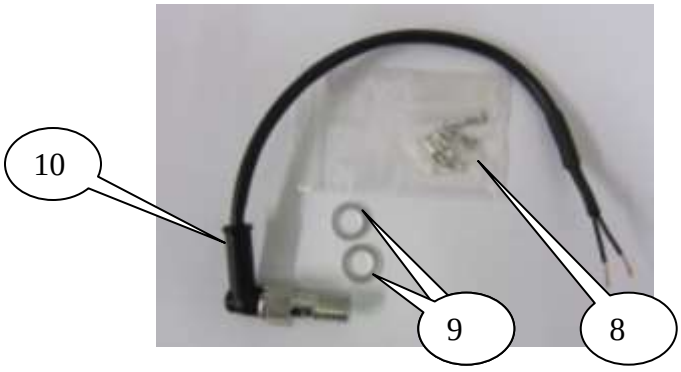

RIGHT HAND/BRAKE SIDE

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LEGEND

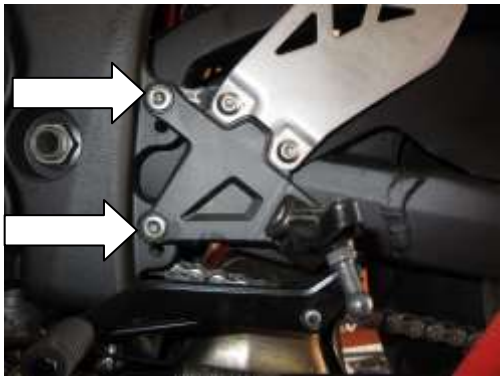
ITEM 1= LEFT HAND SIDE ASSEMBLY (x1).
ITEM 2= GEAR SHAFT CONNECTING RODS (x2).
ITEM 3= M8x20mm LONG BUTTON HEAD BOLTS (4xL-H-S and 6xR-H-S SIDE) (x10).
ITEM 4= RIGHT HAND SIDE ASSEMBLY (x1).
ITEM 5= M6x25mm LONG BUTTON HEAD BOLT (x1).
ITEM 6= M6 WASHER (x1).
ITEM 7= M6 NYLOC NUT (x1).
ITEM 8= PACKET OF BULLET CONNECTORS FOR BRAKE LIGHT SWITCH (CON 4) (x1).
ITEM 9= ALUMINIUM SEALING WASHERS (x2).
ITEM 10= BRAKE LIGHT SENSOR SWITCH (x1).
ITEM 11= ABS BRAKE LINE ASSEMBLY (x1).

TOOLS REQUIRED

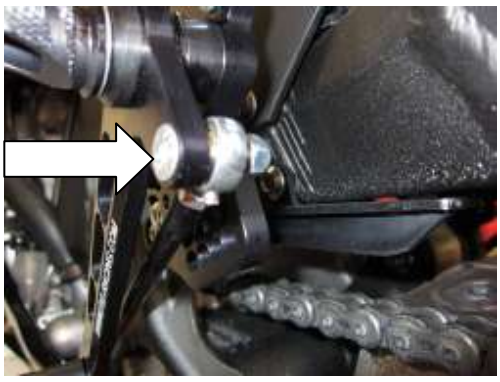
- 2x10 AND 12mm OPEN ENDED SPANNERS.
- LONG NOSE PLIERS.
- ELECTRICAL/CRIMPING PLIERS.
- TORQUE WRENCH UP TO 20Nm.
- METRIC ALLEN KEY SET UP TO 8mm A/F.

TORQUE SETTINGS

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



PICTURE 1



PICTURE 2

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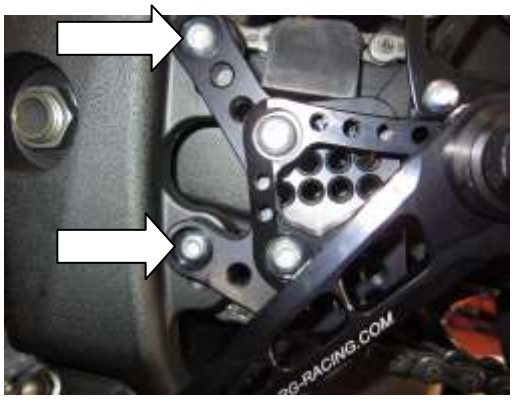
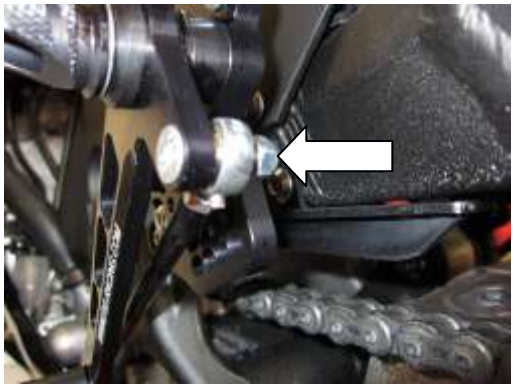


PICTURE 3



PICTURE 4

PICTURE 5

PICTURE 6

GEAR SHIFT SIDE

- Remove the two bolts arrowed in picture 1 and remove the original foot-rest.
- Undo the lock-nut on the original gear shift connecting rod.
- Remove the original gear shift connecting rod.
- Fit the new foot-rest using the new bolts as shown in picture 3.
- Using the bolts and sub plate arrowed in picture 6 adjust the foot-rest for comfort and position.
- Depending on which is the desired position of the foot-rest use either of the new gear shift connecting rods and connect to the original gear selector (must be approximately 90°) as shown in picture 5 (please ensure a minimum of 8mm thread engagement).
- Remove the ball-joint from the new foot-rest as shown in picture 4 and fit to the gear shift connecting rod (again please ensure 8mm of thread engagement).
- Adjust for comfort and position and refit to the foot-rest, tighten all bolts and both lock nuts.
- Check operation before riding.

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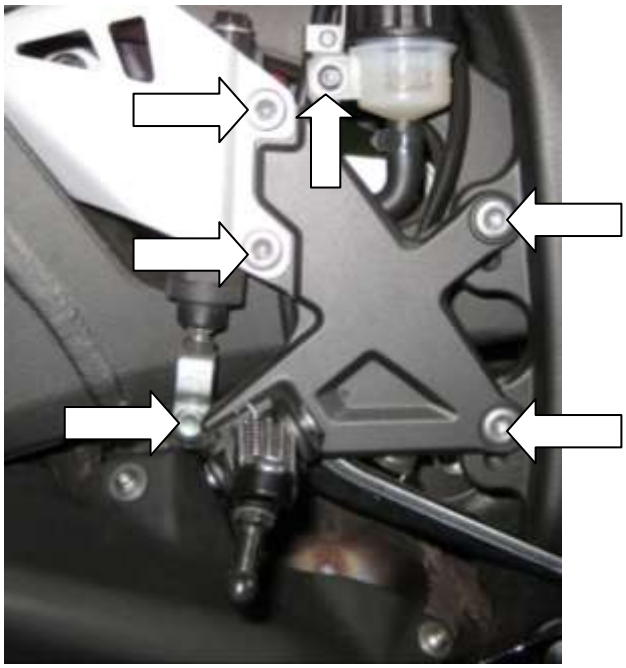

PICTURE 7

PICTURE 8

PICTURE 9

PICTURE 10

PICTURE 11

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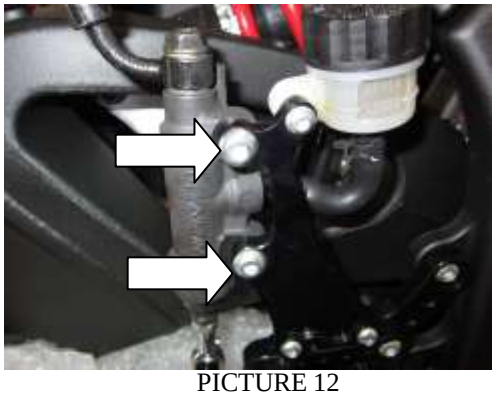
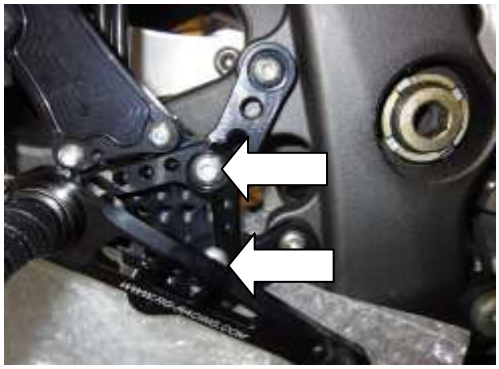


PICTURE 12



PICTURE 13

BRAKE SIDE

- Remove the two bolts holding the heel-guard and master cylinder in position as arrowed in picture 7.
- Remove the two bolts holding the original foot-rest in position as arrowed in picture 7.
- Undo and remove the bolt holding the reservoir as shown in picture 7.
- The whole assembly can now be gently eased away from bike to allow access to the clevis pin assembly and the brake light switch assembly as shown in pictures 8 and 9 holding.
- Unhook and remove the brake light sensor switch shown in picture 8.
- Undo and remove the clevis pin that holds the brake pressure shaft from the original foot-rest shown in picture 9.
- Remove the original mount from the master cylinder pressure shaft.
- Remove the original foot-rest from bike.
- Fit the new lower ball-joint to the master cylinder pressure shaft as shown in picture 10, PLEASE LEAVE BALL-JOINT AND LOCK NUT LOOSE AT THIS STAGE.
- Use the two new M8 bolts to mount and secure the new foot-rest assembly as arrowed in picture 12.
- Use the new M6 bolt and nut to secure the master cylinder reservoir as shown in picture 12.
- 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 pictures 11 and 12. **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 13.
- Check all bolts.

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 10) using the aluminium sealing washers supplied (item 9) as arrowed in picture 14. **PLEASE NOTE YOU WILL HAVE TO BLEED THE BRAKING SYSTEM.**
- We recommend cutting the original wiring and using the bullet connectors (item 8) to connect the brake light sensor switch wires to the original wiring.
- Please check operation of brakes and brake light before riding.

PICTURE 14

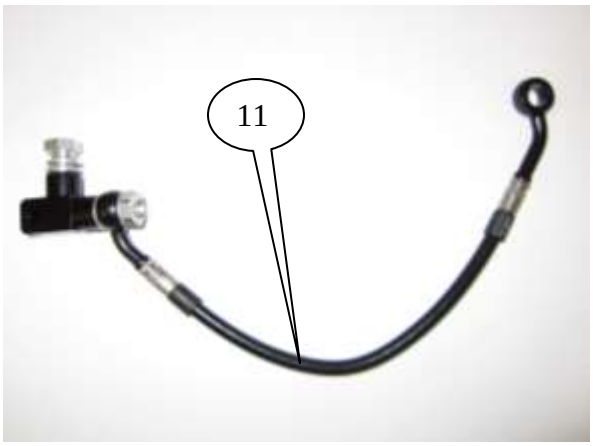
BRAKE LIGHT SENSOR SWITCH

- Remove the bolt holding the banjo fitting to end of the master cylinder and replace the bolt with the brake light sensor switch (item 10) using the aluminium sealing washers supplied (item 9) as arrowed in picture 14. **PLEASE NOTE YOU WILL HAVE TO BLEED THE BRAKING SYSTEM.**
- We recommend cutting the original wiring and using the bullet connectors (item 8) connect the brake light sensor switch wires to the original wiring.
- Please check operation of brakes and brake light 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.

SPECIAL NOTES FOR ABS MODELS

ON ABS MODELS THE BRAKE LINE ASSEMBLY IN THE PICTURE BELOW SHOULD BE USED. ALSO ON ABS MODELS WE RECOMMEND THAT A KAWASAKI DEALER CARRY OUT THE FITMENT AS IT IS QUITE DIFFICULT TO BLEED THE SYSTEM.



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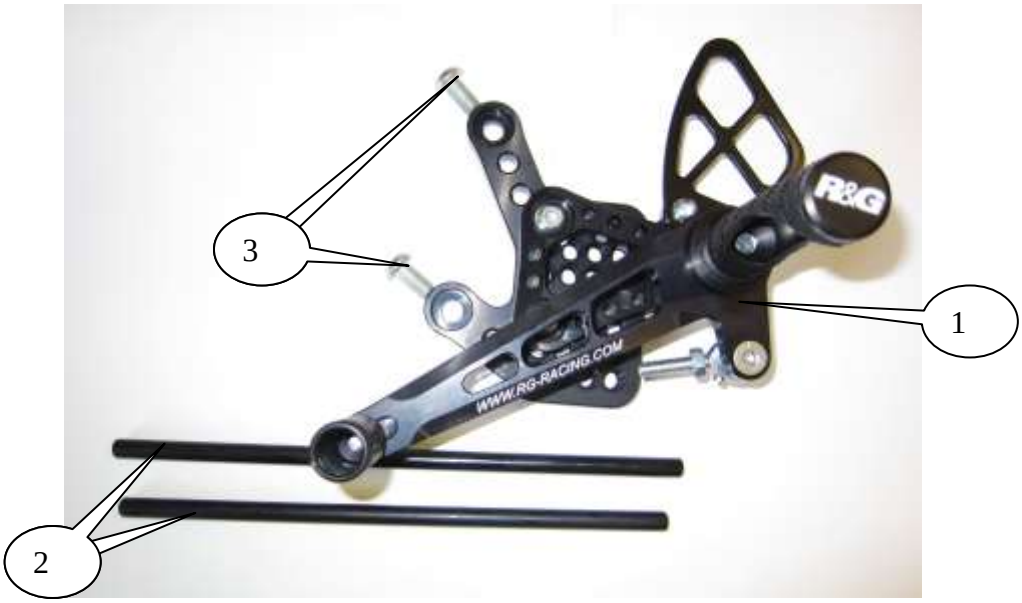
INSTRUCTIONS DE MONTAGE POUR RSET07BK
COMMANDES RECULEES ADAPTABLES
KAWASAKI ZX10 2011-

Vérifier le contenu de la boîte avant de déballer les pièces

La façon dont le kit est emballé ne représente pas nécessairement la façon de le monter sur la moto

LES PARTIES MONTREES PEUVENT PARFOIS N'ETRE QUE REPRESENTATIVES
(POUR LA CLARITE DES INSTRUCTIONS PRINCIPALEMENT)



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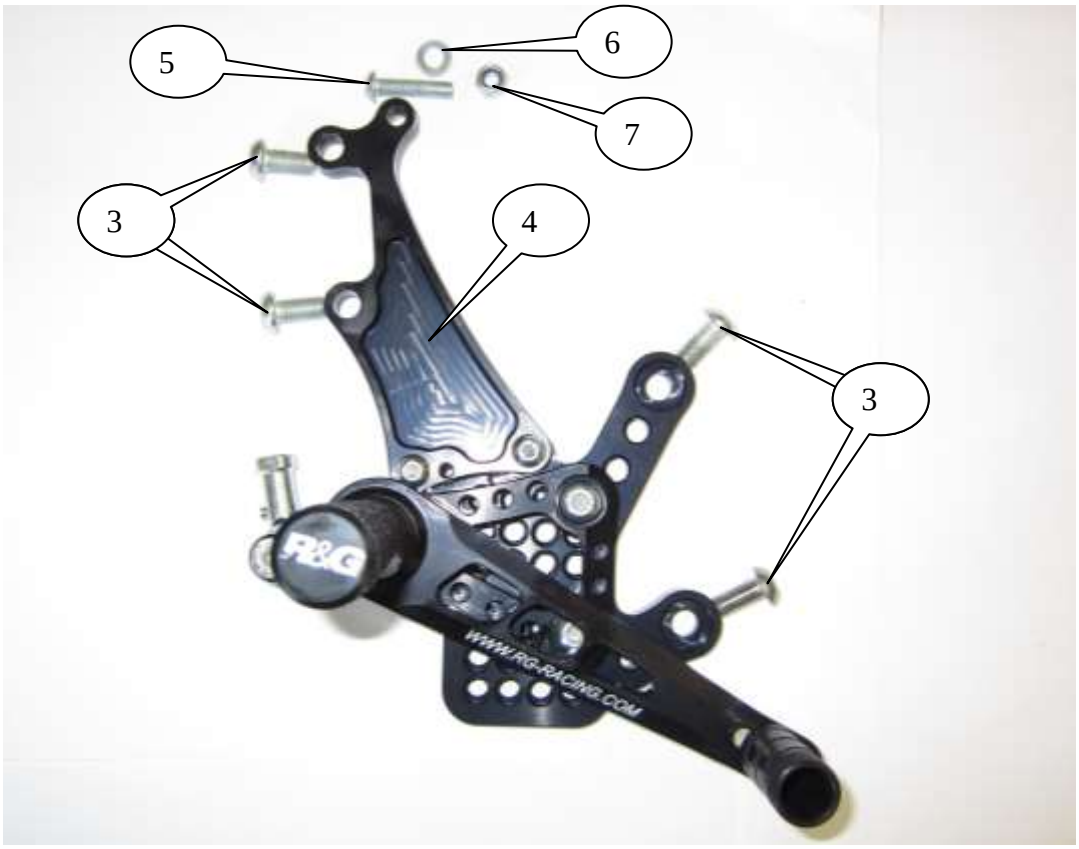
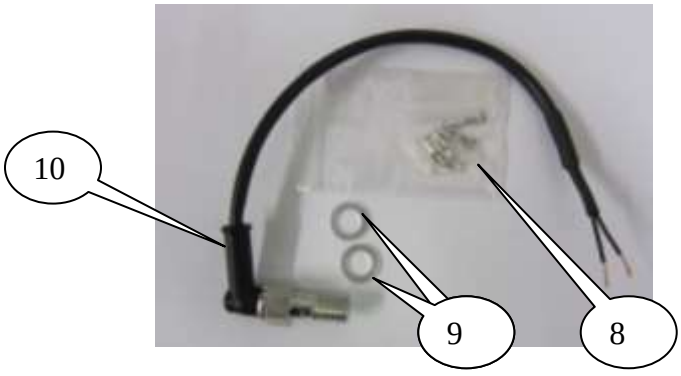
COTE GAUCHE/COTE LEVIER DE VITESSES

LE KIT CONTIENT LES PIECES MONTREES CI-DESSOUS, S'ASSURER DE LA PRESENCE DE TOUS LES ELEMENTS AVANT DE PROCEDER AU MONTAGE





COTE DROIT/COTE FREIN

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LEGEND

ITEM 1= ENSEMBLE COTE GAUCHE (x1).
ITEM 2= ARBRE A BIELLES (x2).
ITEM 3= M8x20mm LONGS BOULONS A TETE RONDE (4X coté gauche et 6x coté droit) (x10).
ITEM 4= ENSEMBLE COTE DROIT (x1).
ITEM 5= M6x25mm LONGS BOULONS A TETE RONDE (x1).
ITEM 6= M6 RONDELLES (x1).
ITEM 7= M6 ECROU (x1).
ITEM 8= KIT DE CONNECTEURS POUR FEUX STOP (CON 4) (x1).
ITEM 9= RONDELLES D'ALUMINIUM ETANCHES (x2).
ITEM 10= INTERUPTEUR CAPTEUR DE FEU STOP (x1).
ITEM 11= LIGNE D'ASSEMBLAGE FREIN ABS (x1).

OUTILS REQUIS

- 2x10 ET 12mm CLES.
- PINCE A BEC LONG.
- PINCE SERTISSAGE/ ELECTRIQUE.
- CLE DYNAMOMETRIQUE A 20Nm.
- CLE ALLEN METRIQUE A 8mm A/F.

REGLAGE DE COUPLE

M4 BOULON = 8Nm
M5 BOULON = 12Nm
M6 BOULON = 15Nm
M8 BOULON = 20Nm
M10 BOULON = 25Nm

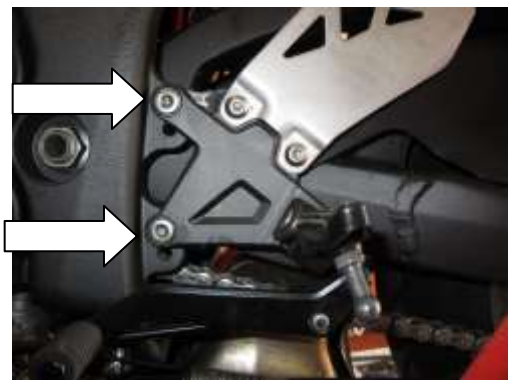

IMAGE 1

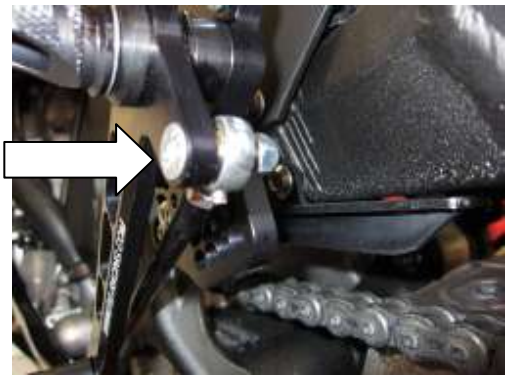

IMAGE 2

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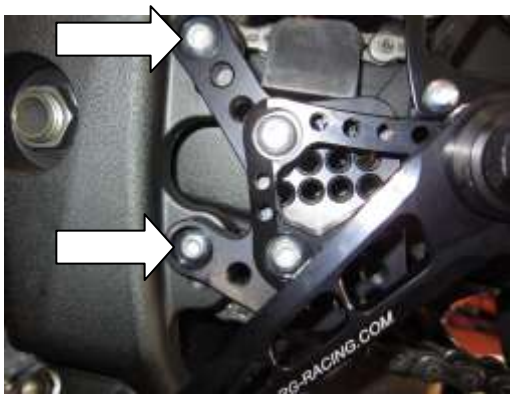

IMAGE 3

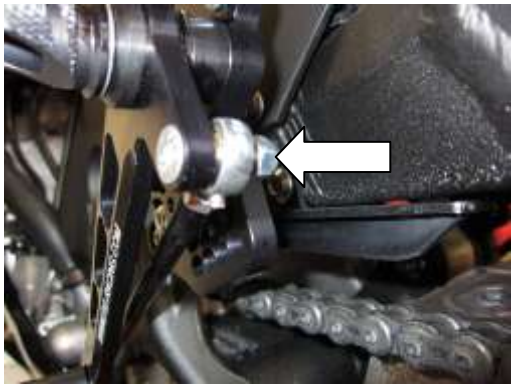

IMAGE 4

IMAGE 5

IMAGE 6

GEAR SHIFT SIDE

- Remove the two bolts arrowed in picture 1 and remove the original foot-rest.
- Undo the lock-nut on the original gear shift connecting rod.
- Remove the original gear shift connecting rod.
- Fit the new foot-rest using the new bolts as shown in picture 3.
- Using the bolts and sub plate arrowed in picture 6 adjust the foot-rest for comfort and position.
- Depending on which is the desired position of the foot-rest use either of the new gear shift connecting rods and connect to the original gear selector (must be approximately 90°) as shown in picture 5 (please ensure a minimum of 8mm thread engagement).
- Remove the ball-joint from the new foot-rest as shown in picture 4 and fit to the gear shift connecting rod (again please ensure 8mm of thread engagement).
- Adjust for comfort and position and refit to the foot-rest, tighten all bolts and both lock nuts.
- Check operation before riding.

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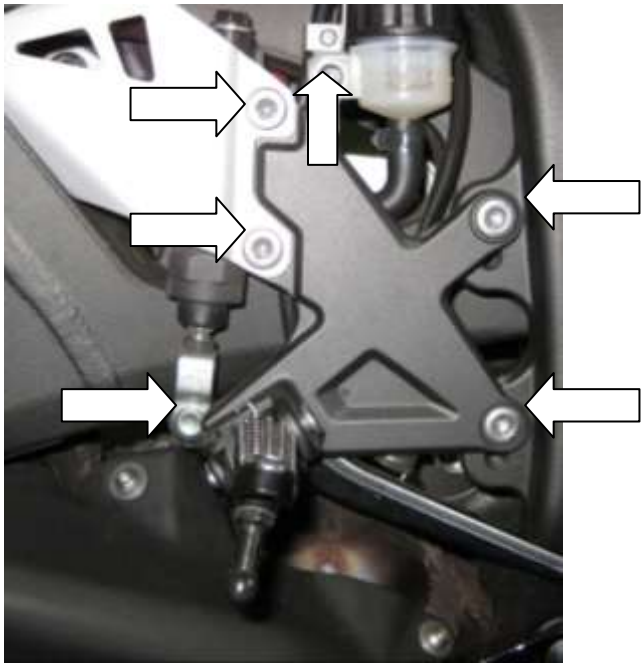

IMAGE 7

IMAGE 8

IMAGE 9

IMAGE 10

IMAGE 11

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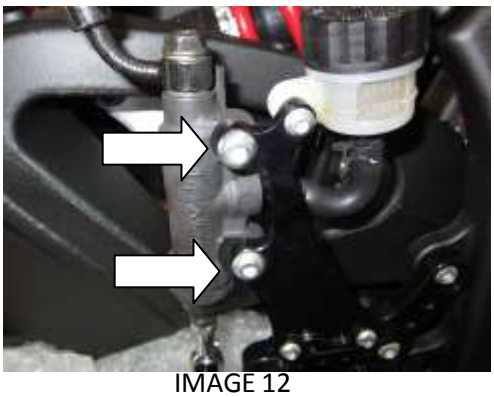

IMAGE 12

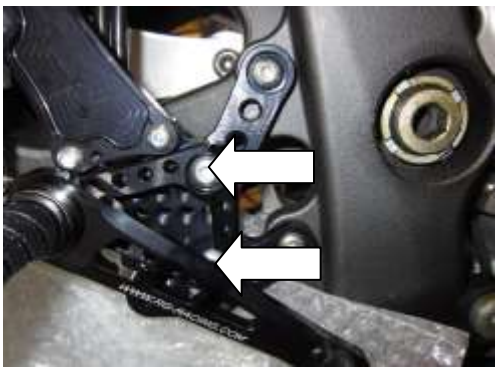

IMAGE 13

COTE FREIN

- Retirer les 2 boulons de fixation du vérin et le cylindre maître en position comme sur l'image 7.
- Retirer les 2 boulons qui fixent le repose pied comme sur l'image 7.
- Défaire les boulons qui fixent le réservoir, comme sur l'image 7.
- L'ensemble peut alors aisément s'extraire de la moto pour permettre l'accès à la chape de montage et à l'ensemble interrupteur feu stop comme sur l'image 8 et 9.
- Enlever le capteur de frein moteur comme en image 8.
- Enlever l'axe de chape qui tient l'arbre de pression de freinage du repose pied d'origine comme en image 9.
- Retirer le support original de l'arbre de pression du cylindre maître.
- Enlever le repose pied d'origine de la moto.
- Monter la nouvelle rotule inférieure sur l'arbre de pression du cylindre maître comme en image 10, NE PAS SERRER FORT A CE STADE DU MONTAGE.
- Utiliser les 2 nouveaux boulons M8 pour installer et sécuriser l'ensemble repose pied comme en image 12.
- Utiliser les 2 nouveaux boulons M6 et les écrous pour sécuriser le réservoir du cylindre maître comme sur l'image 12.
- Ajuster la nouvelle rotule pour que l'action de l'arbre de pression du cylindre maître se mette directement en ligne avec le cylindre maître comme en image 11 et 12. **NE PAS APPLIQUER CETTE RECOMMANDATION PEUT PROVOQUER UNE DEFAILLANCE, VOIRE UN BLOCAGE DU FREIN.**
  Utiliser les écrous pour bloquer la position.
- Ajuster pour la postion et le confort en utilisant en utilisant la sous-plaque et les 2 boulons comme sur l'image 13.

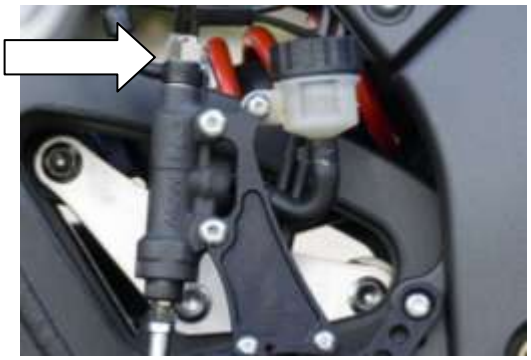

IMAGE 14

CAPTEUR DE FREIN MOTEUR

- Retirer le boulon qui tient le banjo à l'extrémité du cylindre maître et remplacer le boulon par l'interrupteur de capteur du frein moteur (image 10) en utilisant les rondelles d'étanchéité en aluminium.
  NOTEZ QUE VOUS AUREZ A PURGER LE SYSTEME DE FREINAGE.
- Nous recommandons de couper le câblage d'origine en utilisant les connecteurs de balle (image 8). Connecter ensuite les câbles d'interrupteur au câblage d'origine.
- Vérifier que l'ensemble fonctionne correctement avant de prendre la route.

DU FAIT DE LA COMPLEXITE DE L'INSTALLATION ET DES RISQUES INHERENTS AU SYSTEME DE FREINAGE DE LA MACHINE, IL EST VIVEMENT CONSEILLE DE FAIRE VERIFIER LE MONTAGE PAR UN MECANICIEN QUALIFIE AVANT DE PRENDRE LA ROUTE

NOTE POUR LES MODELES ABS

SUR LES MODELES ABS, IL FAUT UTILISER LA LIGNE DE FREINAGE SUR L'IMAGE CI-DESSOUS. NOUS RECOMMANDONS (POUR LES MODELES ABS), DE FAIRE VERIFIER LE MONTAGE AUPRES D'UN CONCESSIONNAIRE KAWASAKI.