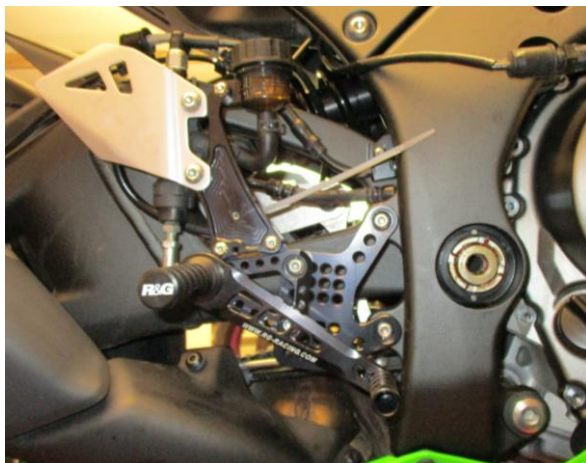




RSET028

**FITTING INSTRUCTIONS FOR RSET028BK ADJUSTABLE REAR SET**  
**KAWASAKI ZX-10R 2016**

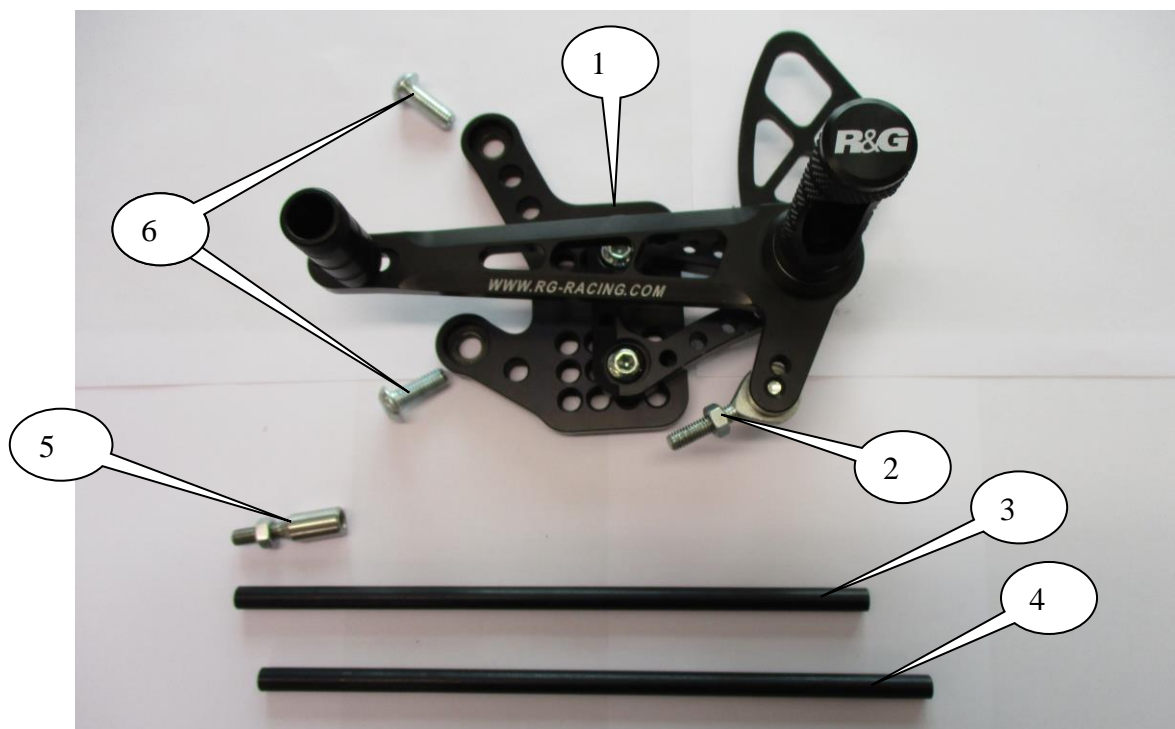
Page | 1



**THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.**  
**DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.**

**Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike**

THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)



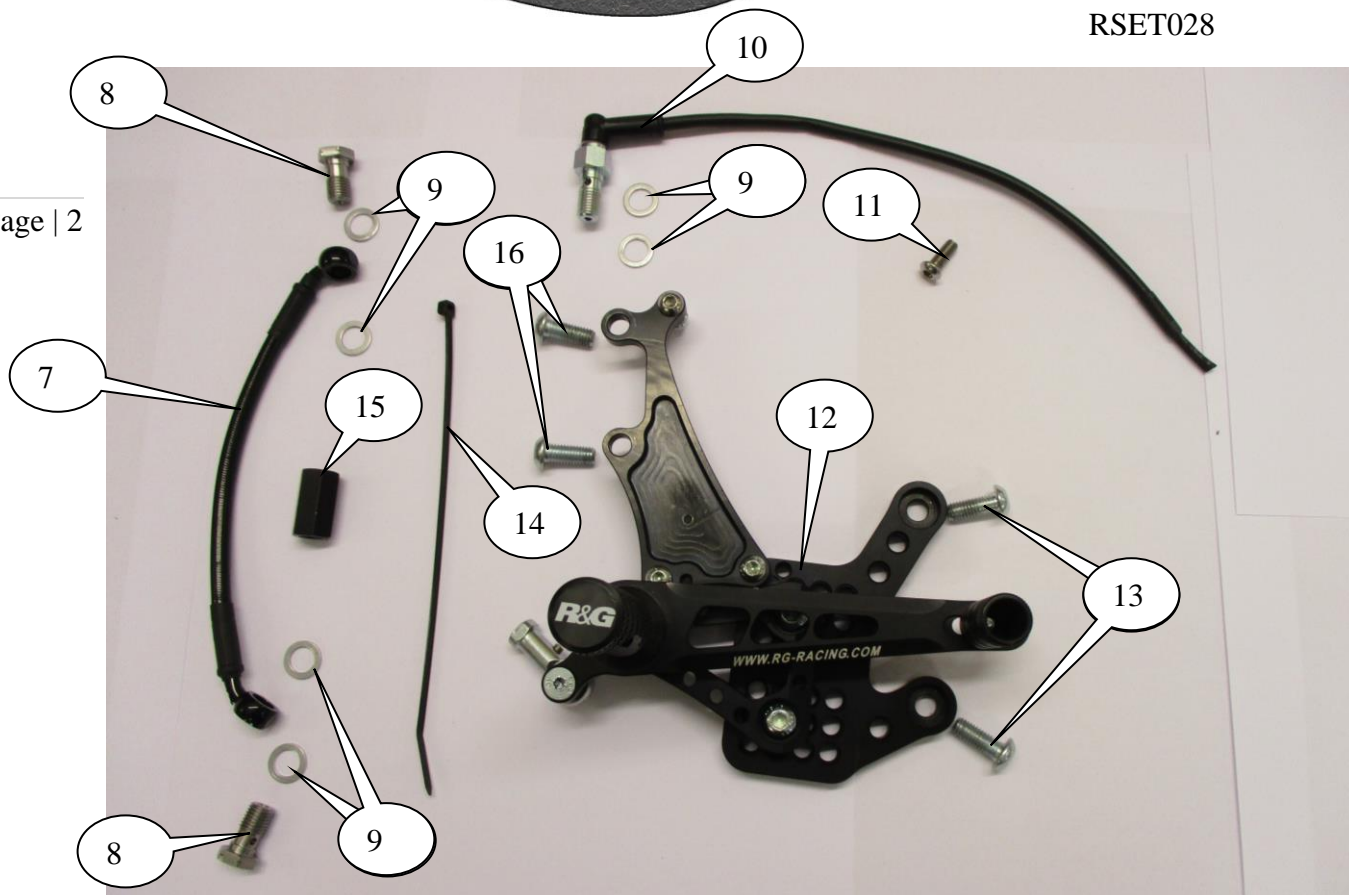
**LEFT HAND/GEAR SHIFT SIDE ASSEMBLY**

R&G Racing  
Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ  
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RSET028

Page | 2



## **RIGHT HAND/BRAKE SIDE ASSEMBLY**

### **LEGEND**

#### **GEAR SHIFT SIDE (LEFT)**

- ITEM 1= LEFT HAND SIDE ASSEMBLY (x1).
- ITEM 2= M6 MALE L-H BALL JOINT (x1).
- ITEM 3= GEAR SHIFT SHAFT (215mm LONG) (x1).
- ITEM 4= ALTERNATIVE GEAR SHIFT SHAFT (225mm LONG) (x1).
- ITEM 5= GEAR SHIFT SHAFT EXTENSION FOR OEM QUICKSHIFTER (38mm LONG) (x1).
- ITEM 6= M8x20mm LONG BUTTON HEAD BOLTS (x2).

#### **BRAKE SIDE (RIGHT)**

- ITEM 7= ADDITIONAL BRAKE LINE (RSET28BKBRAKEHOSE) (x1).
- ITEM 8= M10x 1.25 Banjo Bolts (x2).
- ITEM 9= BRAKE LINE SEALING WASHERS (02-19-003) (x6).
- ITEM 10= BRAKE LIGHT SWITCH (02-19-011) (x1).
- ITEM 11= M6x16mm LONG BUTTON HEAD BOLT (03-09-003) (x1).
- ITEM 12= RIGHT HAND SIDE ASSEMBLY (x1).
- ITEM 13= M8x20mm LONG BUTTON HEAD BOLTS (x2).
- ITEM 14= CABLE TIE (x1).
- ITEM 15= BRAKE LINE SPACER (THREADED) (52-06-202) (x1).
- ITEM 16= M8x20mm LONG BUTTON HEAD BOLTS (MASTER CYLINDER BOLTS) (x2).

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### TOOLS REQUIRED

- 10, 11, 12, 13 AND 14mm OPEN ENDED SPANNERS.
- SET OF METRIC ALLEN KEYS TO INCLUDE 2.5, 4, 5 and 6mm A/F.
  - ELECTRICAL PLIERS/CRIMPS

Page | 3

### GENERAL TORQUE SETTINGS

M4 BOLT = 8Nm

M5 BOLT = 12Nm

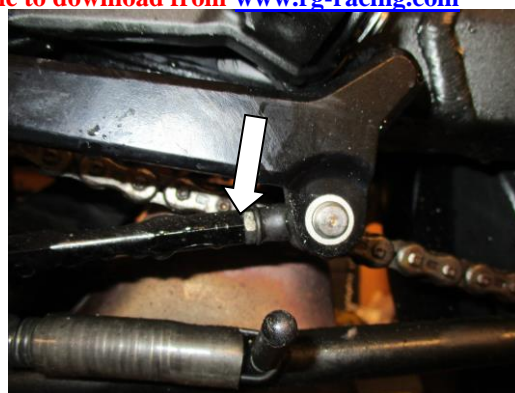
M6 BOLT = 15Nm

M8 BOLT = 20Nm

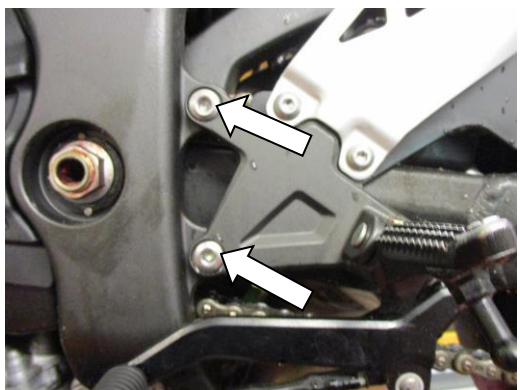
Digital copies of these instructions are available to download from [www.rg-racing.com](http://www.rg-racing.com)



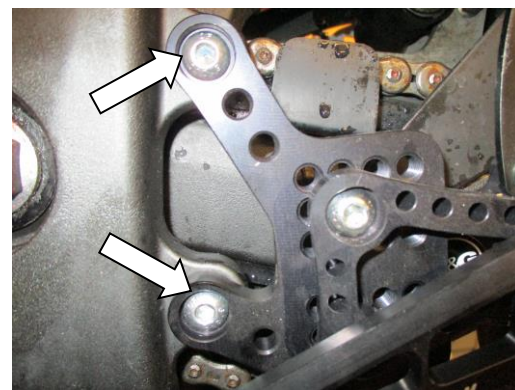
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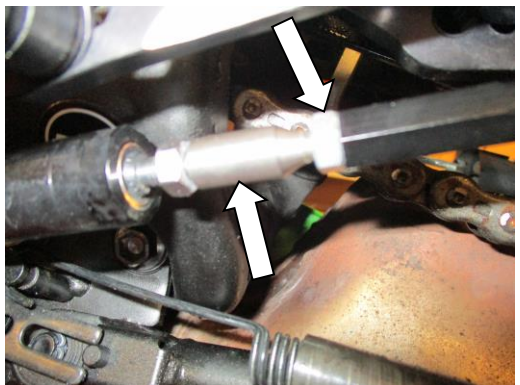
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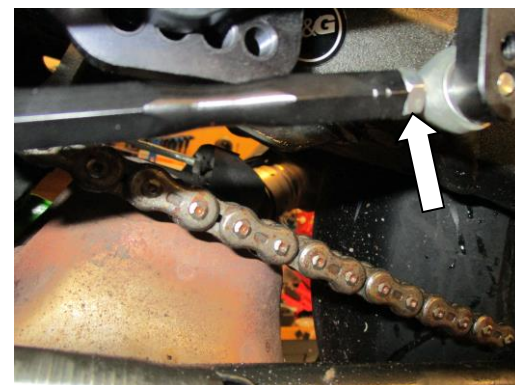
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PICTURE 4



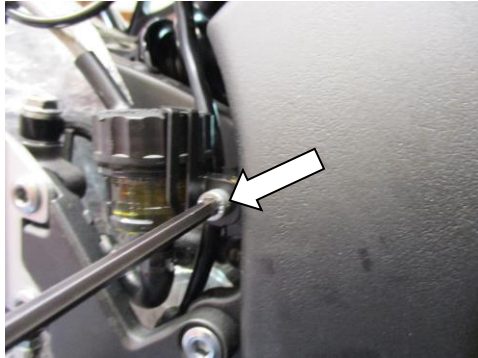
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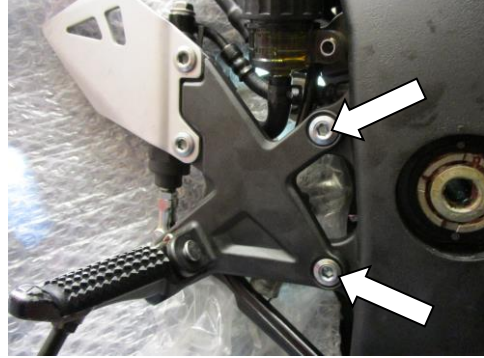
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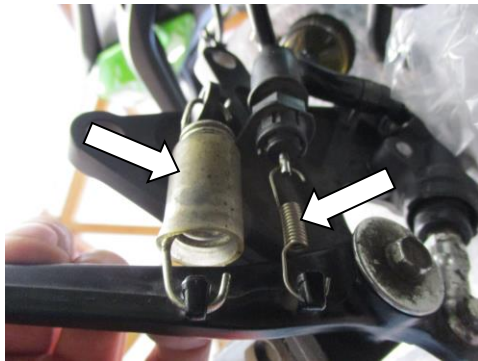
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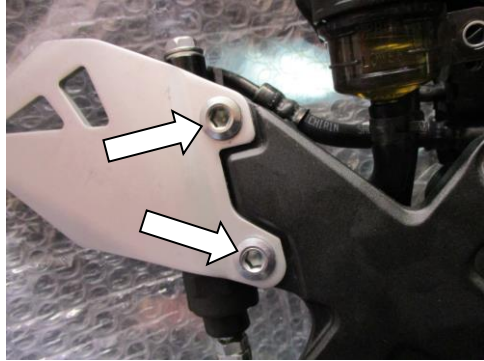
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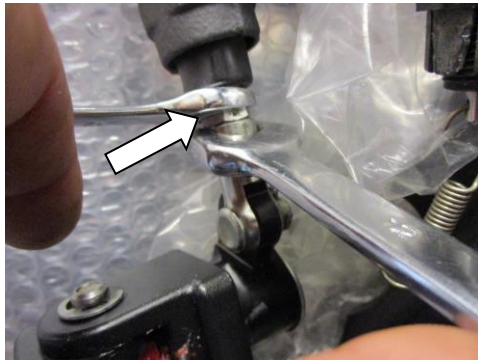
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PICTURE 9



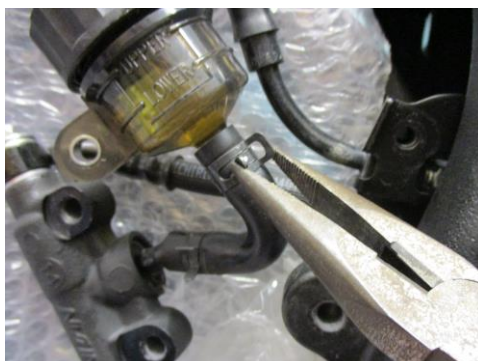
PICTURE 10



PICTURE 11



PICTURE 12



PICTURE 13

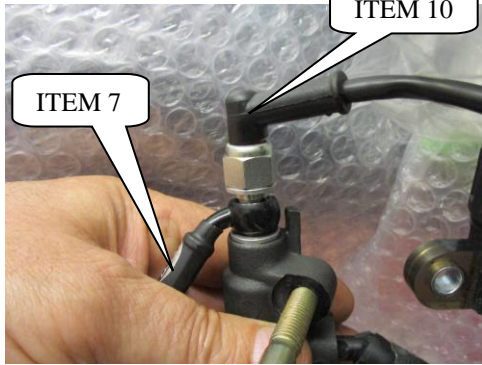


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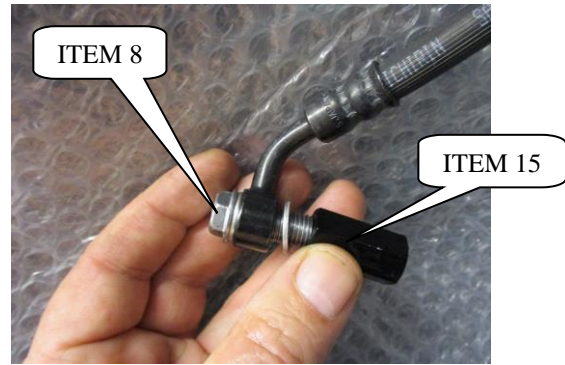




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PICTURE 15



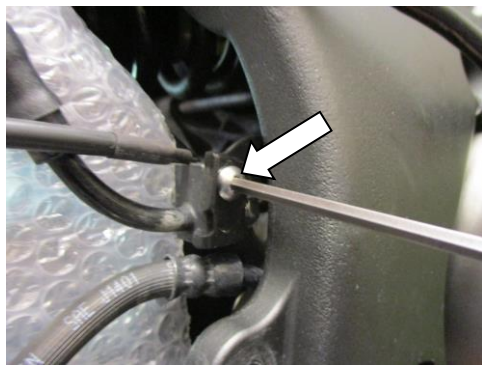
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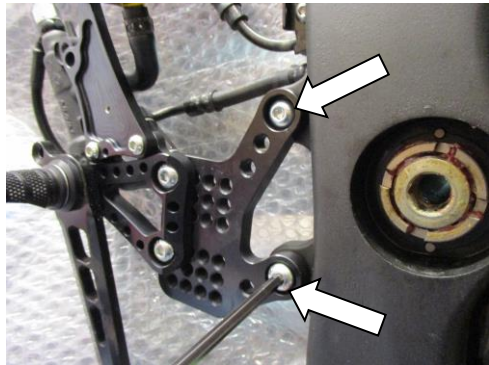
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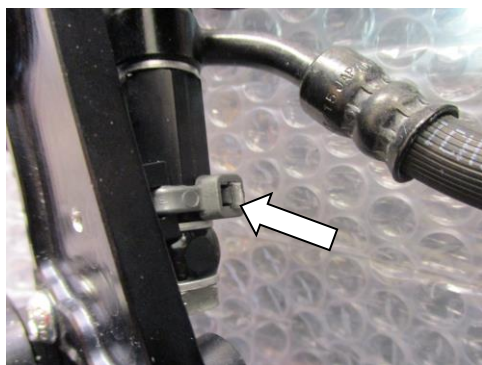
PICTURE 18



PICTURE 19



PICTURE 20



PICTURE 21



PICTURE 22

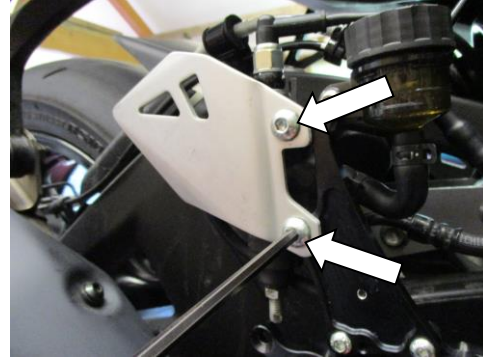


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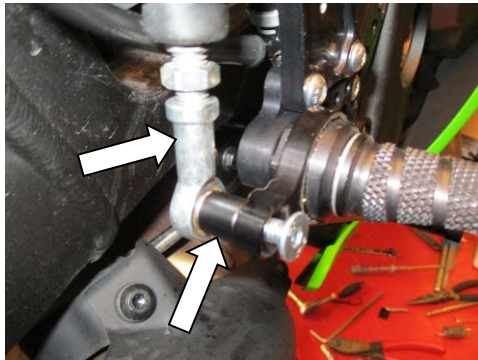
Page | 6



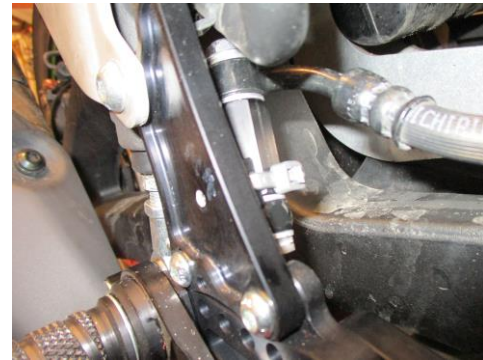
PICTURE 23



PICTURE 24



PICTURE 25



PICTURE 26

### **FITTING INSTRUCTIONS**

**PLEASE BE AWARE THAT EACH ASSEMBLY PROVIDED IS ONLY LOOSELY ASSEMBLED. FULL FITTING WILL REQUIRE TIGHTENING OF EACH BOLT TO RECOMMENDED TORQUE WITH THE ADDITION OF A THREAD LOCKING COMPOUND – SUCH AS R&G THREAD LOCK.**

#### **GEAR SHIFT SIDE**

- Loosen the two lock-nuts arrowed in pictures 1 and 2 (the nut in picture 2 has a left handed thread), then remove the original gear shift connecting rod.
- Remove the two bolts arrowed in picture 3 and remove the original foot-rest.
- Fit the new foot-rest assembly (item 1) using the new bolts (item 6) as shown in picture 4.
- On models with a quick-shifter fitted, fit the gear shift shaft extension (item 5) as shown in picture 5 and refit the original gear shift connecting rod as shown in pictures 5 and 6.
- Adjust for comfort and position using the adjustment plate, tighten all bolts and all lock nuts.
- Before riding please check all bolts are tightened and check the operation and position of all parts.

#### **BRAKE SIDE**

- Before starting it is a good idea to protect the swing-arm and frame with some sort of protective cover.
- Remove the bolt arrowed in picture 7 and dismount the brake reservoir.
- Remove the two bolts holding the original foot-rest in position as arrowed in picture 8.





RSET028

Page | 7

- The whole assembly can now be gently eased away from bike to allow access to the brake light switch assembly and return spring as shown in pictures 9.
- Unhook and remove the brake light sensor switch spring and return spring arrowed in picture 9.
- Remove the two bolts holding the heel-guard and master cylinder in position as arrowed in picture 10.
- Loosen the lock-nut arrowed in picture 11.
- Remove the original ball joint as shown in picture 12.
- Rotate the brake reservoir 180 degrees as shown in picture 13 (when refitted the line should not be kinked or twisted).
- Remove the bolt holding the banjo fitting to end of the master cylinder as arrowed in picture 14.
- Place one of the sealing washers (item 9) onto the brake light switch (item 10) then through the additional brake line (item 7) as shown in picture 15.
- Place one of the remaining sealing washers (item 9) over the exposed thread and into the master cylinder as shown in picture 10 (do not fully tighten at this stage).
- Place one of the remaining sealing washers (item 9) onto one of the banjo bolts (item 8) then through the original brake line as shown in picture 15.
- Place one of the remaining sealing washers (item 9) over the exposed thread and into the brake line spacer (item 15) as shown in picture 16 (do not fully tighten at this stage).
- Place the remaining sealing washer (item 9) onto the remaining banjo bolt (item 8) then through the unused end of the additional brake line (item 7) as shown in picture 17 (do not fully tighten at this stage). The master cylinder assembly should be as picture 18.
- Remount the original brake line bracket using the bolt supplied (item 11) as shown in picture 19.
- Use the two new M8 bolts (item 13) to mount and secure the new foot-rest assembly as arrowed in picture 20.
- **With the assembly in position you can tighten all the banjo bolts and the brake light switch ensuring that when the cable tie is used that no parts collide or rub when in operation.**
- Use the cable tie (item 14) to hold the additional brake line in position as shown in picture 21.
- Use the M6 bolt x 16mm long button head bolt and a Nyloc nut to secure the brake reservoir with the cap locking bracket in position as shown in pictures 22 and 23.
- Remove the new ball joint, spacer and nut from the brake shift lever.
- Use the two new M8 bolts (item 16) to secure the master cylinder and heel plate in position as shown in picture 24.
- Fit the new ball-joint to the master cylinder pressure shaft as shown in picture 25, **PLEASE LEAVE BALL-JOINT AND LOCK NUT LOOSE AT THIS STAGE.**
- Reusing the bolt, spacer and nut refit the ball joint as shown in picture 25.
- Adjust the new ball joint so the action of the master cylinder pressure shaft is directly in line with master cylinder as shown in picture 25. **PLEASE NOTE FAILURE TO DO THIS MAY RESULT IN BRAKE FAILURE AND/OR JAMMING OF BRAKES.** Use the lock nut to lock in position.
- Adjust for comfort and position using the adjustment plate and tighten all nuts, bolts and fittings.  
**PLEASE NOTE YOU WILL HAVE TO BLEED THE BRAKING SYSTEM.**

#### **BRAKE LIGHT SENSOR SWITCH**

- We recommend cutting the original wiring and using the supplied bullet connectors to connect the brake light sensor switch wires to the original wiring.
- Please check operation of brakes and brake light before riding.
- Before riding please check all bolts are tightened and check the operation and position of all parts.

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**Because of the complexity and inherent dangers involved in undertaking any work involving the braking system we strongly recommend a qualified mechanic fits/or checks after the fitting of this product.**

Page | 8

ISSUE 2 05/07/2021 (DM)

#### **CONSUMER NOTICE**

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Returns must be pre-authorised (if not pre-authorised the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.

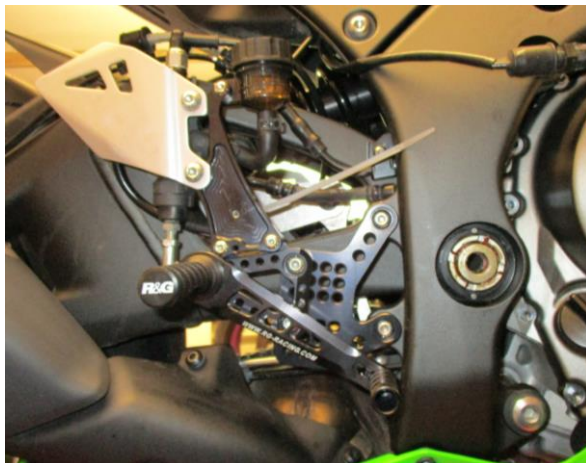




RSET028

**INSTRUCTIONS DE MONTAGE POUR RSET028BK JEU ARRIERE**  
**AJUSTABLE**  
**KAWASAKI ZX-10R 2016**

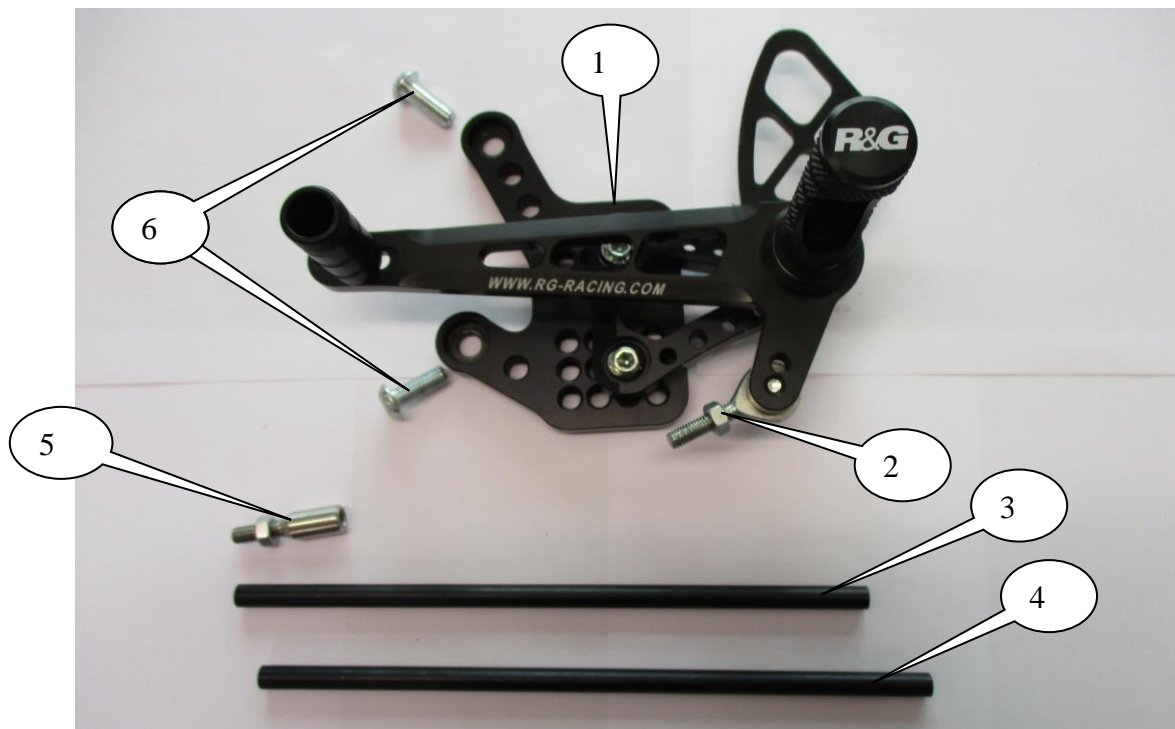
Page | 9



**Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.**

**La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.**

**LES PARTIES PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES  
(POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT)**

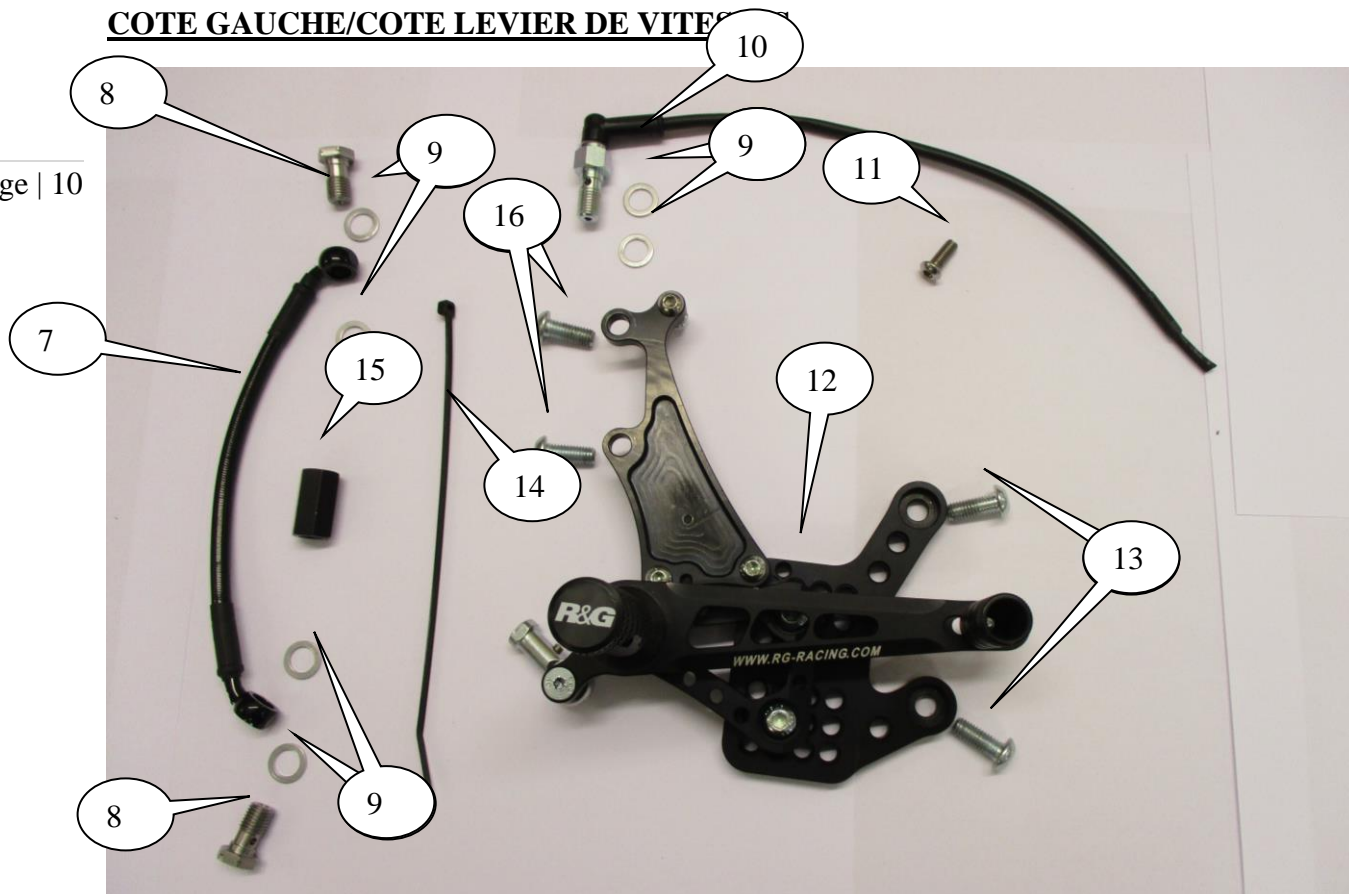




RSET028

**COTE GAUCHE/COTE LEVIER DE VITESSES**

Page | 10



**COTE DROIT / COTE FREIN**

**LEGENDE**

**GEAR SHIFT SIDE (LEFT)**

- ARTICLE 1= ASSEMBLAGE COTE GAUCHE (x1).
- ARTICLE 2= M6 ROTULE MALE GAUCHE (x1).
- ARTICLE 3= ARBRE DE LEVIER DE VITESSES (215mm DE LONG) (x1).
- ARTICLE 4= ARBRE DE LEVIER DE VITESSES ALTERNATIF (225mm DE LONG) (x1).
- ARTICLE 5= EXTENSION ARBRE DE LEVIER DE VITESSES POUR SHIFTER D'ORIGINE (38mm DE LONG) (x1).
- ARTICLE 6= M8x20mm BOULONS (x2).

**BRAKE SIDE (RIGHT)**

- ARTICLE 7= LIGNE DE FREIN ADDITIONNELLE (RSET28BKBRAKEHOSE) (x1).
- ARTICLE 8= M10x 1.25 BOULONS BANJO (x2).
- ARTICLE 9= RONDELLE D'ETANCHEITE LIGNE DE FREIN (02-19-003) (x6).
- ARTICLE 10= INTERRUPTEUR FEU STOP (02-19-011) (x1).
- ARTICLE 11= M6x16mm BOULON (03-09-003) (x1).
- ARTICLE 12= ASSEMBLAGE COTE DROIT (x1).
- ARTICLE 13= M8x20mm BOULONS (x2).
- ARTICLE 14= COLLIER DE SERRAGE (x1).
- ARTICLE 15= ENTRETOISE LIGNE DE FREIN (FILETE) (52-06-202) (x1).
- ARTICLE 16= M8x20mm BOULONS (BOULONS DE MAITRE CYLINDRE) (x2).

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### OUTILS REQUIS

- 10, 11, 12, 13 ET 14mm CLE A MOLETTE.
- JEU DE CLES ALLEN 2.5, 4, 5 et 6mm A/F.
  - PINCES ELECTRIQUES

Page | 11

### REGLAGES DE COUPLE

M4 BOULON = 8Nm

M5 BOULON = 12Nm

M6 BOULON = 15Nm

M8 BOULON = 20Nm

Notice disponible sur [www.rg-racing.com](http://www.rg-racing.com)



PHOTO 1



PHOTO 2

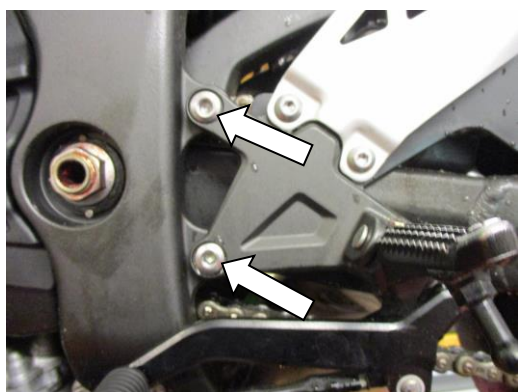


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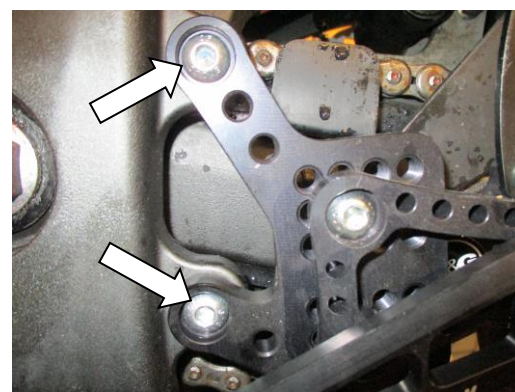


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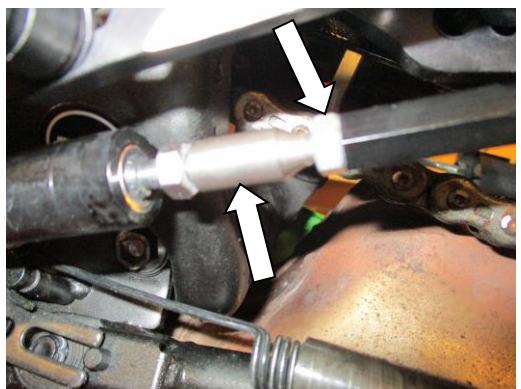


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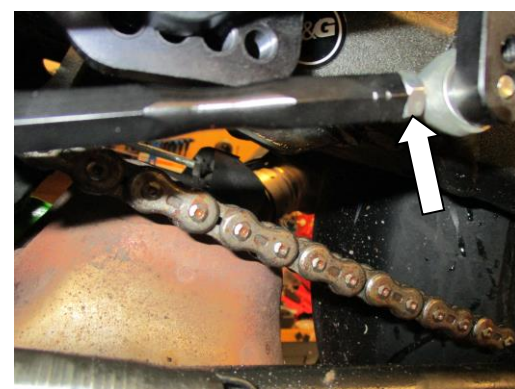


PHOTO 6





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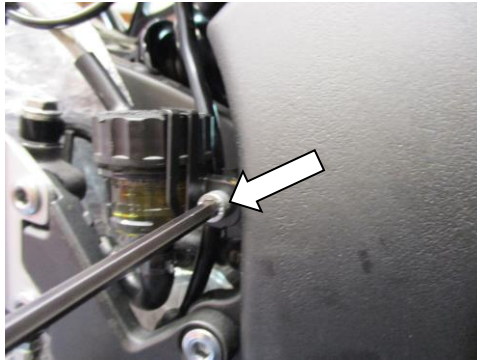


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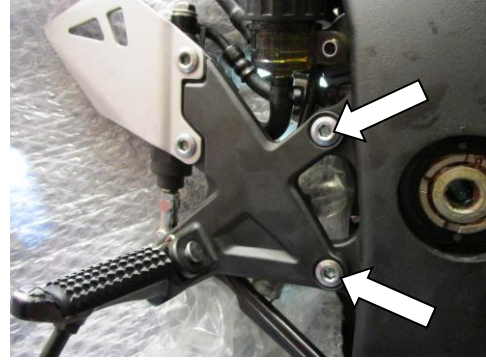


PHOTO 8



PHOTO 9

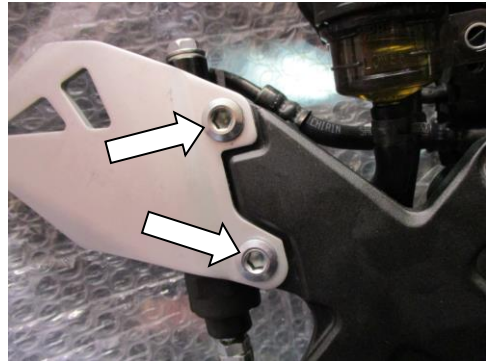


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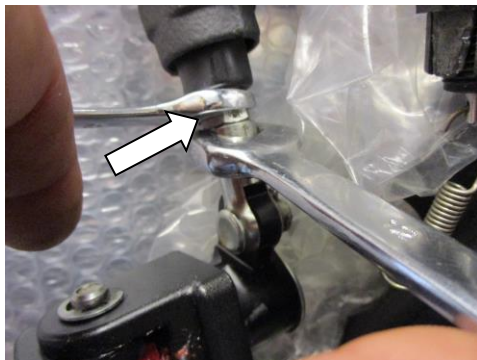


PHOTO 11



PHOTO 12



PHOTO 13



PHOTO 14



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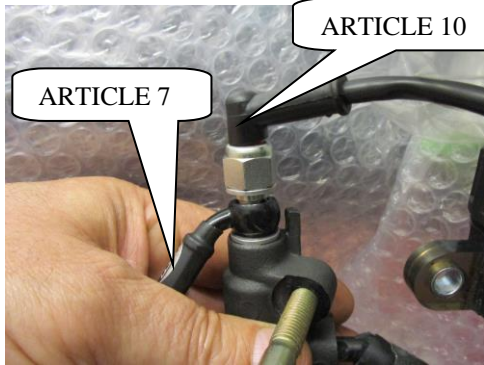


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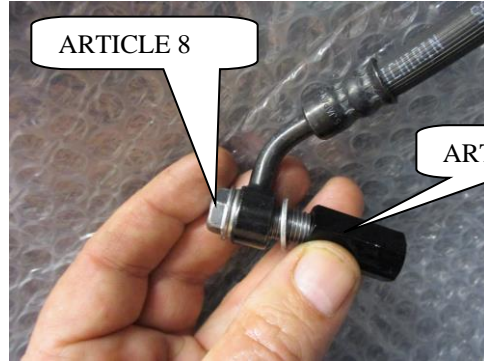


PHOTO 16



PHOTO 17



PHOTO 18

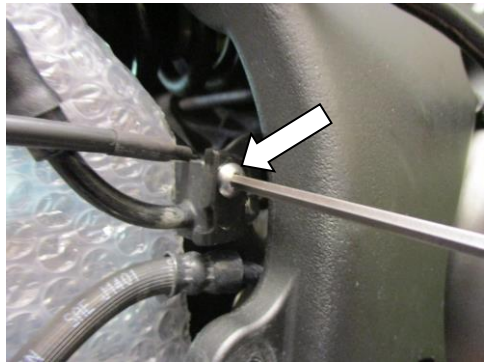


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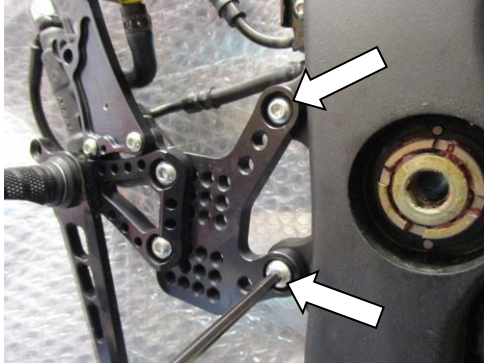


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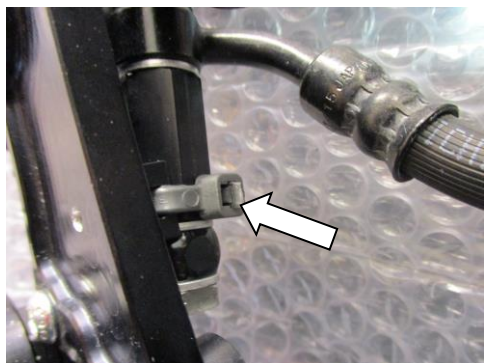


PHOTO 21



PHOTO 22





RSET028

Page | 14



PHOTO 23

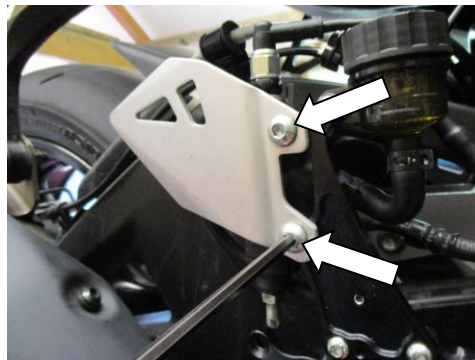


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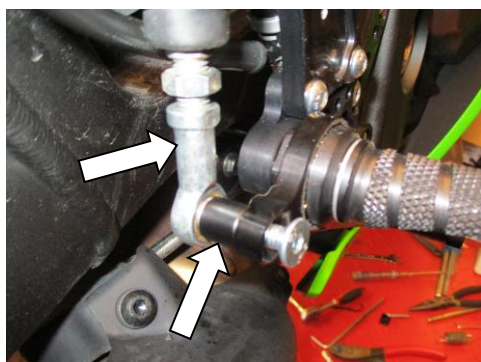


PHOTO 25



PHOTO 26

**SACHEZ QUE CHAQUE ASSEMBLAGE FOURNI EST ASSEMBLÉ LIBREMENT. UN MONTAGE COMPLET NÉCESSITERA LE SERRAGE DE CHAQUE BOULON AU COUPLE RECOMMANDÉ AVEC L'ADDITION D'UN COMPOSÉ DE BLOCAGE DE FILET - TEL QUE R&G THREAD LOCK.**

### **COTE VITESSES**

- Desserrer les 2 écrous de blocage indiqués sur les photos 1 et 2 (l'écrou sur la photo 2 possède un filetage gauche), puis enlever la rotule de connection du levier de vitesse.
- Enlever les 2 boulons indiqués sur la photo 3 puis enlever le repose pied d'origine.
- Monter le nouvel assemblage repose pied (article 1) en utilisant les nouveaux boulons (article 6) voir photo 4.
- Sur les modèles avec un shifter, monter l'extension d'arbre de levier de vitesse (article 5) voir photo 5 puis remonter la rotule de connection du levier de vitesse, voir photos 5 et 6.
- Ajuster la position pour plus de confort, à l'aide de la plaque d'ajustement, serrer tous les boulons et écrous de blocage.
- Vérifier que tous les boulons soient serrés puis vérifier la position de toutes les parties avant de prendre la route.

### **COTE FREIN**

- Protéger le bras oscillant et le cadre avec une couverture de protection.
- Enlever le boulon indiqué que la photo 7 et démonter le réservoir de frein.
- Enlever les 2 boulons qui fixent le repose pied d'origine en position, voir photo 8.
- L'ensemble peut maintenant être retiré de la moto pour accéder à l'assemblage d'interrupteur de feu de stop, puis retourner le ressort, voir photos 9.

R&G Racing

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RSET028

Page | 15

- Décrocher puis enlever le ressort d'interrupteur de feu stop, voir photo 9.
- Enlever les 2 boulons qui fixent le garde talon et le maître cylindre en position, voir photo 10.
- Desserrer l'écrou de blocage, voir photo 11.
- Enlever la rotule d'origine, voir photo 12.
- Tourner le réservoir de frein à 180 degrés, voir photo 13 (Lors du remontage, la ligne ne doit pas pouvoir être entortillée ou pliée).
- Enlever le boulon qui fixe le banjo fixé à l'extrémité du maître cylindre, voir photo 14.
- Placer une des rondelles d'étanchéité (article 9) sur l'interrupteur de feu stop (article 10) puis à travers la ligne additionnelle de frein (article 7) voir photo 15.
- Placer une des rondelles d'étanchéité restantes (article 9) sur le filetage puis dans le maître cylindre, voir photo 10 (Ne pas bloquer complètement pour le moment).
- Placer une des rondelles d'étanchéité (article 9) sur un des boulons banjo (article 8) puis à travers la ligne de frein d'origine, voir photo 15.
- Placer une des rondelles d'étanchéité restantes (article 9) sur le filetage et dans l'entretoise de ligne de frein (article 15) voir photo 16 (Ne pas bloquer complètement pour le moment).
- Placer la rondelle d'étanchéité restante (article 9) sur le boulon banjo restant (article 8) puis à travers l'extrémité inutilisée de la ligne de frein additionnelle (article 7) voir photo 17 (Ne pas bloquer complètement pour le moment). L'assemblage de maître cylindre doit se présenter comme sur la photo 18.
- Remonter le support de ligne de frein additionnelle, à l'aide du boulon fourni (article 11) voir photo 19.
- Utiliser les 2 nouveaux boulons M8 (article 13) pour monter et fixer le nouvel assemblage de repose pied, voir photo 20.
- **Une fois l'assemblage en position, vous pouvez serrer tous les boulons banjo et l'interrupteur de feu de stop, en veillant à ce que le collier de serrage ne puisse entrer en contact avec aucune partie de la moto.**
- Utiliser le collier de serrage (article 14) pour fixer la ligne de frein additionnelle en position, voir photo 21.
- Utiliser le boulon M6 x 16mm et un écrou Nyloc pour fixer le réservoir de frein avec le support capuchon de verrouillage en position, voir photos 22 et 23.
- Enlever la nouvelle rotule, entretoise et écrou du levier de frein.
- Utiliser les 2 nouveaux boulons M8 (article 16) pour fixer le maître cylindre et le garde talon en position, voir photo 24.
- Monter la nouvelle rotule sur l'arbre de pression du maître cylindre, voir photo 25, SVP LAISSER LA ROTULE ET L'ECROU DE BLOCAGE DESSERRÉS A CE STADE.
- Réutiliser le boulon, l'entretoise et l'écrou pour remonter la rotule, voir photo 25.
- Ajuster la nouvelle rotule de façon à ce que l'action de l'arbre de pression du maître-cylindre soit directement alignée avec le maître cylindre, voir photo 25. **ATTENTION : SI CELA N'EST PAS CORRECTEMENT INSTALLE, VOUS POUVEZ POTENTIELLEMENT RENCONTRER DES PROBLEMES DE FREIN.** Utiliser l'écrou de blocage pour fixer la position..
- Ajuster le repose pied et repose cheville pour davantage de confort.
- **NOTE : VOUS DEVREZ PURGER LE SYSTEME DE FREIN.**

#### **INTERRUPTEUR FEU STOP**

- Nous vous recommandons de couper le fil d'origine et d'utiliser les billes de connecteur pour connecter les fils d'interrupteur de feu stop aux fils d'origine.
- Vérifier que les freins et le feu stop fonctionnent correctement avant de prendre la route.
- Vérifier que tous les boulons soient serrés puis vérifier la position de toutes les parties.

**Du fait de la complexité et des dangers inhérents à l'installation des produits, impliquant notamment le système de freinage, nous vous recommandons de faire effectuer/contrôler le montage par un mécanicien qualifié.**

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RSET028

ISSUE 2 05/07/2021 (DM)

Page | 16

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