

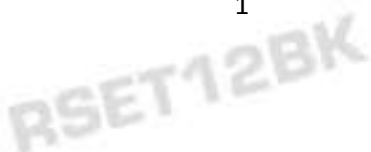


**FITTING INSTRUCTIONS FOR RSET12BK ADJUSTABLE REARSETS  
FOR TRIUMPH DAYTONA 675 (2008-2011)**

First remove the original Triumph rearsets. Then remove the engine axle and insert it from the otherside (from right to left) , so that the thread can be connected with the frame spacer (picture 2 – on the gear shift side)



Then connect the shift side-footrest to the frame spacer. Afterwards assemble the gear shaft to the gear box connector . Take care, you need a bush between the gear shaft and the gear box connector.





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According to the position of the gear box connector you can have either the normal shift pattern (1down – 5 up) or the race shift pattern (1up – 5down).

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Then connect the gear lever and the gear shaft. Afterwards connect the gear lever and the bush at the engine axle.



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**INSTRUCTIONS DE MONTAGE POUR RSET12BK**  
**TRAIN ARRIERE AJUSTABLE**  
**POUR TRIUMPH DAYTONA 675 (2008-2011)**

Enlever le train arrière d'origine. Ensuite, retirer l'essieu moteur et insérez-le de l'autre coté (de droite à gauche), de sorte que le fil puisse être connecté avec l'entretoise de trame (image 2 – coté boîte de vitesses)





Appliquez ensuite le repose-pieds à l'entretoise du cadre.  
Assembler ensuite l'arbre de transmission sur le connecteur boîte de vitesses.  
Attention, vous avez besoin d'un buisson entre l'arbre de transmission et le connecteur boîte de vitesses.



Selon la position du connecteur boîte de vitesses, vous pouvez avoir soit le modèle normal (1 en bas-5 place) ou la grille de changement de course (1 en haut – 5 en dessous).



Connectez ensuite le levier de vitesses et l'arbre de transmission. Ensuite connectez le levier de vitesses et la brousse à l'essieu moteur.







Côté frein, désinstaller le cylindre de frein et le repose-pieds d'origine, connecter le cylindre de frein avec l'adaptateur R & G cylindre, puis connectez le train arrière avec le cadre.

**NOTEZ QUE L'ARBRE DE PRESSION DU CYLINDRE MAÎTRE DOIT ÊTRE DIRECTEMENT EN LIGNE AVEC LE CYLINDRE MAÎTRE. UNE ERREUR PEUT ENTRAÎNER LE BLOCAGE OU LA DEFAILLANCE DU FREIN.**



**DU FAIT DE LA COMPLEXITE ET DES RISQUES INHERENTS A LA MODIFICATION DE CERTAINS ELEMENTS DE LA MOTO IMPLIQUANT LE SYSTEME DE FREINAGE, NOUS RECOMMANDONS VIVEMENT DE FAIRE CONTROLER LE MONTAGE PAR UN MECANICIEN QUALIFIE.**





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