WOODCRAFT CFMOTORSPORTS
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05-4225/4227/4228 Suzuki SV650/1000 Rearset Instruction Sheet – Racing Use Only

Thank you for selecting CFMotorsports rearsets. 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 not provided with the kit.

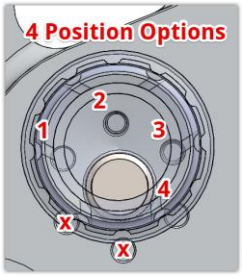
1) Remove stock rearsets, footpegs and associated hardware. All components that are re-used in this kit should be cleaned and inspected for damage before re-installation.

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 Assembly Installation

1) Bolt the CFM footpeg to the bracket using the included 10mm hardware. There are 4 options available on this kit (marked 1-4 below). IMPORTANT - Secure with BLUE LOCTITE.

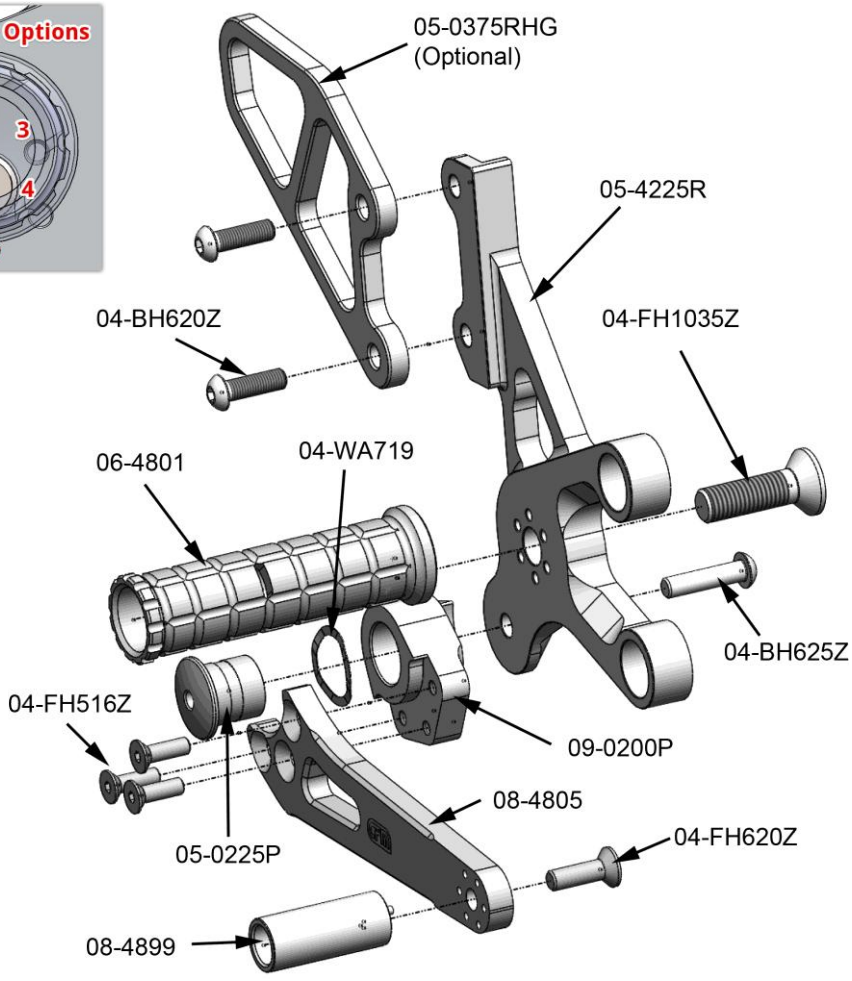


2) Assemble the CFM brake pedal. IMPORTANT - Secure all bolts with BLUE LOCTITE.

3) Attach the brake pedal to the bracket using the supplied pin wave washer and button head bolt. Be sure to apply quality waterproof grease to the surface of the pin. IMPORTANT - Secure the bolt with BLUE LOCTITE.

4) Bolt the master cylinder to the bracket using the OEM bolts. You can use the OEM heel guard and stock bolts or the optional CFM guard & bolts.

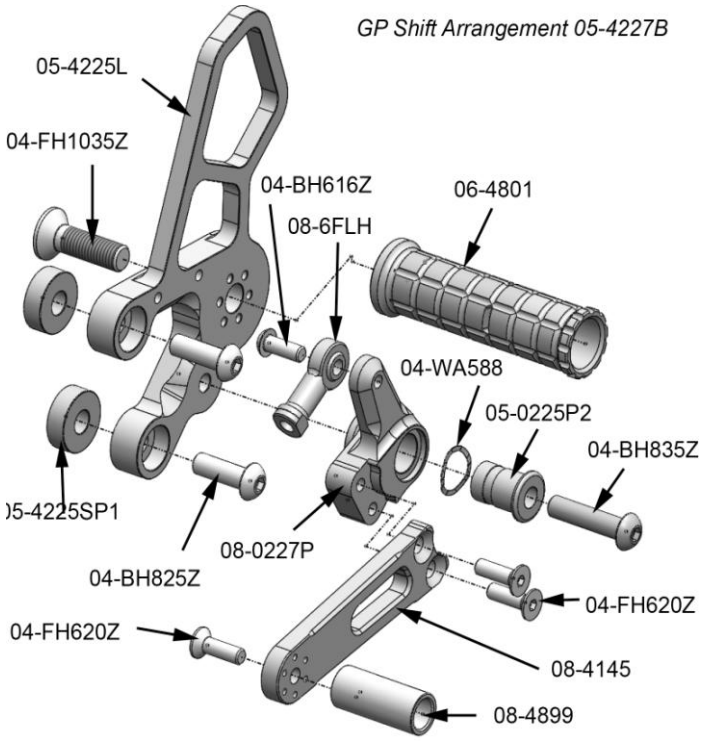
5) Attach the master cylinder to the brake pedal using the stock hardware and adjust the stock brake pedal to your desired height. Adjustment is available via the OEM adjuster at the base of the master cylinder and by moving the eccentric footpegs and pedal tips



6) Bolt the brake bracket assembly to the frame using the OEM hardware.

Shift Side Assembly Installation

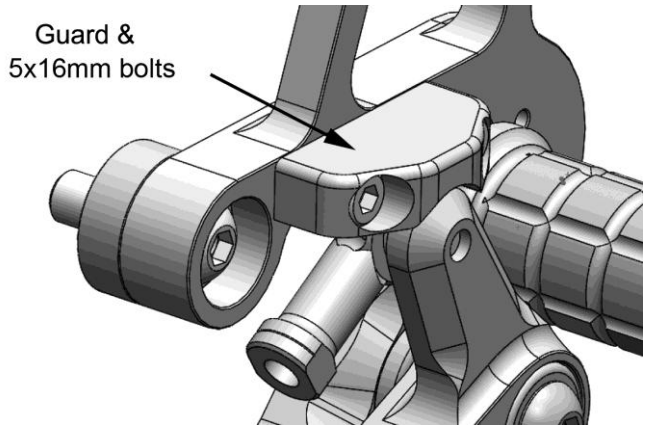
1) Bolt the CFM footpeg to the bracket using the included 10mm hardware.
   IMPORTANT - Secure bolt with BLUE LOCTITE.
2) Assemble the CFM shift pedal (GP shown at right, standard shift at the bottom). IMPORTANT - Secure bolts with BLUE LOCTITE.
3) Attach the shift lever to the bracket using the supplied bolt, wave washer and pivot pin. Be sure to apply quality waterproof grease to the sliding surface of the bolt to ensure smooth lever operation.
4) Bring the pedal to the desired height using a combination of the supplied shift rod and the eccentric toe pegs. Be sure to lock the shift rod in place with the shift rod nuts. **IMPORTANT - the arm on the motor must be 90 degrees to the shift rod. You will likely need to rotate the arm counter clockwise in GP shift to accomplish this.**
5) Bolt the shifter side assembly to the frame using the supplied hardware. There are spacers that go between the rearset bracket and the frame (see the photo of the GP kit at the right).



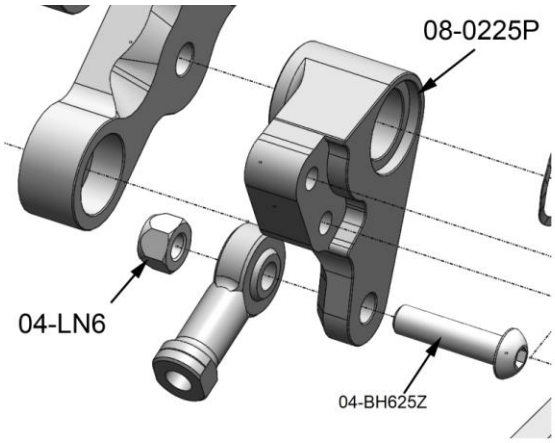
BE SURE THAT ALL COMPONENTS OPERATE AND RETURN FREELY BEFORE USE

If you have any questions regarding installation, please feel free to contact us.

Note for GP Shift: When we tested this kit, a few of the riders that rode had an issue with their foot interfering with the shift pivot in GP shift pattern. For these riders, Woodcraft created a guard that will prevent accidental shift pedal movement.



Standard Shift Arrangement shown below
05-4225B & 05-4228B



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