

# WOODCRAFT CFMOTORSPORTS

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## 05-0403B/404B Yamaha R3 Rearset Instruction Sheet – Racing Use Only

Thank you for selecting CFMOTORSPORTS rearsets. Please note that these components are intended and approved for **racing use only**. As such, the footpegs are solid-mount.

- 1) Remove stock rearsets, footpegs and associated hardware. All components that are re-used in this kit should be cleaned and inspected for damage before re-installation.

### **IMPORTANT**

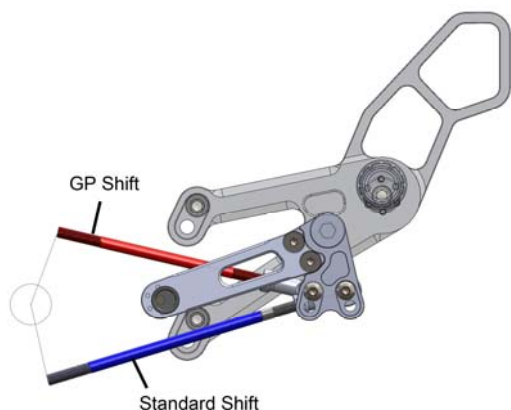
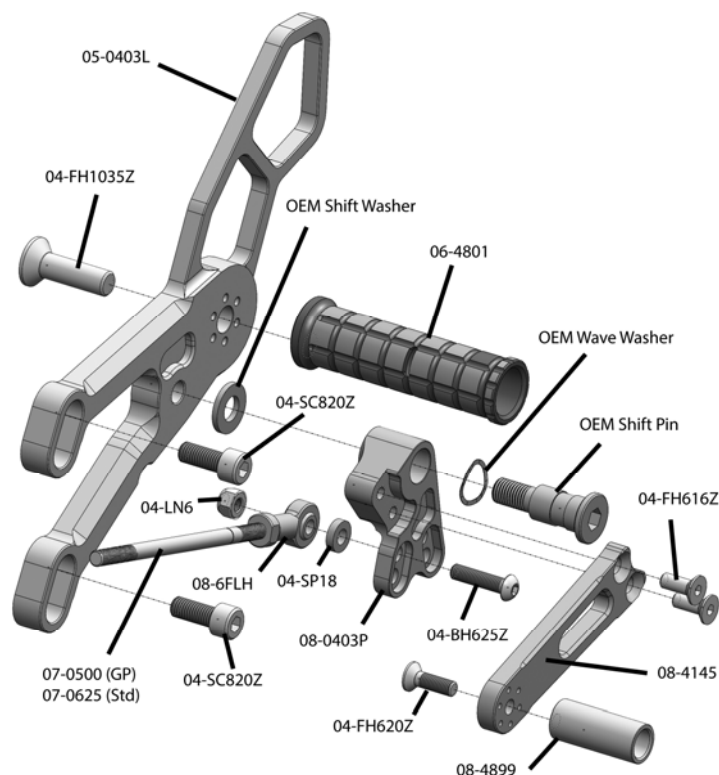
Tighten all fasteners to factory specification or industry standard. FAILURE TO PROPERLY TIGHTEN ALL FASTENERS MAY CAUSE DAMAGE TO THE MOTORCYCLE, LOSS OF CONTROL AND SERIOUS INJURY OR DEATH

### Shift Side Assembly Installation

- 1) Test fit the bracket to the frame to determine the desired location for the pegs and the desired main bracket location. Bolt the CFM footpeg to the bracket using the included 10mm FH bolt. **IMPORTANT** - Secure the bolt with LOCTITE for final installation.
- 2) Assemble the CFM shift pedal. Attach the heim joint, main shaft and toe peg using the supplied hardware and spacer.

Note: Standard shift uses the rearward holes, and GP shift uses the forward holes. **The 04-SP18 spacer is not used for standard shift.** The upper holes replicate OEM shift action, the lower holes produce a faster shift that requires a little more force at the shift pedal.

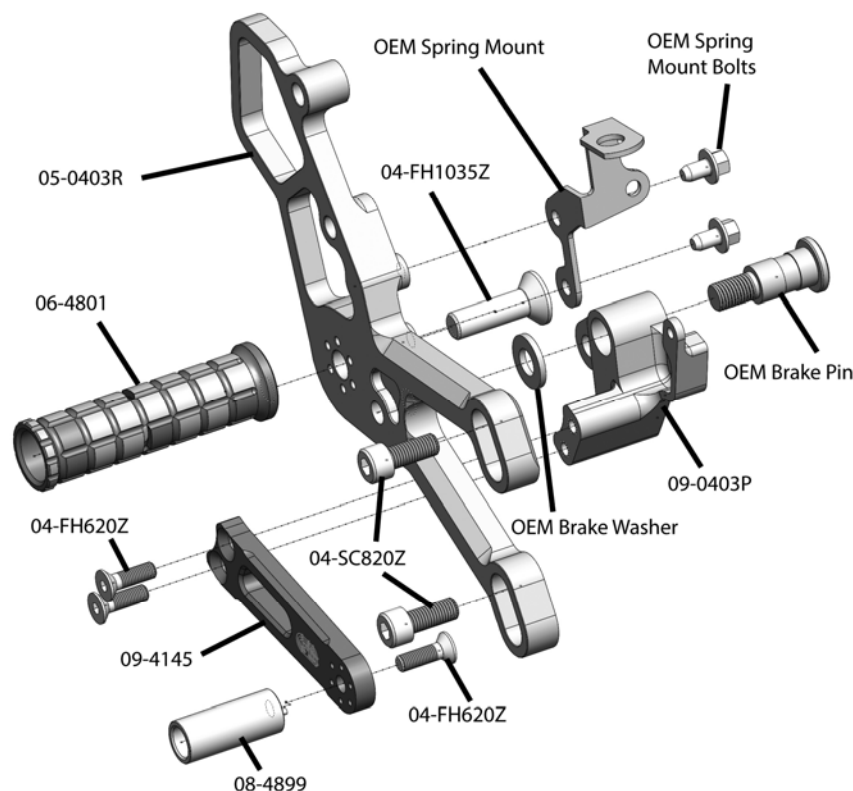
**IMPORTANT** - Secure all bolts with LOCTITE.



- 3) Bolt the bracket to the frame, using the supplied SC8x20 bolts.
- 4) Attach the pedal to the bracket using the OEM pin, washer and wave washer. Be sure to apply quality waterproof grease to the surface of the pin. Bring the pedal to the desired height using a combination of the included shift rod and the eccentric toe piece. Be sure to lock the shift rod in place with the shift rod free-flow nuts.
- 5) For both GP or Std shift orientation you must orient the shift pedal, shift rod and spline (the part on the engine) so that they are as close to 90 degrees as possible for optimum shifting action.

## Brake Side Assembly Installation

- 1) Bolt the CFM footpeg to the bracket using the included 10mm hardware. **IMPORTANT** - Secure with LOCTITE
- 2) Assemble the main shaft to the CFM brake pedal. **IMPORTANT** - Secure all bolts with LOCTITE. Be sure to apply quality waterproof grease to the surface of the 09-0403P brake pivot.
- 3) Attach the brake pedal to the back of the bracket using the OEM brake pin and washer. **IMPORTANT** - Secure the OEM bolt with LOCTITE.
- 4) This kit can utilize the OEM brake return spring and brake light switch. Simply bolt the OEM support bracket for these items to the back of the bracket using the stock hardware and hook the springs to the CFM pedal. **IMPORTANT** - Secure the OEM bolts with LOCTITE.
- 5) Bolt the master cylinder to the bracket using the OEM bolts (not shown). Attach the master cylinder to the brake pedal using the stock hardware and adjust the brake pedal to your desired height using the eccentric toe piece and the OEM adjuster at the base of the master cylinder. **IMPORTANT** - Secure 08-4899 toe peg with LOCTITE after you have selected your final choice for position.
- 6) Bolt the bracket to the frame using the 04-SC820Z hardware.



**BE SURE THAT ALL COMPONENTS OPERATE AND RETURN FREELY BEFORE USE** If you have any questions regarding installation, please feel free to contact us.

### **IMPORTANT**

Installation and use of this product will change the response of the motorcycle to rider control inputs. Failure of the rider to adapt to these changes may result in a loss of control, and serious injury or death. Improper installation and/or failure to comply with all warnings and instructions may cause a loss of control and serious injury or death. **DO NOT INSTALL OR USE THIS PRODUCT IF YOU ARE UNABLE TO DO SO IN COMPLIANCE WITH ALL INSTRUCTIONS AND WARNINGS. SEEK THE ASSISTANCE OF A TRAINED PROFESSIONAL TECHNICIAN.** Installation of this product releases the Woodcraft Technologies, Inc. from all liabilities as to the use of this product. The user recognizes that any alteration or modification to any motorcycle may increase the risk of injury or accident and may also render the motorcycle illegal for public road use