WOODCRAFT CFMOTORSPORTS
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Yamaha R1 09+ 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.

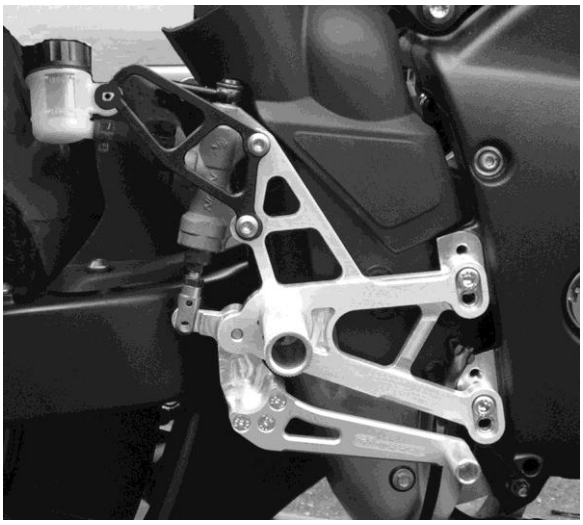
1) Remove stock rearsets, footpegs and associated hardware. All components that are re-used in this kit should be cleaned and inspected for damage before re-installation.

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. You will want to test the various positions of the eccentric footpeg before permanent installation. When you are found your ideal position secure the peg to the bracket. IMPORTANT - Secure footpeg bolts with BLUE THREADLOCKING COMPOUND.
2) Bolt the brake pedal (CFM or OEM) to the rearset bracket using the OEM bolt and washer. If you use the CFM brake pedal assemble the pedal completely before installation. IMPORTANT - Secure all CFM pedal bolts and the main OEM mounting bolt with BLUE THREADLOCKING COMPOUND.
3) Bolt the main rearset bracket to the frame using the supplied hardware and spacers. The CFM rearsets can be attached in either of the two optional OEM locations using either the upper or lower holes in the CFM bracket. The 0.283 thick spacer goes between the lower mounting bolt and the frame. Use the 8x25mm bolt for the upper mount and the 8x30mm bolt for the lower mount.
4) Attach the master cylinder and CFM heel guard to the bracket using the supplied 6x35mm hardware and (2) 0.65 OD spacers. The bolts pass first through the heel guard, then through the rearset bracket, through the 0.65 diameter spacers and finally threading into the master cylinder. Re-connect the brake pedal to the master cylinder clevice using the OEM pin and clip.
5) Brake reservoir. The hose for the rear brake reservoir will need to be shortened in order to mount it to the hole in the heel guard. Once you have shortened the hose you may attach the master cylinder to the heel guard using the supplied bolt, washer, spacer and locknut. The reservoir mounts inside the heel guard with the spacer between the guard and the bracket. The 6mm flat washer sits against the back side of the reservoir and the locknut is tightened against it.



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 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

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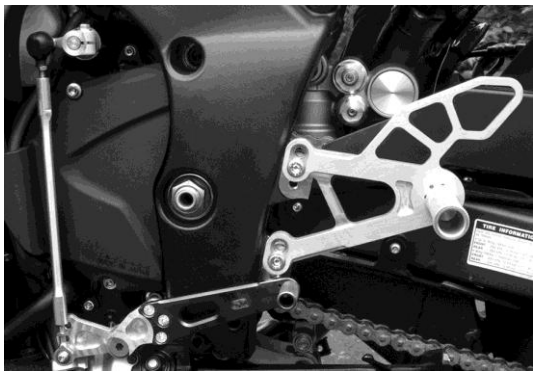
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Shifter Side Assembly Installation

1) Bolt the CFM footpeg to the bracket using the included 10mm hardware. Be sure to use the same eccentric location on both sides. IMPORTANT - Secure bolt with BLUE THREADLOCKING COMPOUND.
2) Bolt the CFM left bracket to the frame using the supplied hardware, making sure to select the same location that you did on the brake side. The .432 thick spacer goes between the bracket and the lower mounting hole. The top mount uses the 8x25mm bolt, the lower mount uses the 8x35mm bolt.

Standard Shift

3) The hiem joint for standard shift should be attached to the lowest hole to start. Place the ¼" spacer between the hiem joint and the shift pivot.
4) Assemble the CFM shift pedal, securing the three shaft bolts and pedal tip with BLUE THREADLOCKING COMPOUND. Secure the CFM shift pedal to the frame using the OEM shift pedal bolt and hardware. IMPORTANT - Secure bolt with BLUE THREADLOCKING COMPOUND.
5) Install the OEM 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. Lock the rod in place on both sides using the 6mm nuts on the hiem joints. The rod and actuator should be oriented so that they are approximately 90 degrees to each other.



NOTE: If you selected the highest mounting location for your rearset brackets, you may need to bolt the hiem joint in the center hole on the shift pedal to get the pedal high enough. This is a matter of personal preference. Once you have determined the most comfortable setup for you, lock the rod in place using the 6mm nuts on the hiem joints.

GP shift

6) GP shift is accomplished by flipping the gear change actuator to face roughly the 4 o'clock position. The rod and actuator should again be oriented so that they are approximately 90 degrees to each other.
7) The hiem joint for standard shift should be attached to the highest hole. Place the ¼" spacer between the hiem joint and the shift pivot.
8) Assemble the CFM shift pedal, securing the three shaft bolts and pedal tip with BLUE THREADLOCKING COMPOUND. Secure the CFM shift pedal to the frame using the OEM shift pedal bolt and hardware. IMPORTANT - Secure bolt with BLUE THREADLOCKING COMPOUND.
9) Install the OEM 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. Lock the rod in place on both sides using the 6mm nuts on the hiem joints. The rod and actuator should be oriented so that they are approximately 90 degrees to each other. Once you have determined the most comfortable setup for you, lock the rod in place using the 6mm nuts on the hiem joints.

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