

WOODGRAFT CFMOTORSPORTS
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BMW S1000RR Rearset Instruction Sheet – Racing Use Only

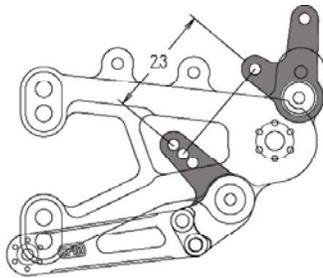
Thank you for selecting CFMOTORSPORTS rearsets. The components you have just purchased for your motorcycle are designed to improve the ground clearance, crash worthiness and overall good looks of your motorcycle. Please note that these components are intended and approved for **racing use only**. As such, the footpegs are solid-mount and provisions for brake light switches are not provided with the kit.

- 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.

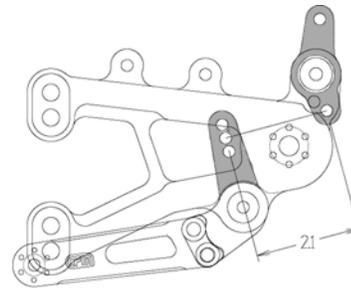
IMPORTANT

Tighten all fasteners to factory specification or industry standard. You must use also Threadlocking compound in ALL instances where it is directed below. **FAILURE TO PROPERLY TIGHTEN ALL FASTENERS OR USE THREADLOCKING COMPOUND MAY CAUSE DAMAGE TO THE MOTORCYCLE, LOSS OF CONTROL AND SERIOUS INJURY OR DEATH.**

Std Shift

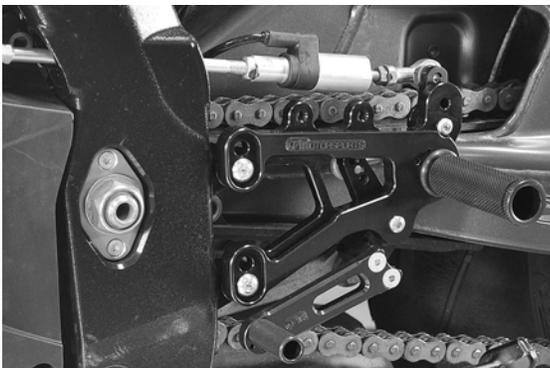


GP Shift



Shift Side Assembly Installation

- 1) Bolt the CFM footpeg to the bracket using the included 10mm hardware. **IMPORTANT** – Once you have determined the final location, secure the footpeg bolt with **threadlocking compound**. Rotate the eccentric to the desired foot position and note the hole location – be sure to put both pegs in the same location. You may select the upper or lower bracket mounting hole when attaching the main bracket to the frame.



- 2) Assemble the CFM shaft to the shift pivot using a **threadlocking compound**. Bolt the pedal tip to the shaft. Once you have determined the final pedal tip location secure the bolt with **threadlocking compound**.
- 3) Bolt the shift pedal to the bracket using the CFM shift pivot pin, wave washer and 6x20mm bolt. Place the wave washer between the backside of the bracket and the shift pedal. Be sure to generously apply quality waterproof grease to the sliding surface of the pivot pin to ensure smooth lever operation. Secure the bolt with **threadlocking compound**.
- 4) Secure the standard or GP link to the back side of the bracket. **GP shift is mounted in the upper hole, standard shift is mounted in the lower hole.** The large washer goes on the inside, with the small protrusion pointing towards the bearing. The small round spacer goes between the bearing and the bracket, with the chamfered edge towards the bearing. Secure the 6x30mm bolt using the supplied locknut (the bolt comes in from the outside, nut on the inside).
- 5) Bolt the hiem joints to the inside surface of both the pedal and link as shown in the picture above. **For GP shift only, place the small silver spacers between the hiem joints and the pedal/link.** The shifter, link, and hiem joints should all be oriented close to 90 degrees to each other. As a starting point, the pair of hiem joints used to make the link should be set to 2.1 inches for GP shift and 2.3 inches for standard shift. Once you have found the correct length for your setup, lock the hiem joints in place with the nut. For final assembly secure the bolts using **threadlocking compound**.

LEVERAGE: Placing the hiem joint in the center of the 3 shift pivot holes creates the same lever action as OEM. Using the top pivot will result in a shorter lever movement with shifting action that requires more force, using the lower pivot will result in a larger pedal movement with shifting action that requires less force.

- 6) Bolt the shift bracket assembly to the frame using the 8x30mm bolts, placing the spacers between the bracket and the frame.
- 7) Install the OFM shift rod on the inside of the shift link as shown on page 1 with a 6x16mm bolt. Using the eccentric toe peg and the OEM shift rod adjustment, bring the shift pedal to your desired height. Adjust the lever tip to the position where the distance from the peg to the lever tip is most comfortable and then secure the tip with **threadlocking compound**.
- 8) Our rearsets will work with either the OEM or optional CFM heel guards. For final assembly secure the 6x16mm bolts using **threadlocking compound**.

Brake Side Assembly Installation



- 1) Bolt the CFM footpeg to the bracket using the included 10mm hardware. **IMPORTANT** - Secure bolt with **threadlocking compound**. Rotate the eccentric to the same location as the shift side.
- 2) Assemble the CFM brake pedal using a **threadlocking compound** on all of the bolts. Install the brake pedal to the backside of the bracket using the OEM pedal pivot and bolt. Be sure to generously apply quality waterproof grease to the sliding surface of the pivot in order to ensure smooth lever operation. Secure the bolt with **threadlocking compound**.
- 3) Bolt the master cylinder, spacers, heel guard (CFM or OEM) and pedal spring return plate in place using the 6x40mm bolts and locknuts included. The spacers go between the master cylinder and the bracket. The OEM return plate goes inside the master cylinder. Attach the master cylinder clevice to the brake pedal using the OEM brake pin. The pin should be oriented so that the cotter pin and washer are on the inside. You may optionally attach the OEM pedal return spring.
- 4) Bolt the brake bracket loosely to the frame using the supplied 8x30mm hardware, placing the included spacers between the bracket and the frame.
- 5) Install the OEM BMW rubber exhaust damper, inner spacer and outer spacer in the CFM exhaust mount. A small amount of grease can help this procedure. Loosely install the 8x30mm main exhaust bolt and the two 6x16mm bracket mount bolts. Tighten the main bracket mounting bolts and the exhaust mount bolt. Remove the 2 small exhaust bracket mounts one at a time and secure them both with **threadlocking compound**.

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 PROFESSIONAL TECHNICIAN.**

1	05-0750L	LHS Bracket	1	09-0750P	Brake Pivot
1	05-0750R	RHS Bracket	1	09-4330	Black Short 2 Hole Brake Shaft w/bolts
2	06-4801	Black Eccentric Footpeg w/bolt	1	08-4099	Toepeg Black w/bolt
4	05-0750SP1	Bracket Spacer	5	04-BH830Z	BHSC M8 x 30
2	05-0750SP2	Master Cylinder Spacer	7	04-BH616	BHSC M6 X16
1	05-0750PM	Pipe Mount	2	04-SP1/8	1/8" Alum round spacer
1	05-0750SL or 05-0751GPL	Std or GP Link	1	04-BH620	BHSC M6 X 20
1	05-0750P	Shift Pin	1	04-BH630	BHSC M6 X 30
1	04-0465W	Wave Washer	2	04-BH640Z	BHSC M6x40
1	08-0750P or 05-0751P	Shift Pivot	3	04-LN6	Locknut M6-1.0 Nylon Insert
1	05-0750SP3	Link retention spacer	1	08-6MRH	Rod end, 6mm MRH
1	05-0750SP4	Link spacer	1	08-6FRH	Rod end, 6mm FRH
1	08-4145	Adjustable Shift Shaft, Black w/bolts	1	04-FN6RZ	Nut Free-Flow 6mm RHS
1	08-4899	Adjustable Pedal Tip- Black w/bolt	1	20-0626	626-2RS Link bearing