

**WOODCRAFT CFMOTORSPORTS**  
105 Baldwinville Rd  
Winchendon, MA 01475  
(978) 297-2977

**Ducati 696/796/1100 Monster Rearset Instruction Sheet – Racing Use Only**

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 and brake pedal return springs are not provided.

- 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.

**Brake Side Assembly Installation**

- 1) Assemble the pedal before installation using LOCTITE on the three bolts holding the shaft to the pivot. Attach the toe piece to the back side of the shaft and the eccentric pedal stop to the back side of the pivot – FINGER TIGHT ONLY at this point.
- 2) Attach the footpeg to the right side bracket. It is a good idea to assemble both sides at once so that you can locate the peg in the same hole on both sides. For initial assembly, you can put the bolt in finger tight. Then, take the RH bracket and attach it to the bracket using the supplied 10mm bolts and the OEM main bolt that threads into the swingarm pivot. Adjust the peg in the eccentric until you find the position that is comfortable for you. Then, remove the peg and reinstall it. **(IMPORTANT) - Secure the footpeg bolt with LOCTITE** before final assembly.
- 3) Install the right side bracket on the frame by sliding it loosely over the swingarm pivot. Attach the master cylinder to the bracket back side of the bracket using the OEM bolts. **(IMPORTANT) - Secure the bolts with LOCTITE.**
- 4) Slide the 10mm lower bolts through the bracket, then through the spacers (.979 long) and thread them into the engine by hand about 4 turns. Install the large hex head OEM pivot bolt through the upper mount, **placing the stepped stainless spacer between the bolt and the bracket**, and torque to OEM specifications. Finally, tighten the lower pivot bolts to OEM specifications.
- 5) Install the CFM brake pedal in onto the back side of the pedal mounting bracket using the OEM brake mounting bolt, washers and o-rings. Be sure to use quality waterproof grease on the surface of the mounting bolt. **IMPORTANT - Secure the pivot bolt with LOCTITE.**
- 6) Attach the brake pedal mount bracket to the main RH bracket using the two included 8mm button head bolts. Attach the brake pedal to the master cylinder using the OEM pin/clip. Adjust the pedal to your desired height using a combination of the threads on the clevice and the eccentric toe peg. **IMPORTANT - Secure the 8mm button head bolts and the toe peg bolt with LOCTITE.**
- 7) Finally, you need to adjust the eccentric stop that keeps the pedal from rotating too high. First, pull the tip of the pedal up until the plunger begins to pull out of the master cylinder. When you release the pedal, you will notice that it comes to rest, but does not actuate the brake. This is the lowest point where the tip of the pedal can be allowed to rest. You should pull the tip up about slightly above this point and then rotate the eccentric so that it touches the bracket (stopping any counterclockwise rotation). Mark the location of the eccentric with a pencil, and then release the pedal tip. Tighten the eccentric so that it lines up with your mark. **IMPORTANT - Secure the eccentric bolt with LOCTITE.**



Figure A

**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

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### Shifter Side Assembly Installation

- 1) Assemble the shaft to the shift pedal pivot using **LOCTITE** on the 2 main shaft bolts. Assemble the toe peg finger tight, and secure the heim joint to the shift pivot so that it is on the inside of the pedal with the spacer between the pivot and the heim. For standard shift the rearward hole is used, for GP shift the forward hole is used.
- 2) Install the left side bracket on the frame. First, slide the bracket over the swingarm pivot. Next slide the 10 x 60 mm lower bolts through the bracket, then through the spacer and then thread them into the engine by hand about 4 turns. The front spacer is shorter than the rear spacer and is designed to sit on top of the kickstand mount. If you do not use the kickstand, there is a second spacer (appx .400 thick) that you need to put in place of the kickstand. Install the OEM pivot bolt **and stepped stainless spacer** through the upper mount and torque to OEM specifications. Finally, tighten the lower pivot bolts to OEM specifications.
- 3) Attach the heel guard using the included 6mm buttonhead hardware.
- 4) Attach the footpeg to the left side bracket. Be sure that you select the same hole location as you did on the right side of the bike. **IMPORTANT - Secure the footpeg bolt with LOCTITE** before final assembly.
- 5) Bolt the shift pedal to the bracket using the OEM bolt and o-rings. Be sure to generously apply quality waterproof grease to the sliding surface of the footpeg to ensure smooth lever operation. **IMPORTANT - Secure the bolt with LOCTITE**. Figure B shows a standard shift setup.
- 6) **For GP Shift** Flip the gear change actuator (attached to the shift shaft on the motor) approximately 160 degrees from the OEM position. Adjust the actuator on the spline until it makes about a 95 degree angle with the shift rod. If you try to install the spline too far in the counterclockwise direction it will touch the engine cover. When it is in the right spot it will just barely clear the engine cover when the bike is shifted (1-2mm clearance).
- 7) Bring the pedal to the desired height using the shift rod and the pedal tip. Once the pedal is adjusted to the desired height, lock the rod in place with the OEM rod lock nuts and (**IMPORTANT**) - **Secure the pedal tip bolt with LOCTITE**.

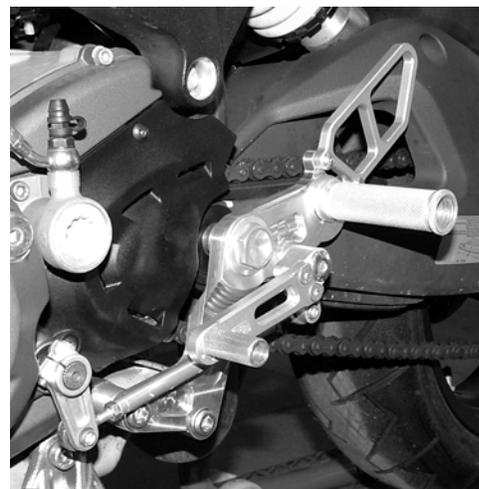


Figure B  
Standard Shift

**Special Note for this kit:** The stock pegs on this bike were very low – especially on the 696. We race tested these kits and found the position of this kit to be excellent for the track. With the low seat height of the Monster, taller riders may be more comfortable if they raise up the height of the seat after installing this rearset kit. We found that removing the stock seat cover, adding a piece of 1/2” or 3/4” seat foam, and then recovering the seat made for a near perfect feel for riders 6 feet and taller.

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