# **WOODGAFT CFIN**OTORSPORTS

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#### 05-0760 Aprilia RS660 Rearset Instruction Sheet – Racing Use Only

Thank you for selecting our 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 are generally <u>not</u> provided. If you need a rear brake light, you should order part number 03-0105.

**Before you begin:** Remove stock rearsets and associated hardware. The entire kickstand bracket assembly can be removed for race use. All components that are re-used in this kit should be cleaned and inspected for damage before re-installation. Once the OEM rearsets are removed you can slide the swingarm pivot bolt back into the motorcycle.

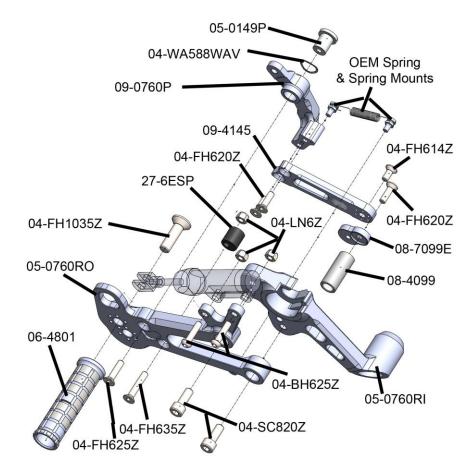
#### **IMPORTANT**

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**

IMPORTANT - ALL bolts in this kit (except the bolts secured with a locknut) must be installed with BLUE LOCTITE

- 1) Assemble CFM brake pedal, by attaching the 09-4145 shaft to the 09-0760P pivot with the included bolts. Remove the pedal spring mount from the OEM pedal and secure it to the pivot. The pedal tip and offset plate can be loosely installed (final assembly is done after setting desired pedal height).
- 2) Install the 05-0760RI inner bracket to the motorcycle by sliding the unit into the swingarm pivot and then securing the bottom mounting location with the OEM bolt. Torque bottom bolt to factory specifications.
- 3) Bolt the CFM footpeg (06-4801) and the brake pedal to the 05-0760RO outer bracket using the included 10mm hardware. Test the height or the footpeg by choosing a peg and bracket mounting combination that provides the feel that you are looking for. SUGGESTION: placing the footpeg in the lower hole and using the upper bracket mount location is a good place to start. Once you have decided on a position fully tighten the 04-FH1035Z footpeg bolt.
- Mount the brake pedal assembly to the bracket using the 05-0149P pin, 04-WA588WAV wave washer and 04-FH625Z mounting bolt. Apply a quality waterproof grease to the pin.
- 5) Attach the 27-6ESP eccentric stop using the 04-FH635Z bolt and 04-LN6Z nut. After the pedal height is set, lock this in place. **IMPORTANT**: be sure that there is at least a 2mm gap between the brake pedal and the stop. After the stop is set, install the OEM spring.
- 6) Bolt the OEM spring mount to the 05-0760RO bracket. Secure the outer bracket using the supplied hardware. Reconnect the brake pedal to the master cylinder clevice using the OEM clip and secure the master cylinder to the bracket using the supplied hardware.



### **Shift Side Assembly Installation**

#### IMPORTANT - ALL bolts in this kit (except the bolts secured with a locknut) must be installed with BLUE LOCTITE

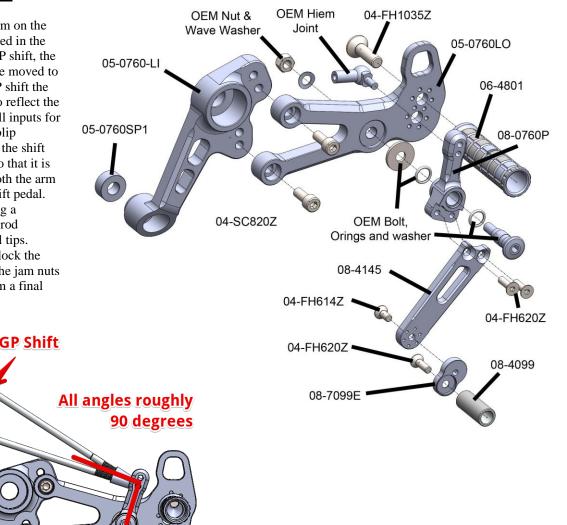
- 1) Attach the 05-0760LI inner bracket to the motorcycle. Secure the top mounting location using the OEM hardware for the swingarm pivot and torque the bolt to OEM specifications. When securing the lower bolt you can either retain the OEM kickstand or replace it with the 05-0760SP1 spacer. If you keep the kickstand the spacer is not used.
- 2) Secure the 06-4801 footpeg to the bracket using the 04-FH1035Z in the same location used on the brake side.
- 3) Secure the 05-0760LO outer bracket to the inner bracket using the supplied 04-SC820Z bolts.
- 4) Assemble the shift pedal by securing the 08-4145 shaft to the 08-0760P pivot and attach the toe peg and offset plate to the tip of the shaft. Connect the OEM hiem joint to the shift pivot.
- 5) Secure the shift pedal to the frame using the OEM shift pedal bolt, orings, nuts and washers. Be sure that there is quality waterproof grease on the shoulder of the bolt.

#### **GP versus Standard shift**

- 6) For standard shift, the arm on the engine will remain pointed in the "down" position. For GP shift, the arm on the engine will be moved to the "up" position. In GP shift the ECU must be adjusted to reflect the reversing of the push/pull inputs for quick shifting and auto blip functions. In both cases the shift rod should be oriented so that it is roughly 90 degrees to both the arm on the engine and the shift pedal.
- 7) Set the pedal height using a combination of the shift rod adjustment and the pedal tips.

  Once this is established lock the shift rod in place using the jam nuts on both ends and perform a final torque on the pedal tips.

Std Shift



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.