

92787 - FOOTREST PLATES (Updated 20/8/19)

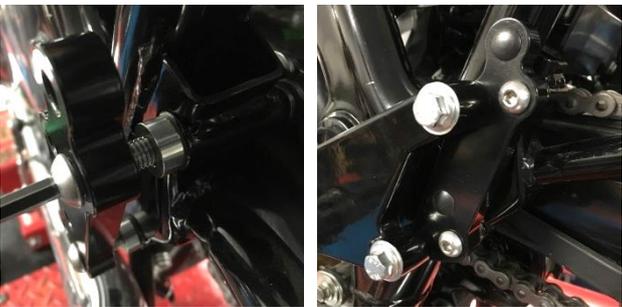
Fitting adaptor plate to gear change side



1. Undo the gear change linkage (10mm nut) and remove the connection from foot gear change lever. Undo foot peg hanger 12mm bolts and remove foot peg hanger.



2. There are four recommended positions on the adjustment plate by using the two different untapped mounting holes and turning the plate over. (There are other positions but care must be taken if using these that the brake and gear lever have full travel and that any associated fittings/pipes are not stressed and cannot be trapped).



3. Choose your preferred position and attach the adjustment plate to the frame using the M8 x 30mm button head screws, (depending on the position you are using, you may need to fit the 15mm wide spacers and longer M8 x 40mm button head screws to give additional clearance). The two

unused plain holes on the adjustment plate can be blanked off with the plastic bungs provided. Attach the original foot peg hanger to the threaded holes in the adjustment plate using the original flanged M8 bolts.



4. To accommodate the width of the adjustment plate you will need to attach the hex spacer to the gear linkage/foot gear change lever. Depending on where you have fixed your new position for the foot peg hanger you may have to re-set your foot gear change lever to your preferred height. The gear lever height will be a personal preference, and this can be achieved, by adjusting the standard link rod. There are 2 extra link rods supplied, one longer and one shorter, either of these can be used if you are nearing the full adjustment of the standard link rod.

Fitting to brake lever side



1. Remove split pin and fulcrum pin from brake lever/brake cylinder joint. Loosen M6 cap head screws and remove brake cylinder guard.



2. Carefully move the brake master cylinder to access the foot peg hanger. Remove the M8 flanged bolts and remove the foot peg hanger. Synchronise the position of the mounting holes on the adjustment plate with the gear change side. Attach the adjustment plate to the frame using the M8 x 30mm button head screws, (depending on the position you

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are using, you may need to fit the 15mm wide spacers and longer M8 x 40mm button head screws to give additional clearance). The two unused plain holes on adjustment plate can be blanked off with the plastic bungs provided.



3. Attach the original foot peg hanger to the threaded holes in the adjustment plate using the original flanged M8 bolts. Reattach the brake master cylinder and guard to the foot peg hanger with the M6 cap head screws.



4. Depending on how the brake pipes were fitted at the factory you may have to carefully loosen the brake pipe nut to allow you to turn the brake pipe to clear the bracket. If this is the case there are spacers and longer cap head screws in the kit so you can still fit the guard.
5. The kit comes supplied with a longer piece of brake hose. This will only be required if the brake hose is under tension after repositioning the new footrest plate, if you find the original hose is tight, just cut the new hose supplied to the required length and replace. Note, the rear brake may require bleeding after fitting the new hose.
6. Reattach the fulcrum pin and split pin to the brake lever/brake cylinder joint. Check movement and clearance of all parts and test operation of brake.