

WOODCRAFT CFMOTORSPORTS

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Yamaha R1 (07-08) 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.

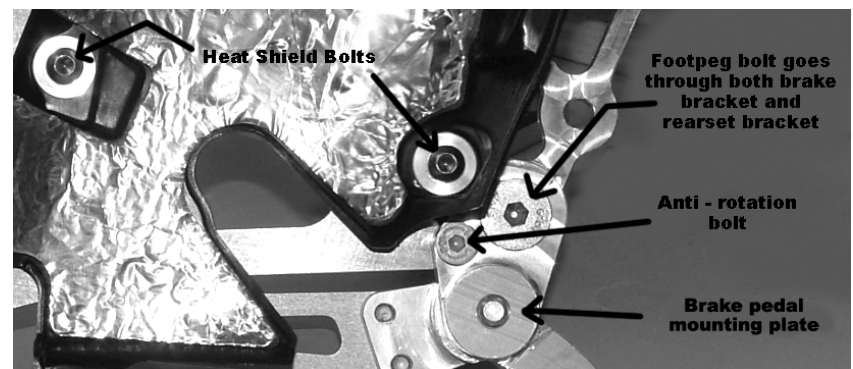
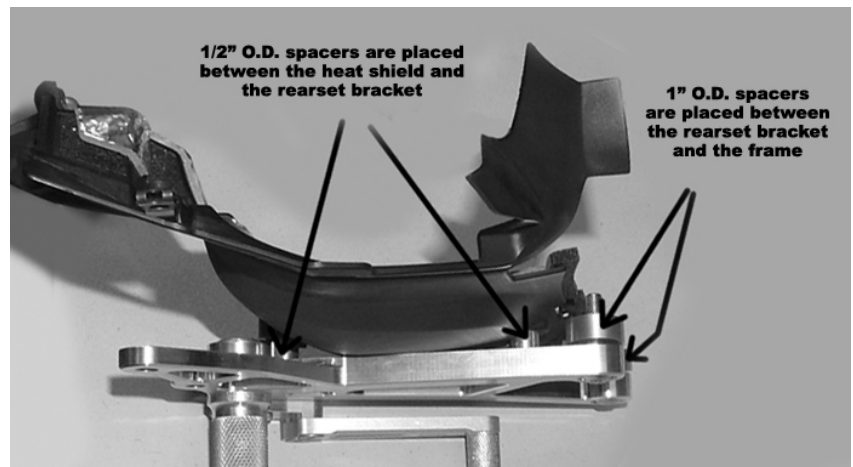
Remove stock rearsets, footpegs and associated hardware. All components that are re-used in this kit should be cleaned and inspected for damage before re-installation.

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 Assembly Installation

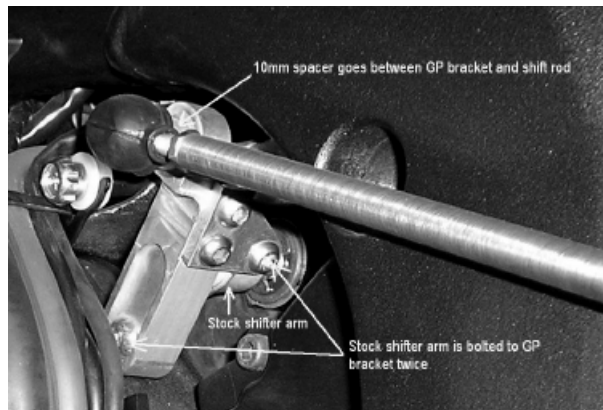
- 1) Attach the OEM heat shield to the brake side bracket using the included 1/2" O.D. spacers and 6mm x 20mm button head bolts. Re-use the OEM washers on the plastic shield. Secure bolts with LOCTITE.
- 2) Bolt the CFM brake pedal mounting plate and footpeg to the backside of the brake bracket using both the 10mm footpeg and 6mm anti-rotation bolt. The 10mm footpeg bolt passes through the pedal mounting plate and the rearset bracket before threading into the footpeg. **IMPORTANT** - Secure bolts with LOCTITE
- 3) Bolt the brake pedal to the rearset using the OEM brake pivot bolt. If using a CFM pedal, be sure to assemble the 3 pedal bolts with LOCTITE. Be sure to generously apply quality waterproof grease to the sliding surface of the bolt to ensure smooth operation. **IMPORTANT** - Secure pivot bolt with LOCTITE
- 4) Bolt the brake side assembly to the frame using the included 8mm x 30mm long bolts, placing the 1" diameter spacers between the bracket and the frame. Be sure to properly align the heat shield as you install the bracket.
- 5) Attach the master cylinder to the bracket using the OEM hardware. The bolts first pass through the heel guard, then through the rearset bracket and then finally thread into the master cylinder. Re-connect the brake pedal to the master cylinder clevis using the OEM pin and adjust the pedal to your desired height. **OPTIONAL**: Install a black anodized Woodcraft heel guard (part number 05-0428RHG) with 8 x 25 bolts included with the guard.



Shifter Side Assembly Installation

GP Shift Pattern

- 1) Remove the pinch bolt and heim joint bolt from the shift shaft arm (on the motor).
- 2) Place the converter on top of the shaft arm as shown in the photo on the left. Bolt the heim joint to the top of the converter, placing the 10mm long spacer between the converter and the heim joint.
- 3) Secure the lower portion of the converter to the original arm. Bolt the triangular piece to the converter as shown in the photo. Use LOCTITE on all bolts.
- 4) Re-install the pinch bolt for the shaft arm.
- 5) Attach the shift rod simultaneously to the shift pedal and gear change actuator. The rod and actuator should be oriented so that they are approximately 90 degrees to each other. Rotate the rod turn by turn until the desired pedal height is achieved. The rod should lie outside the frame. Once the desired height is determined, lock the rod in place using the OEM nuts.
- 6) Bolt the CFM footpeg and shift pedal to the bracket using the included 10mm hardware. If you are using the CFM shift pedal, assemble the pedal using the 4 included bolts and **be sure to use LOCTITE** on all bolts. For GP shift, install the bolt so that the nut is on the inside and that the spacer is between the pedal and the heim joint (moving the shift rod further outward). Apply a quality waterproof grease to the sliding surface of the footpeg to ensure smooth lever operation.
IMPORTANT - Secure the footpeg bolt with LOCTITE.
- 7) Bolt the CFM heel guard to the **inside** of the bracket using the included 6mm x 16mm long hardware.
- 8) Bolt the CFM left bracket to the frame using the OEM hardware.



Standard Shift Pattern

- 1) With the footpeg and shift lever in hand, attach the shift rod simultaneously to the shift pedal and OEM gear change actuator. The shift rod will run through the frame, with the bend in the rod going downward to clear the frame. The rod and actuator should be oriented so that they are approximately 90 degrees to each other. Rotate the rod turn by turn until the desired pedal height is achieved. Checking the pedal height will require lightly tightening the footpeg to the bracket. Once the desired height is determined, lock the rod in place using the OEM nuts.
- 2) Bolt the CFM footpeg and shift pedal to the bracket using the included 10mm hardware. If you are using the CFM shift pedal, assemble the pedal using the 4 included bolts and **be sure to use LOCTITE** on all bolts. For standard shift, install the bolt so that the nut is on the inside (head on the outside) and that the spacer is between the pedal and the heim joint (moving the shift rod further inward). Apply a quality waterproof grease to the sliding surface of the footpeg to ensure smooth lever operation. **IMPORTANT - Secure the footpeg bolt with LOCTITE.**
- 3) Bolt the CFM left bracket to the frame using the OEM hardware.
- 4) Bolt the CFM heel guard to the **outside** of the bracket using the included 6mm x 16mm long hardware.

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.**