

WOODCRAFT CFMOTORSPORTS
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Triumph Street Triple 05-0508 Rearset Instruction Sheet

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 brake light switches and pedal return springs are not provided. If desired, this kit uses an 03-0100 brake light switch and 07-7125 brake return spring.

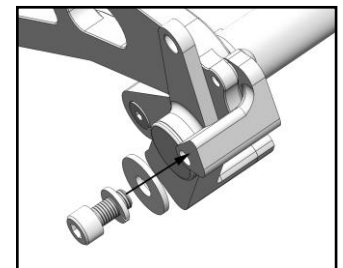
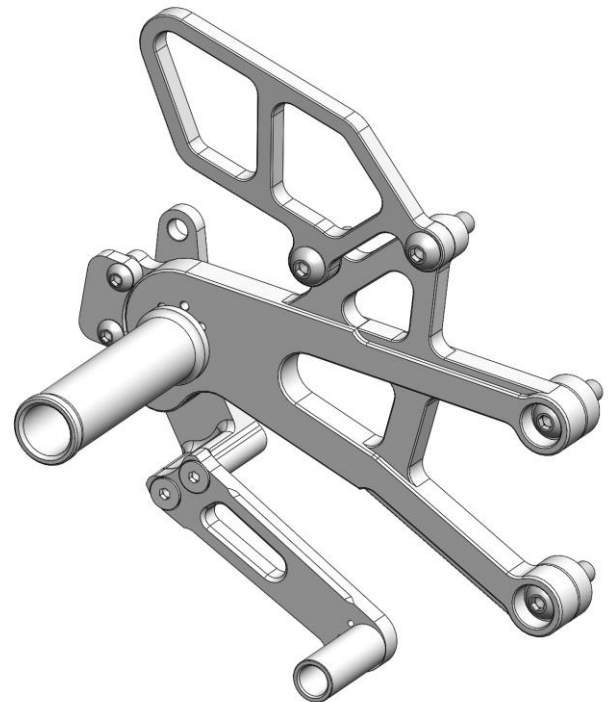
- 1) Remove stock rearsets, footpegs and associated hardware. All components that are re-used in this kit should be cleaned and inspected for damage before re-installation.

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 **10x35mm** FH hardware. Rotate the eccentric to the desired foot position – be sure to put both pegs in the same location. **IMPORTANT** - Secure bolt with threadlocking compound once position is final.
- 2) Assemble the CFM brake pedal. **IMPORTANT** - use a threadlocking compound on **all** bolts.
- 3) Install the brake pedal to the back side of the bracket using the **OEM** hardware. Be sure to generously apply quality waterproof grease to the sliding surface of the bolt to ensure smooth lever operation. **IMPORTANT** - Secure bolt with threadlocking compound.
- 4) Bolt the master cylinder and stock heel guard (billet heel guard is optional) in place using the OEM hardware. Attach the master cylinder clevice to the brake pedal. Adjust lever height as desired.
- 5) Bolt the brake bracket assembly to the frame using the **8x30mm** BH bolts supplied, placing the included spacers between the bracket and the frame.
- 6) Loosely bolt the exhaust pipe mount to the rear of the bracket using the included **6x12mm** BH hardware.
- 7) Bolt the muffler to the exhaust mount bracket using the included 8mm bolt, lock washer and flat washers. The washers go on the inside of the motorcycle and the muffler sits between the large flat washer and the pipe mount bracket. **SEE INSET PHOTO.**
- 8) Torque the bolt to OEM specifications. Finally, tighten the 6mm bolts that mount the pipe mount to the rearset bracket. **IMPORTANT** - Secure these bolts with threadlocking compound.



Shifter Side Assembly Installation

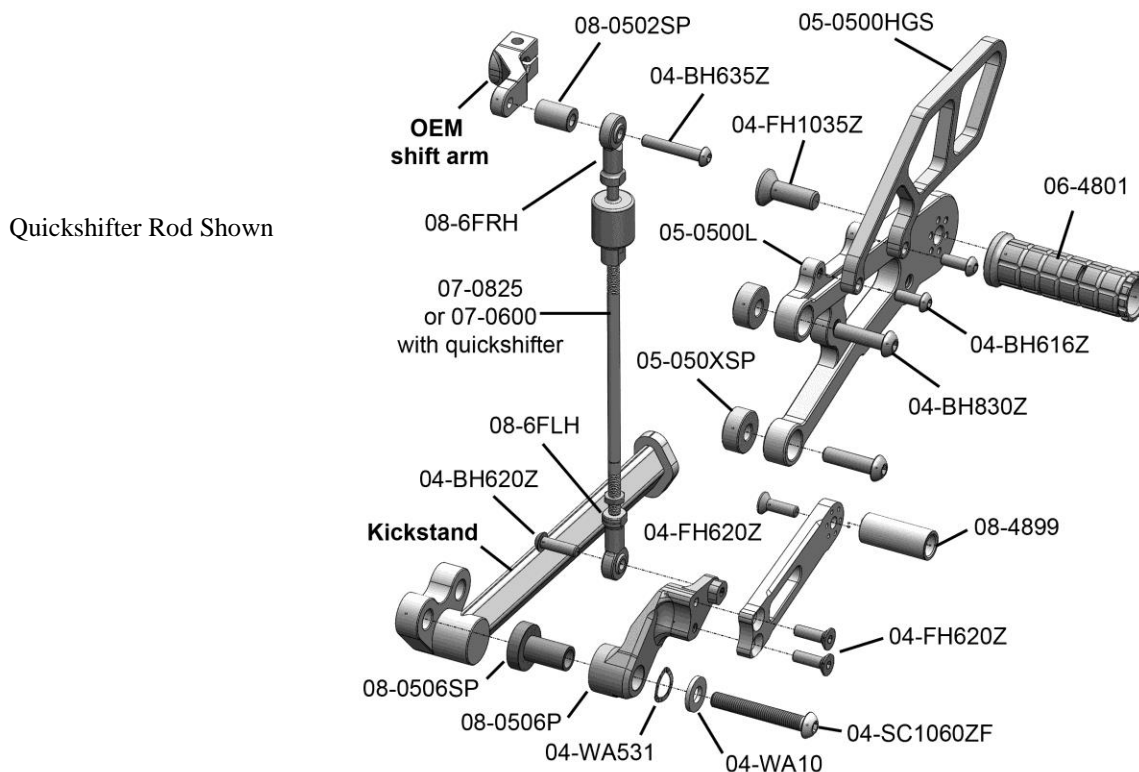
- 1) Bolt the CFM footpeg to the bracket using the included **10x35mm** FH hardware. Rotate the eccentric to the desired foot position – be sure to put both pegs in the same location. **IMPORTANT** - Secure bolt with threadlocking compound.
- 2) Attach the heel guard to the bracket using the included **6x16mm** BH hardware. **IMPORTANT** - Secure bolts with thread locking compound.

GP Shift

1. Assemble the CFM shift pedal using a threadlocking compound on all bolts except the tip, as this will be completed in step six. Bolt the heim joint to the pedal. **IMPORTANT** - Secure this bolt with threadlocking compound.
2. Secure the CFM lever to the bracket using the supplied **10x60mm** BH bolt, spacer sleeve and washers. Be sure to generously apply quality waterproof grease to the sliding surface of the spacer to ensure smooth lever operation. **IMPORTANT** - Secure the bolt with threadlocking compound.
3. Bolt the shift bracket assembly to the frame with supplied **8x30mm** BH bolts, placing the included spacers between the bracket and the frame.
4. Install the CFM shift rod (use the locknuts from the **OEM rod**). Bring the pedal to the desired height and lock in place.
5. Remove the heim joint from the **OEM shift arm** (the spline piece on the transmission shaft).
6. Rotate the upper shift arm on to the shift spline roughly to 8 o'clock and secure the heim joint to the arm using the supplied **6x35mm** BH hardware, placing the included spacer between the arm and the heim joint. **IMPORTANT** - the shift rod should make roughly a 90 degree angle with both the upper shift arm and shift pedal.
7. Adjust the lever tip and shift rod to the position where the distance from the peg to the lever tip is most comfortable and then secure the tip with threadlocking compound. Be sure to lock the shift rod in place using both lock nuts.

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 PROFESSIONAL TECHNICIAN.**