

WOODCRAFT CFMOTORSPORTS

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Triumph 675 GP Shift 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 and brake pedal return springs are generally 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.

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



Brake Side



Std Shift



Back Side GP Shift

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 desired foot position – be sure to put both pegs in the same location.
- 2) Assemble the CFM brake pedal using a threadlocking compound on all bolts.
- 3) Install the brake pedal to the back side of the bracket using the OEM hardware. Be sure to generously apply quality waterproof grease to the sliding surface of the bolt to ensure smooth lever operation. Secure bolt with Threadlocking compound
- 4) Bolt the master cylinder and stock heel guard in place using the OEM hardware. Attach the master cylinder clevice to the brake pedal. Adjust lever height as desired.
- 5) Bolt the brake bracket assembly to the frame using the supplied hardware, placing the included spacers between the bracket and the frame.

Shifter 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 desired foot position – be sure to put both pegs in the same location.
- 2) Assemble the CFM shift pedal and GP link using a Threadlocking compound. Bolt the heim joints to the pedal and link as shown in the GP shift picture above. The shifter, link, and heim joints should all be oriented 90 degrees to each other.
- 3) Attach the CFM shift lever to the bracket using the OEM hardware. Attach the GP link to the bracket using the supplied pivot pin, bolt and washer. Be sure to generously apply quality waterproof grease to the sliding surface of the pedal and link to ensure smooth lever operation. Be sure to lock the jam nut before final assembly of the GP link (Woodcraft has found that about 2.18" from center to center works best). **IMPORTANT** – Secure all bolts with Threadlocking compound.
- 4) Bolt the shift bracket assembly to the frame using the CFM hardware, placing the spacers between the bracket and the frame.
- 5) Install the CFM shift rod (be sure to use the locknuts from the OEM rod). Bring the pedal to the desired height and lock in place. Install the CFM heel guard using the supplied hardware.
- 6) 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.

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.**