



**FITTING INSTRUCTIONS FOR RSET017BK ADJUSTABLE REAR SET**  
**KAWASAKI ZX6-R (NON ABS) 2007-2013 (ROAD SHIFT ONLY)**

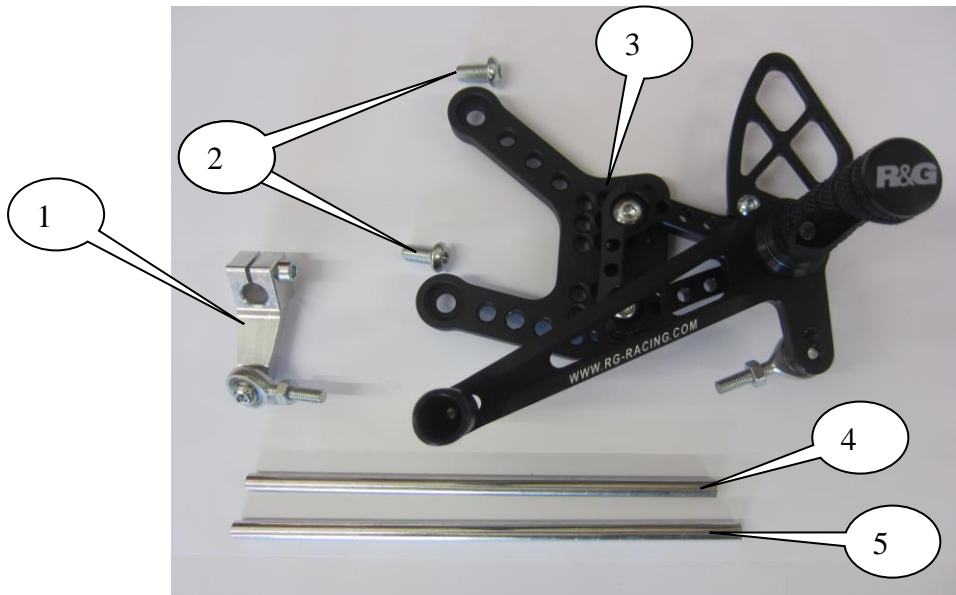


THE ABOVE PICTURES ARE ON THE 2009-2013 MODEL

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

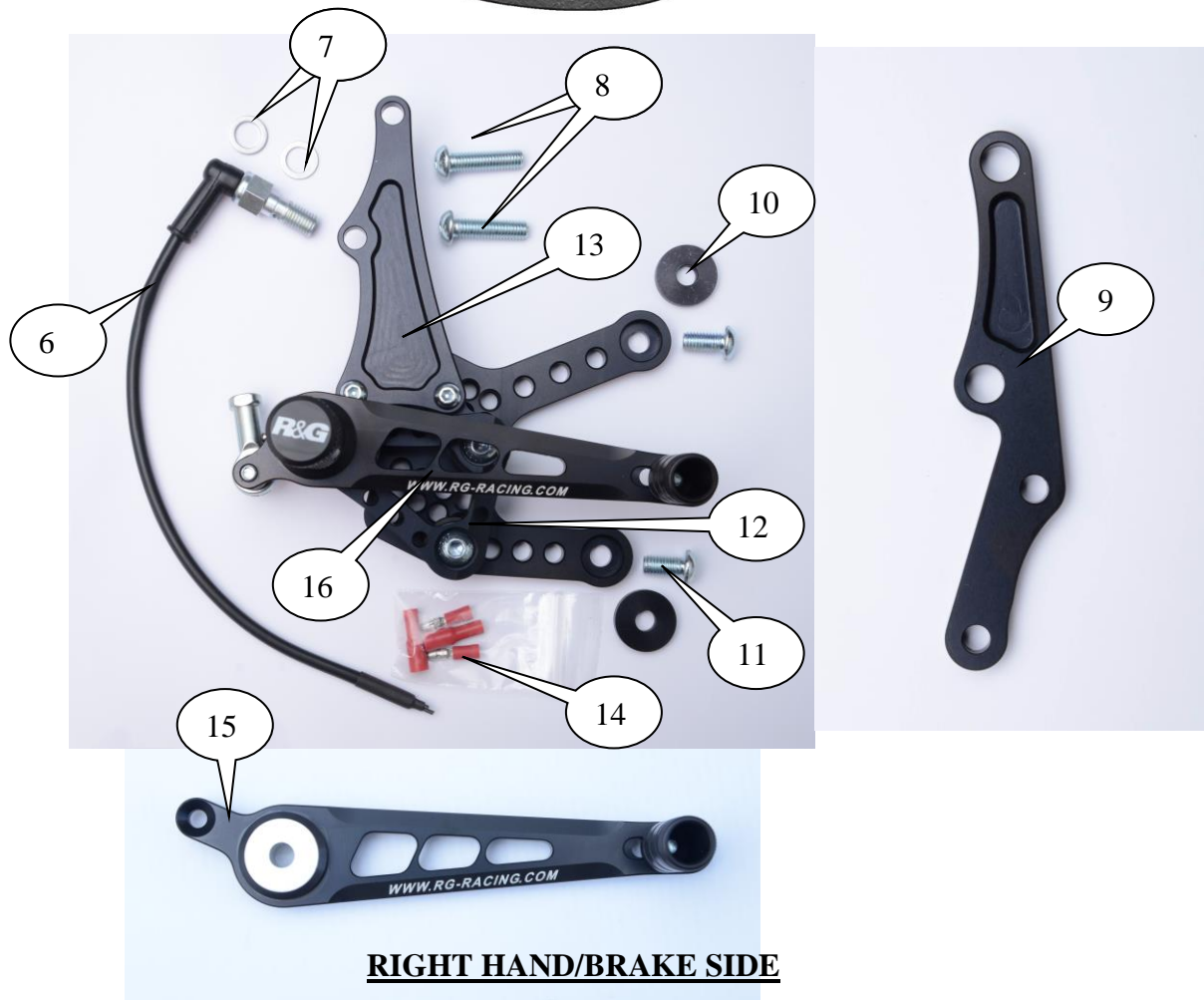
Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

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



**LEFT HAND/GEAR SHIFT SIDE**

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



**RIGHT HAND/BRAKE SIDE**

**LEGEND**

- ITEM 1= GEAR BOX CONNECTOR COMPLETE WITH M6 MALE L-H BALL JOINT (x1).
- ITEM 2= M8x16mm LONG BUTTON HEAD BOLTS (MAIN MOUNTING BOLTS L-H-S) (x2).
- ITEM 3= LEFT HAND SIDE ASSEMBLY COMPLETE WITH M6 MALE R-H BALL JOINT (x1).
- ITEM 4= GEAR SHIFT SHAFT (200mm LONG) (x1).
- ITEM 5= ALTERNATIVE GEAR SHIFT SHAFT (215mm LONG) (x1).
- ITEM 6= BRAKE LIGHT PRESSURE SWITCH (x1).
- ITEM 7= ALUMINIUM SEALING WASHERS (x2).
- ITEM 8= M8x35mm LONG BUTTON HEAD BOLTS (MASTER CYLINDER BOLTS) (x2).
- ITEM 9= MASTER CYLINDER MOUNTING BRACKET (2009-13 MODELS) (x1).
- ITEM 10= MOUNTING SPACERS (5mm WIDE) (x1).
- ITEM 11= M8x25mm LONG BUTTON HEAD BOLTS (MAIN MOUNTING BOLTS R-H-S) (x2).
- ITEM 12= RIGHT HAND SIDE ASSEMBLY COMPLETE WITH M8 FEMALE BALL JOINT (x1).
- ITEM 13= MASTER CYLINDER MOUNTING BRACKET (2007-8 MODELS) (x1).
- ITEM 14= SET OF BULLET CONNECTORS (CON004) (x1).
- ITEM 15= R&G ZX6R '09- ONWARDS BRAKE LEVER. (x1)
- ITEM 16= R&G ZX6R '07-'08 ONWARDS BRAKE LEVER. (x1) (as per PICTURE13)

**Please note that the rose joint connecting position on the brake lever side is different and model specific,  
Please use Part #15 for '09- onwards models and Part #16 (already on the rearset) for '07-'08 models.**



### TOOLS REQUIRED

- 10, 11, 12, 13 AND 14mm OPEN ENDED SPANNERS.
- SET OF METRIC ALLEN KEYS UP TO 8mm A/F.
  - TORQUE WRENCH UP TO 20Nm.
  - ELECTRICAL PLIERS/CRIMPS

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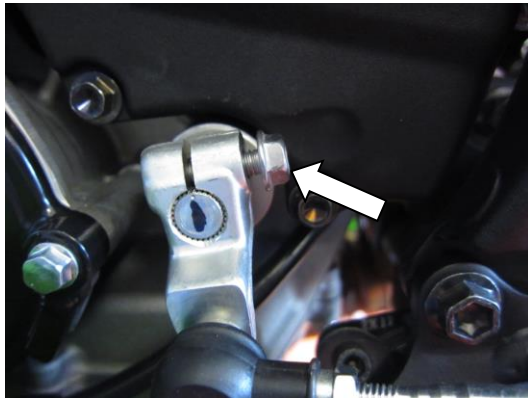
### TORQUE SETTINGS

M4 BOLT = 8Nm

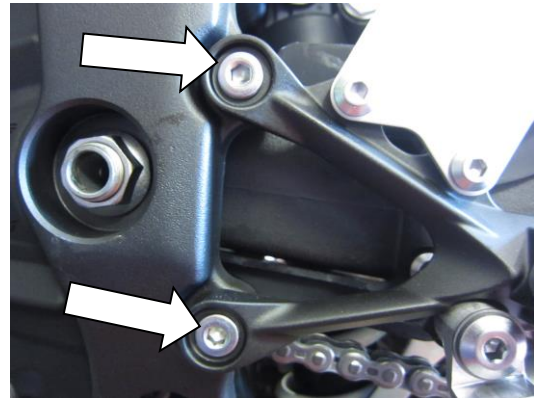
M5 BOLT = 12Nm

M6 BOLT = 15Nm

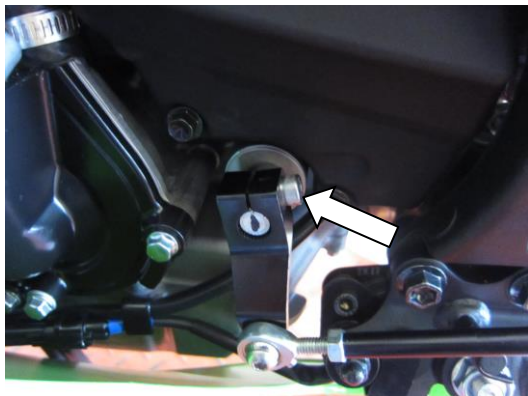
M8 BOLT = 20Nm



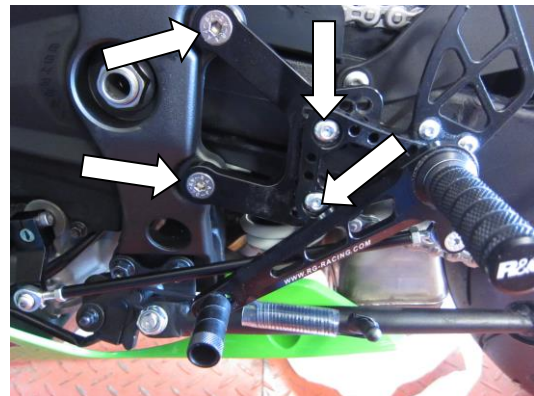
PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4

### GEAR SHIFT SIDE

- Undo and remove the gear shift lever clamp bolt and remove the gear shift lever (mark position of the split line on gearbox shaft to aid reassembly) as arrowed in picture 1.
- Remove the two footrest mounting bolts arrowed in picture 2.
- Remove the original rear-set assembly.
- Fit the new gear shift lever to the gear box shaft as shown in picture 3.
- Fit the main bracket using the two bolts as shown in picture 4.

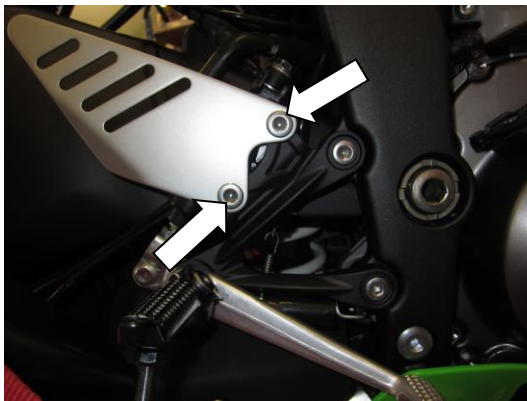
R&G Racing

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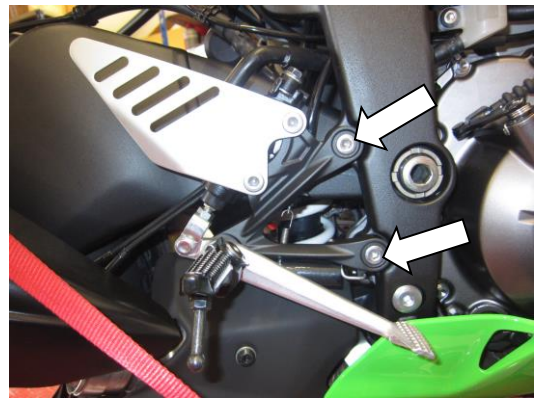
Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 [www.rg-racing.com](http://www.rg-racing.com) Email: [info@rg-racing.com](mailto:info@rg-racing.com)



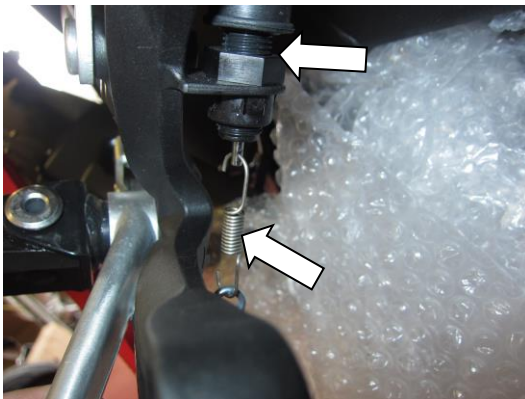
- Adjust the position of the foot-peg using the two bolts in the sub-plate as arrowed in picture 4.
- Using either of the two gear shift shafts adjust the toe-peg lever for comfort and operation, please ensure all nuts and bolts are tightened.
- Please check operation of gear shift before riding.



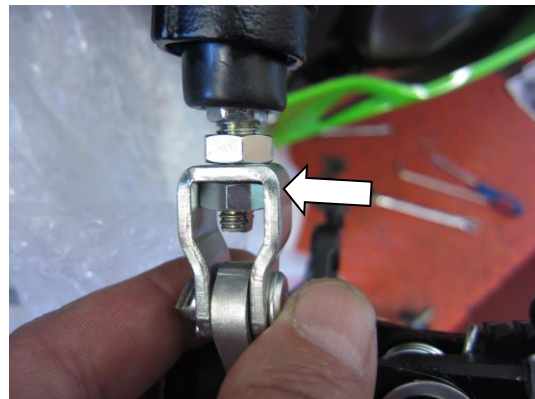
PICTURE 5



PICTURE 6



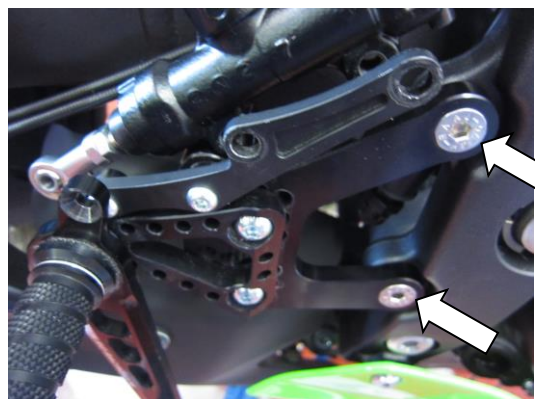
PICTURE 7



PICTURE 8



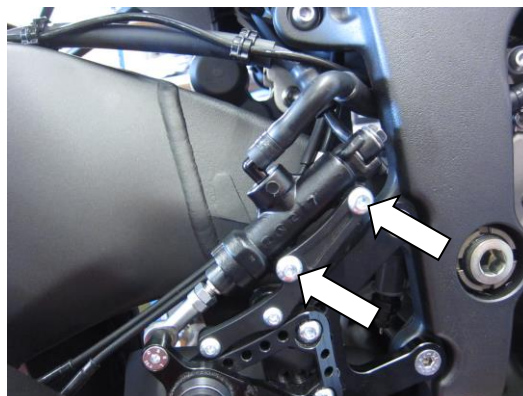
PICTURE 9



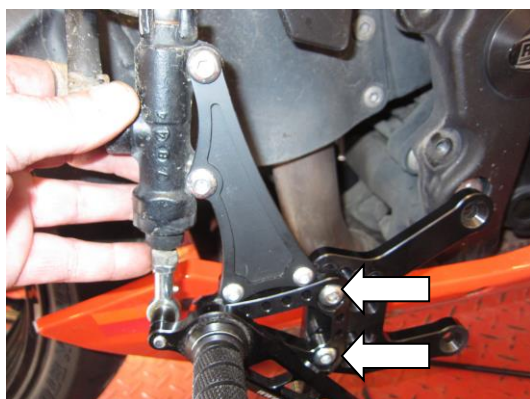
PICTURE 10



PICTURE 11



PICTURE 12



PICTURE 13

THIS PICTURE IS THE 2007-8 MODEL

**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.**

**BRAKE SIDE ON 2009-2013 NON ABS MODELS**

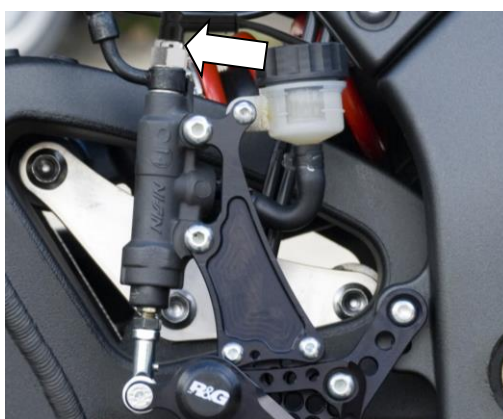
- Undo and remove the two bolts holding the heel guard and master cylinder as arrowed in picture 5.
- Undo and remove the two bolts holding the original footrest to frame while supporting the footrest as shown in picture 6.
- Unclip the spring and remove the original brake light sensor as arrowed in picture 7.
- Disconnect the master cylinder connector arrowed in picture 8 and replace with the female ball joint as shown in picture 9.
- Remove the footpeg and ZX6R '07-'08 lever from the R&G rearset and replace it with the alternative lever (supplied) and reassemble and tighten. (Item #15) (the levers tail should angle downward for '07-'08 and upwards for '09-
- Offer the brake side assembly into position using the two bolts and spacers as shown in picture 10 and secure down.
- Connect the ball joint and brake lever together using the spacer as shown in picture 11 (please ensure to use the nyloc nut to secure).
- Secure the master cylinder using the two bolts as arrowed in picture 12 (please ensure the master cylinder pressure shaft is directly in line with master cylinder as shown in picture 12).



- **PLEASE NOTE FAILURE TO DO THIS MAY RESULT IN BRAKE FAILURE AND/OR JAMMING OF BRAKES.** Ensure the rearsets have the correct bracket for your model of bike – For Kawasaki ZX6R '07-'08 use item #13. For Kawasaki ZX6R '09- use item #9
- Adjust the new rear set for comfort and position using the two bolts and sub plate arrowed in picture 13.
- Tighten all bolts and lock-nuts.
- Please check operation of the brake before riding.

#### **BRAKE SIDE ON 2007-2008 NON ABS MODELS**

- Undo and remove the two bolts holding the heel guard and master cylinder as arrowed in picture 5.
- Undo and remove the two bolts holding the original footrest to frame while supporting the footrest as shown in picture 6.
- Unclip the spring and remove the original brake light sensor as arrowed in picture 7.
- Disconnect the master cylinder connector arrowed in picture 8 and replace with the female ball joint as shown in picture 9.
- Fit the alternative master cylinder mounting bracket (item 13) in place as shown in picture 13.
- Ensure the correct lever is installed for your bike – the lever's tail should angle downward for '07-'08 and upwards for '09-
- Fit the brake assembly into position using the two bolts and spacers as shown in picture 10.
- Connect the ball joint and brake lever together using the spacer as shown in picture 11 (please ensure to use the nyloc nut to secure).
- Secure the master cylinder using the two bolts as arrowed in picture 12 (please ensure the master cylinder pressure shaft is directly in line with master cylinder as shown in picture 12).
- **PLEASE NOTE FAILURE TO DO THIS MAY RESULT IN BRAKE FAILURE AND/OR JAMMING OF BRAKES.** Ensure the rearsets have the correct bracket for your model of bike – For Kawasaki ZX6R '07-'08 use item #13. For Kawasaki ZX6R '09- use item #9
- Adjust the new rear set for comfort and position using the two bolts and sub plate arrowed in picture 13.
- Tighten all bolts and lock-nuts.
- Please check operation of the brake before riding.



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

- Remove the bolt holding the banjo fitting to end of the master cylinder and replace the bolt with the brake light sensor switch (item 6) using the aluminium sealing washers supplied (item 7) as arrowed above. **PLEASE NOTE YOU WILL HAVE TO BLEED THE BRAKING SYSTEM.**
- We recommend cutting the original wiring and using bullet connectors to connect the brake light sensor switch wires to the original wiring.



- Please check operation of brakes and brake light before riding.

**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.**

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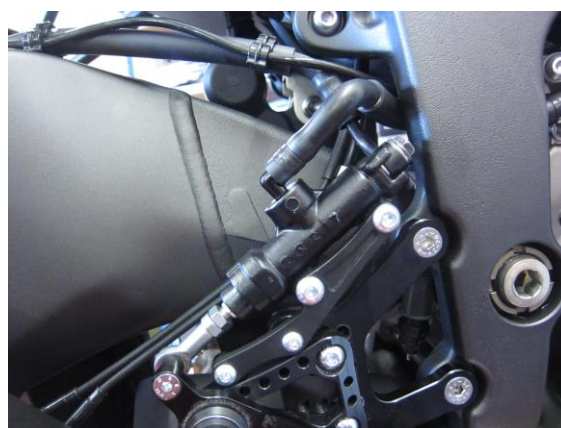
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**Instructions de montage RSET018BK Train arrière ajustable**  
**KAWASAKI ZX6-R (NON ABS) 2007-2013 (Shifter usage route uniquement)**

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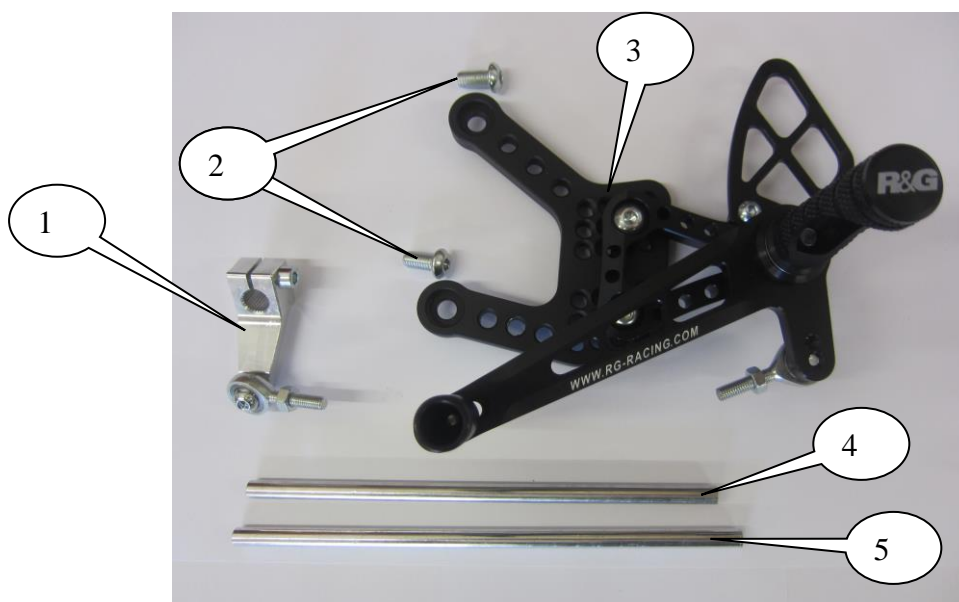


Les photos ci-dessus sont sur les modèles 2009-2013

**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 pièces présentées peuvent n'être que représentatives, afin de faciliter et clarifier les instructions de montage.



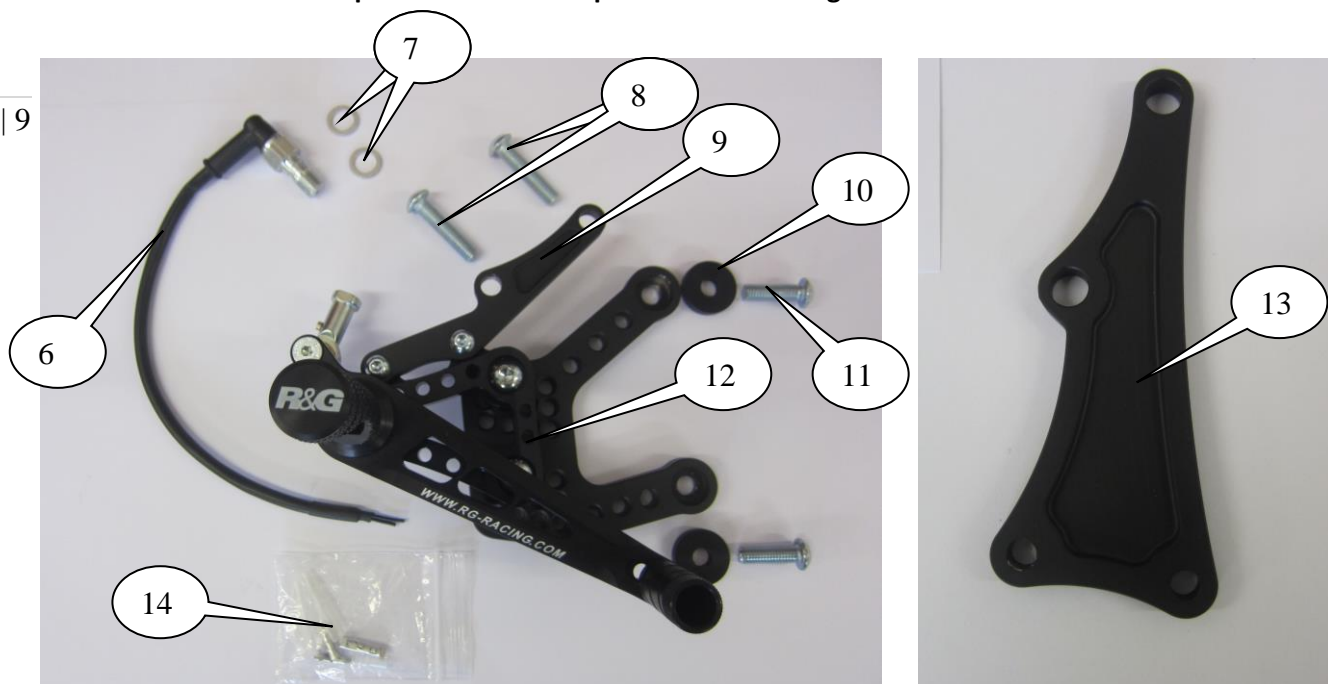
**Coté gauche/COTÉ LEVIER DE VITESSES**





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

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### Coté droit /COTÉ FREIN

#### LEGENDE

- ARTICLE 1= Connecteur boîtier de vitesses avec Rotule M6 Male coté gauche (x1).  
ARTICLE 2= Boulons M8x16m (Boulons principaux coté gauche) (x2).  
ARTICLE 3= Assemblage complet coté gauche avec Rotule M6 Male coté droit (x1).  
ARTICLE 4= Arbre de changement de vitesse (200mm de long) (x1).  
ARTICLE 5= Alternative Arbre de changement de vitesse (215mm de long) (x1).  
ARTICLE 6= Interrupteur de pression de feu stop (x1).  
ARTICLE 7= Rondelles d'étanchéité en aluminium (x2).  
ARTICLE 8= Boulons M8x35mm (Boulons Maître cylindre) (x2).  
ARTICLE 9= Support de fixation Maître cylindre (2009-13 Modèles) (x1).  
ARTICLE 10= Entretoises de fixation (5mm de large) (x1).  
ARTICLE 11= Boulons M8x25mm (Boulons principaux de fixation coté droit) (x2).  
ARTICLE 12= Assemblage coté droit complet avec Rotule M8 Femelle (x1).  
ARTICLE 13= Support de fixation Maître cylindre (2007-8 Modèles) (x1).  
ARTICLE 14= Jeu de billes de connecteurs (CON004) (x1).  
ARTICLE 15= R&G ZX6R '09- LEVIER DE FREIN AVANT. (x1)  
ARTICLE 16= R&G ZX6R '07-'08 LEVIER DE FREIN AVANT. (x1) (PHOTO13)

#### OUTILS REQUIS

- Pinces 10, 11, 12, 13 et 14mm.
- Jeu de clés Allen à 8mm A/F.
- Clé dynamométrique à 20Nm.
  - Pinces électriques



### **Réglages de couple**

M4 Boulon = 8Nm

M5 Boulon = 12Nm

M6 Boulon = 15Nm

M8 Boulon = 20Nm

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PHOTO 1

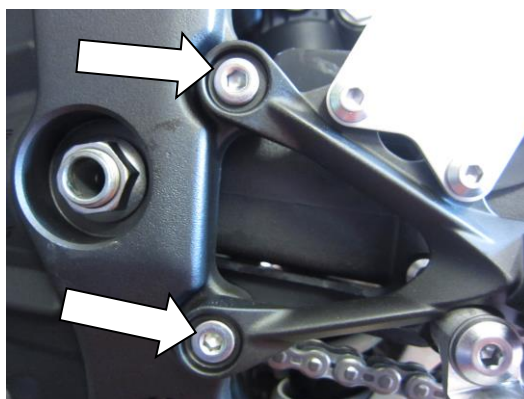


PHOTO 2

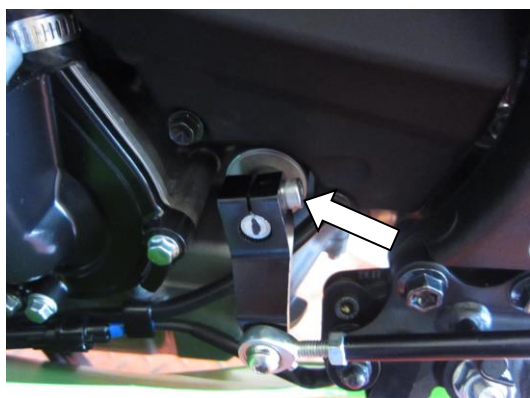


PHOTO 3

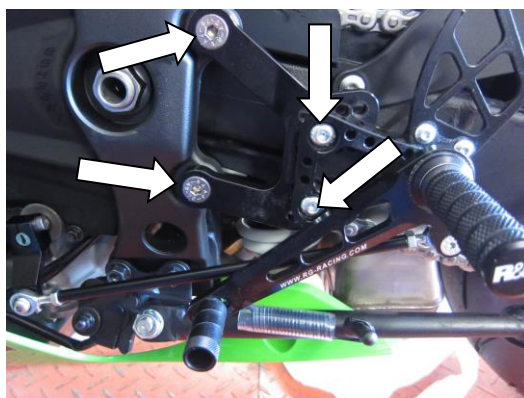


PHOTO 4

### **Coté levier de vitesse :**

- Dévisser et enlever le boulon de levier de vitesse et enlever le levier de changement de vitesse (Marque la position de la ligne de séparation sur l'arbre du boîtier de vitesse pour aider au réassemblage) (Photo 1).
- Enlever les 2 boulons de fixation du repose pied (Photo 2).
- Enlever l'assemblage arrière.
- Installez le nouveau levier de vitesse à l'arbre de boîtier de vitesse (Photo 3)
- Installez le support principal en utilisant les 2 boulons (Photo 4).
- Ajustez la position du repose pied avec 2 boulons dans la sous plaque (Photo 4).
- Utiliser l'un ou l'autre arbre pour ajuster le levier de repose pied pour le confort et pour qu'il soit opérationnel, Veillez à ce que tous les écrous et boulons soient serrés.
- Vérifier que le levier de vitesse fonctionne correctement.

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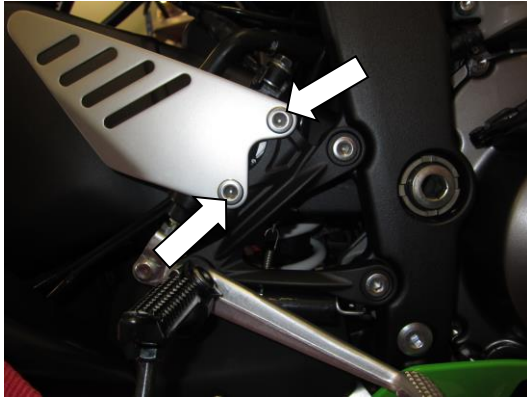


PHOTO 5

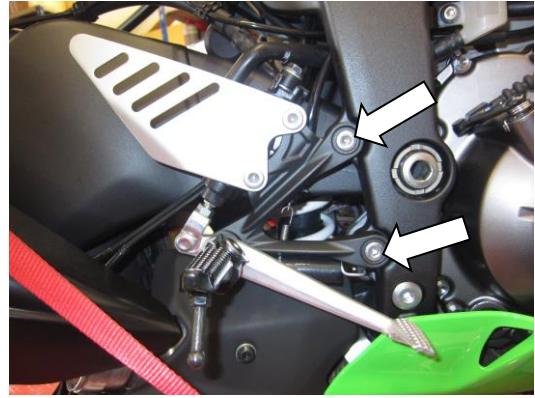


PHOTO 6



PHOTO 7

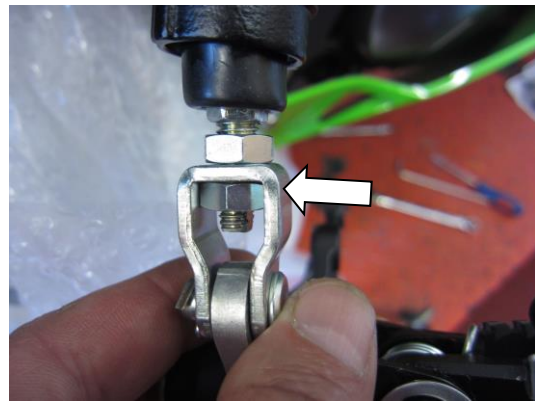


PHOTO 8



PHOTO 9

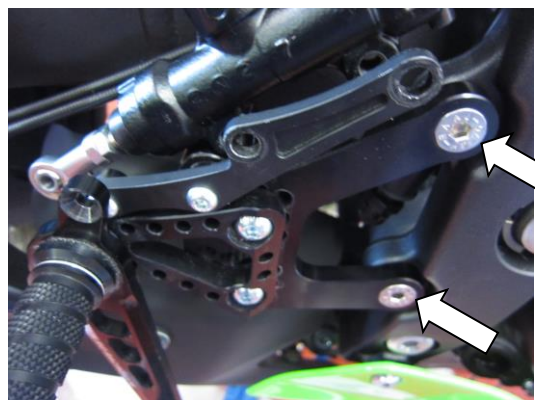


PHOTO 10



PHOTO 11

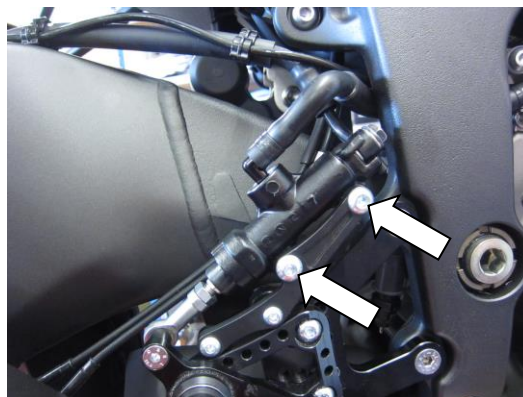


PHOTO 12

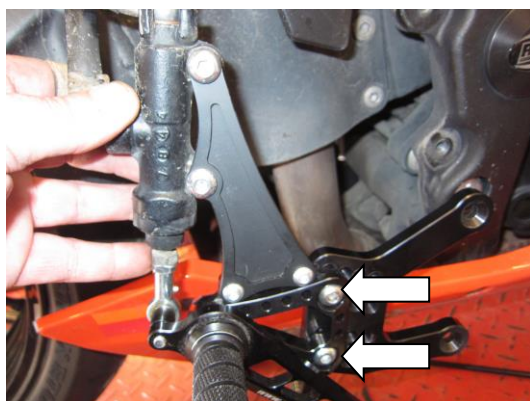


PHOTO 13

PHOTO DU MODELE 2007-8

**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 FREIN SUR LES MODELES 2009-2013 NON ABS**

- Desserrer puis enlever les 2 boulons qui fixent la protection talon et le Maître cylindre (Photo 5).
- Desserrer puis enlever les 2 boulons qui fixent le repose pied d'origine au cadre tout en supportant le repose pied (Photo 6).
- Détacher le ressort et enlever l'interrupteur de feu stop d'origine (Photo 7).
- Déconnecter le connecteur de Maître cylindre (Photo 8) et remplacez le par la rotule femelle (Photo 9).
- Enlever le repose pied et le levier (ZX6R '07-'08) du train arrière R&G et remplacez le par le levier fourni puis serrer. (Article #15). Le support de leviers doit être tourné vers le bas pour les modèles '07-'08 et vers le haut pour les modèles '09-.
- Monter l'assemblage de levier de vitesse en position en utilisant les 2 boulons et entretoises (Photo 10).



- Connecter la rotule et le levier de vitesse à l'aide de l'entretoise (Photo 11) (Veillez à utiliser l'écrou Nyloc pour bloquer).
- Fixer le Maître cylindre avec les 2 boulons fléchés sur la photo 12 (Veiller à ce que l'arbre de pression du maître cylindre soit bien alignée avec le maître (Photo 12).
- **NE PAS MANQUER D'EFFECTUER CETTE TACHE CAR CELA POURRAIT ENTRAINER UNE DEFILLANCE DU FREIN** Veiller à ce que les trains arrière aient le bon support selon votre modèle de moto. Pour la Kawasaki ZX6R '07-'08, utilisez l'article #13. Pour la Kawasaki ZX6R '09- utilisez l'article #9
- Ajuster le nouveau train arrière pour le confort et la bonne position en utilisant les 2 boulons et la sous plaque (Photo 13).
- Serret tous les boulons et écrou de blocage.
- Vérifier que le levier de vitesse fonctionne correctement.

#### **COTE FREIN SUR LES MODELES 2007-2008 NON ABS**

- Desserrer puis enlever les 2 boulons qui fixent la protection talon et le Maître cylindre (Photo 5).
- Desserrer puis enlever les 2 boulons qui fixent le repose pied d'origine au cadre tout en supportant le repose pied (Photo 6).
- Détacher le ressort et enlever l'interrupteur de feu stop d'origine (Photo 7).
- Déconnecter le connecteur de Maître cylindre (Photo 8) et remplacez le par la rotule femelle (Photo 9).
- Monter le support de Maître cylindre alternatif (Article 13) en place (Photo 13).
- Veiller à ce que les trains arrière aient le bon support selon votre modèle de moto – Le support de leviers doit être tourné vers le bas pour les modèles '07-'08 et vers le haut pour les modèles '09-.
- Monter l'assemblage de levier de vitesse en position en utilisant les 2 boulons et entretoises (Photo 10).
- Connecter la rotule et le levier de vitesse à l'aide de l'entretoise (Photo 11) (Veillez à utiliser l'écrou Nyloc pour bloquer).
- Fixer le Maître cylindre avec les 2 boulons fléchés sur la photo 12 (Veiller à ce que l'arbre de pression du maître cylindre soit bien alignée avec le maître (Photo 12).
- **NE PAS MANQUER D'EFFECTUER CETTE TACHE CAR CELA POURRAIT ENTRAINER UNE DEFILLANCE DU FREIN** Veiller à ce que les trains arrière aient le bon support selon votre modèle de moto. Pour la Kawasaki ZX6R '07-'08, utilisez l'article #13. Pour la Kawasaki ZX6R '09- utilisez l'article #9
- Ajuster le nouveau traina arrière pour le confort et la bonne position en utilisant les 2 boulons et la sous plaque (Photo 13).
- Serrer tous les boulons et écrous de blocage.
- Vérifier le fonctionnement des freins et feux stop avant de prendre la route.



#### **Interrupteur de feu stop**

- Enlever le boulon qui fixe le banjo installé à l'extrémité du maître cylindre puis remplacer le boulon par l'interrupteur de feu stop (Article 6) en utilisant les rondelles d'étanchéité en aluminium fournies (Article 7) ) comme indiqué ci-dessus. **Vous devrez purger le système de freinage.**
- Nous vous recommandons de couper le fil d'origine et d'utilisez les connecteurs pour connecter les fils d'interrupteur de feu stop aux fils d'origine.
- Vérifier que les opérations de freinage fonctionnent correctement ainsi que les feux.

**Du fait de la complexité du montage et des risqué inhérents aux opérations sur le système de freinage, nous vous recommandons de faire monter les pièces R&G Racing par un mécanicien qualifié.**

ISSUE 2 05/07/2021 (DM)

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Returns must be pre-authorized (if not pre-authorized 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.