



Disclaimer:

These rearsets are not sold by MotoBits with the intention of breaking any laws or regulations. Check with local laws and racing regulations before installing.

These parts are designed and sold with the intent of closed-course use. MotoBits assumes no liability for their use or misuse. Use at your own risk.

The purchase of any MotoBits product releases MotoBits of all liabilities pertaining to the use of MotoBits products and parts.

Read all instructions before picking up tools.

General info:

-Professional installation is recommended!-

Be aware that the footpegs are non-folding, and can adversely affect handling if they contact the ground during cornering.

Be very careful with routing of all hoses/cables and wiring, especially the rear brake.

Use threadlocker on all bolts/screws. Recommended product is Permatex #242.

Do not overtighten the footpeg bolt. This can cause expansion in the footpeg, binding the lever assembly.

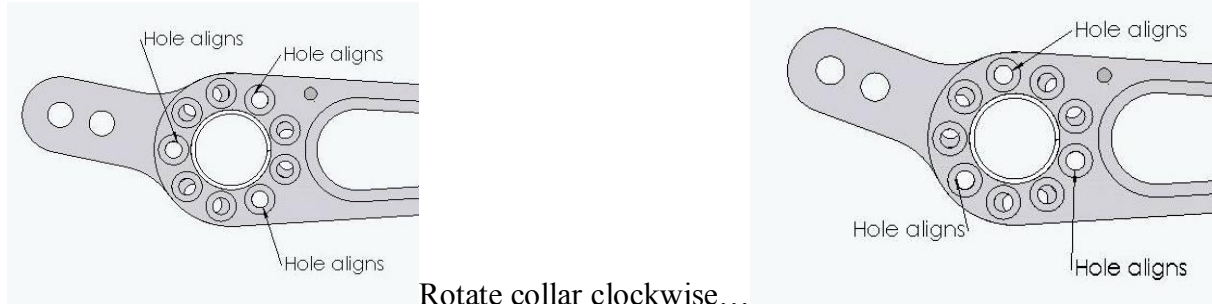
The lever contains a permanently lubricated bushing. No lube is needed. The rod-end bearings included are also permanently lubricated, but a bit of oil or chain-lube on these once in a while will prevent squeaks that may occur.

When using adjustable linkage rod, always make sure that you have at least 10mm of thread engaged at all joints. Anything less may cause failure. There should be plenty of adjustment even with this requirement.

Lever assembly

The levers come in a position that is known to work. Your installation may vary (I have never seen a stock CB160, especially for racing). It is a good starting point, but you may want to play with different lever angles for better ergonomics and clearances.

You will notice that the lever and the lever collar have a different number of holes. This is to provide a vernier adjustment. Put both on a footpeg and hold the lever stationary. As you rotate the lever collar clockwise, you can see that the hole alignment moves clockwise at a very fine adjustment angle.



Three equally-distant holes will always align. Use the provided capscrews in the three aligned holes.

Collar can be flipped over to better align brake actuator rod, or provide clearance for shift lever and rod. You can also bolt the shift rod to either side of the collar, giving quite a few possibilities.

When setting up the shifter side, be aware that there are a lot of possibilities for changing the geometry of your shifting. Start out with the arm on the lever parallel to the engine's shift arm, and the rod at 90 degrees to both. Then you can play games with the angles later to change force/distance on upshift and downshift.

A note on geometry

The foot works better pushing down than pulling up. So setting up the shifter linkage is most important for the pulling up on the lever. Try to get the rod and lever arms at 90 degrees to each other when the shifter is loaded (the tight spot just before popping into gear) in the up position.

This geometry can also be adjusted to get different throws and forces in the up or down shift. You can do this without changing the lever position by adjusting the angle of the lever and collar once you find a comfortable lever position.

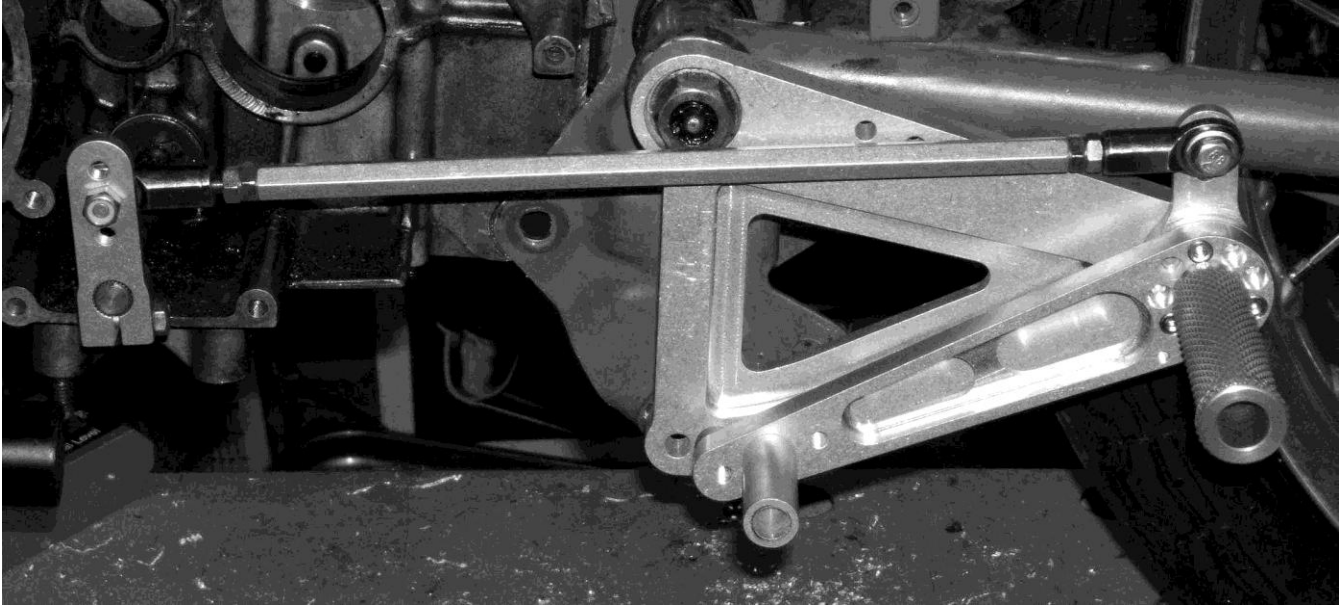
Polishing and appearance

Parts are not anodised, so no chemical etching is needed. The footpeg IS anodised, so don't try polishing it. Kind of silly to polish a knurled piece.

Step-by-step instructions

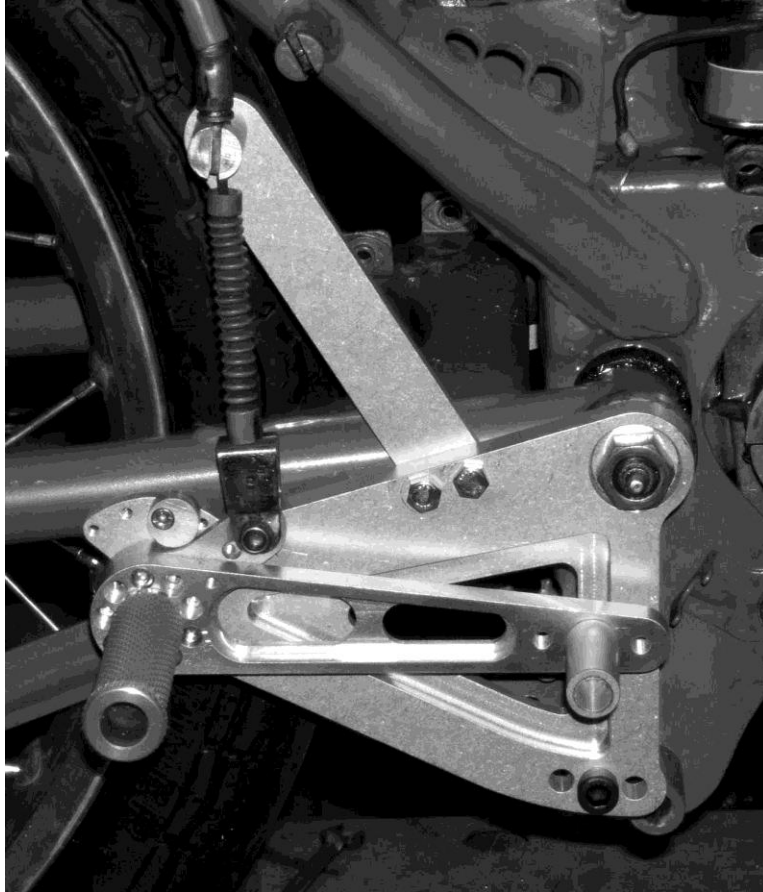
The product is packaged so that the left-side components are in one bag, and the right side are in another.

Left side:



1. Remove the stock footpeg assembly, including passenger pegs. The rearsets mount like the passenger pegs.
2. Remove the shift lever.
3. Support the bike while removing the swingarm pivot. Insert the pivot thru the left side plate thru the counterbored hole.
4. There is a spacer that goes on the bolt between the plate and the frame. The left side uses a 24mm spacer and a 55mm bolt. Choose the hole in the arc that suits you, the center is pretty close to the stock passenger peg height.
5. Assemble the shift-shaft arm to the rod as shown in the photo above. It can be flipped over for GP shift as well. Choosing different holes on the lever end or the shift-shaft end gives more/less throw and more/less force.
6. Assemble the footpeg assembly by inserting the peg thru the shift lever, and screwing it to the small end of the support plate. Don't tighten it all up yet, until you have sat on the bike and decided on what lever angle is comfortable for you.

Right side:



1. Remove the stock footpegs as before.
2. Remove the brake lever assembly.
3. Mount the brake cable stay as shown in the photo above. The two 6x20mm screws go thru the hangar plate and into the threads on the arm. The 8x16mm screw goes thru the plate from the back and into the threads in the round cable stay.
4. Put the swingarm pivot shaft thru the counterbored hole in the plate, and put on the nut.
5. There is a spacer that goes on the bolt between the plate and the frame. The right side uses a 30mm spacer and a 60mm bolt. Choose the hole in the arc that suits you, the center is pretty close to the stock passenger peg height.
6. Thread the cable thru the stay and down to the brake lever. The ferrule on the cable is inserted into the cable stay.
7. Assemble the footpeg assembly by inserting the peg thru the brake lever, and screwing it to the small end of the support plate. Don't tighten it all up yet, until you have sat on the bike and decided on what lever angle you want.
8. Use the stop cam and use it to make sure the lever cannot lift too far. Make sure there is some freeplay in the cable though, so the brake is not being activated at rest.

Final:

1. Secure the toe pieces to the levers. There are three positions to choose from to fit your foot size.
2. Try out the setup by sitting on the bike and getting the feel for the positions of the levers.
3. Adjust as needed by rotating the levers or adjusting the lengths of the linkage or brake cable.
4. Secure all screws with threadlocker and tighten to correct torques.

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