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Kawasaki Ninja 650 (06+) 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 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

These rearsets come with an option for either low or high footpeg position. When installing the footpegs, brake pedal and master cylinder is it important that you place **all** components in the same position for the kit to function properly.

Brake Side Assembly Installation

1) Bolt the CFM brake pin and brake pedal (OEM or CFM) to the backside of the bracket. IMPORTANT – Secure the bolt with BLUE THREADLOCKING COMPOUND. Be sure to generously apply quality waterproof grease to the sliding surface of the footpeg to ensure smooth lever operation.
2) Bolt the footpeg to the bracket using the included 10mm hardware. IMPORTANT - Secure the bolt with BLUE THREADLOCKING COMPOUND.
3) Attach the master cylinder to the bracket using the OEM hardware (place the 2 included spacers between the bracket and master cylinder) and then bolt the entire brake side bracket to the frame. Re-connect the brake pedal to the master cylinder clevice using the OEM pin.
4) Secure the support rod to the frame using the OEM hardware and to the CFM bracket using the included 8mm hardware.

Shifter Side Assembly Installation

1) Remove the stock shift pedal. Install the supplied shift actuator in place of the shifter.
   GP Shift: Install the actuator so that it points approximately to the 6 o'clock position.
   Standard Shift: Install the actuator so that it points approximately to the 12 o'clock position.
2) Assemble the CFM shift pedal. IMPORTANT - Secure all shifter assembly bolts with BLUE THREADLOCKING COMPOUND.
3) Secure the CFM shift pedal and footpeg to the bracket using the included 10mm hardware. IMPORTANT – Secure the bolt with BLUE THREADLOCKING COMPOUND. Be sure to generously apply quality waterproof grease to the sliding surface of the footpeg to ensure smooth lever operation.
4) Secure the support rod to the frame using the OEM hardware and to the CFM bracket using the included 8mm hardware.
5) Install the shift rod by simultaneously threading it on the actuator and shift pedal. Rotate the rod turn by turn until the desired pedal height is achieved. It is important that the rod and actuator be oriented so that they are approximately 90 degrees to each other. It may be necessary to rotate the actuator on the spline to properly achieve this 90 degree orientation. Once the desired position is reached, lock the rod in place on both sides using the 6mm nuts on the hiem joints.

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. Installation of this product releases the Woodcraft Technologies, Inc. from all liabilities as to the use of this product. The user recognizes that any alteration or modification to any motorcycle may increase the risk of injury or accident and may also render the motorcycle illegal for public road use