MotoBits
Precision motorcycle parts

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.

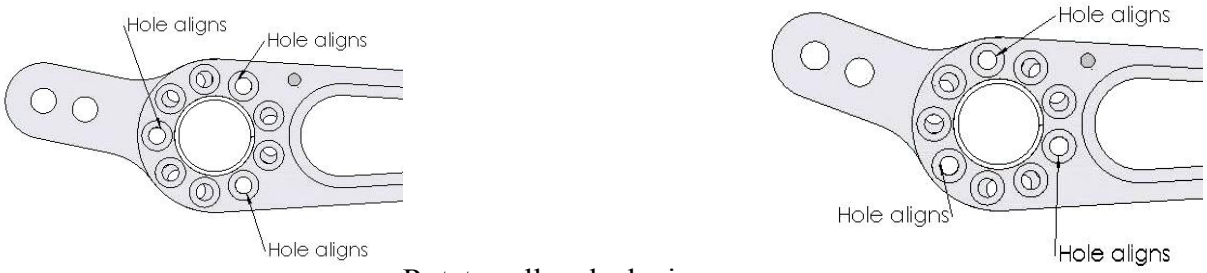
Do not overtighten the footpeg bolt. This can cause expansion in the footpeg, binding the lever assembly.

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 (A stock bike is rare, 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 counter-clockwise at a very fine adjustment angle.



Rotate collar clockwise…

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.

Step-by-step instructions
The product is packaged so that the left-side components are marked L, and the right side are marked R.

Left side:

1. Remove the stock footpeg assemblies.
2. Put one of the included spacers (22mm diam, 15.5mm high) on each of the footpeg mounting pins.
3. Remove the shift lever.
4. Put the 10mm hex head footpeg screw thru one of the inside rear 10mm holes in the rearset plate. Add the spacer on the outside of the rearset plate.
5. Insert the footpeg thru the shift lever, and screw onto the screw protruding from the plate. Don't tighten it all up yet, until you have sat on the bike and decided on what lever angle and peg position is comfortable for you.
6. Mount the rearset plate as shown above. Use the provided nuts, the acorn nuts interfere with the lever.
7. Assemble the shift-shaft arm to the shift shaft. It can be flipped over for GP shift as well. Choosing different holes/angles on the lever end or the shift-shaft end gives more/less throw and more/less force.

Right side:

1. Remove the brake lever assembly.
2. The rear brake lever must be cut off, leaving only the spline fitting.
3. Put the 6mm x 90mm socket head capscrew thru the rod-end, and then into the tapered end of the spacer. Put the spacer onto the flat part of the spline fitting from above, where the old bolt head was, and screw it into the threads below the slot. You should have something looking like the upper right photo above.
4. Put the 10mm hex head footpeg screw thru one of the inside rear 10mm holes in the rearset plate. Add the spacer on the outside of the rearset plate.

5. Insert the footpeg thru the brake lever, and screw onto the screw protruding from the plate. Don't tighten it all up yet, until you have sat on the bike and decided on what lever angle and peg position is comfortable for you.
6. Mount the rearset plate as shown above. Use the provided nuts, the acorn nuts interfere with the lever.

Final:

1. Secure the toepieces 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/collars or adjusting the lengths of the shift and brake linkages.
4. Make sure the rear brake is well adjusted. There are several places to do this – Spline fitting, the travel stop screw behind the frame tube, and the nut on the end of the pull-rod.
5. Secure all screws with threadlocker and tighten to correct torques.

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