

WOODCRAFT CFMOTORSPORTS

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05-4131/3 Kawasaki Ninja 250/300 Rearset Instruction Sheet – Racing Use Only

Thank you for selecting CFMOTORSPORTS rearsets. 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 are not provided with the kit.

- 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.

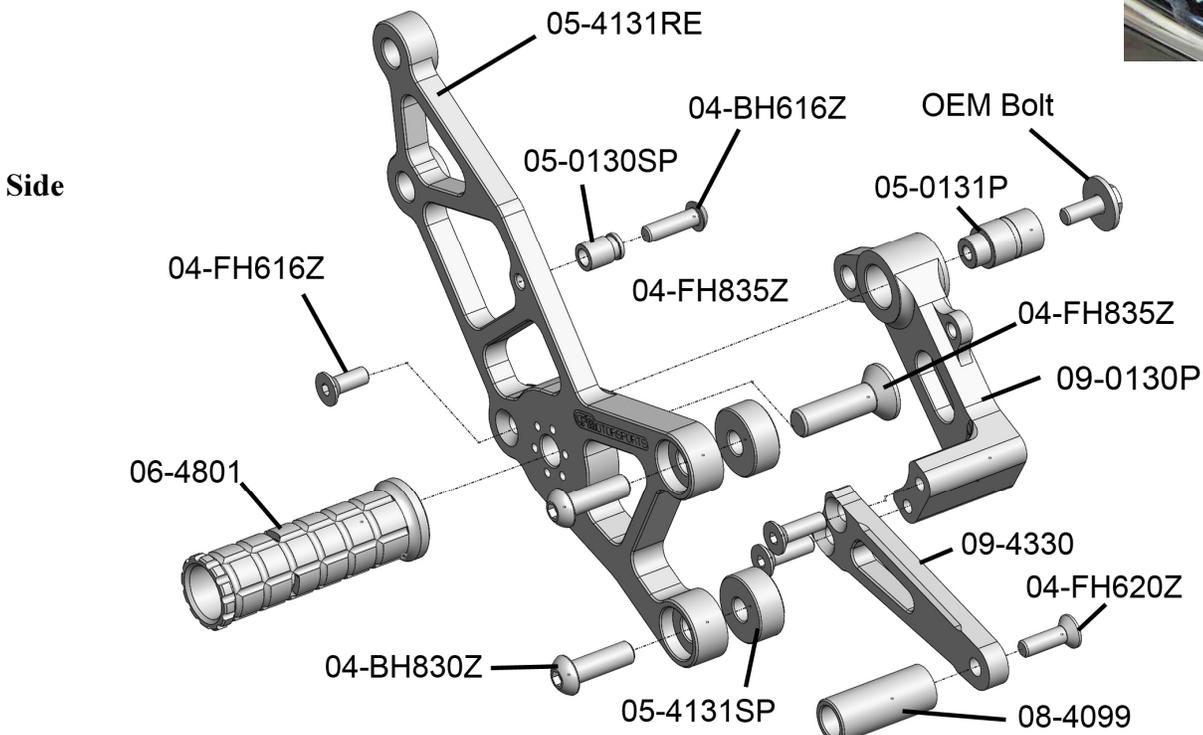
IMPORTANT

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

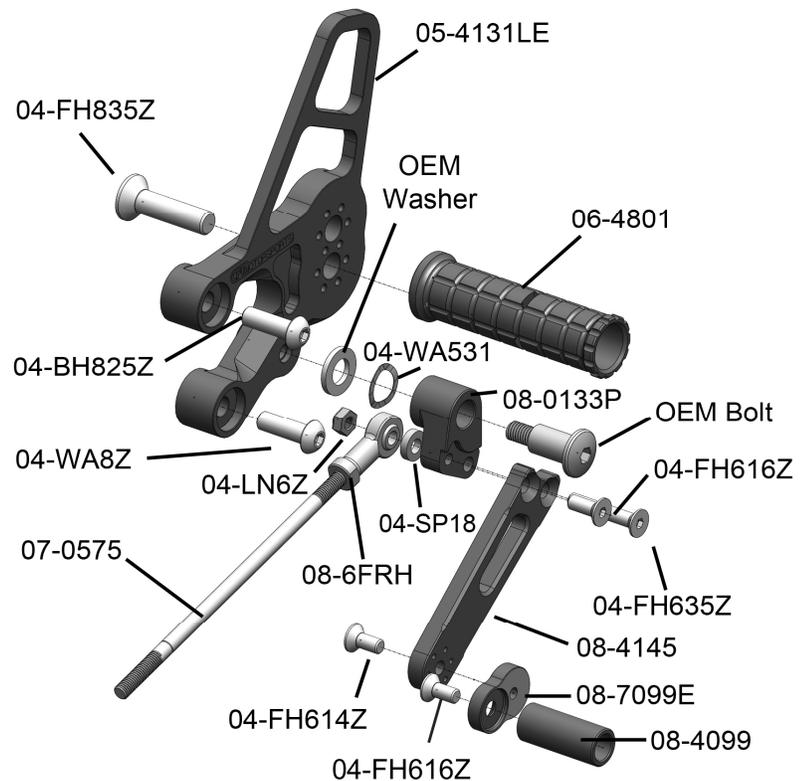
- 1) Bolt the CFM footpeg to the bracket using the included 10mm hardware. **IMPORTANT** - Secure with LOCTITE.
- 2) Attach the CFM brake pin to the back of the bracket. Assemble the CFM brake pedal. **IMPORTANT** - Secure all bolts with LOCTITE. Attach the brake pedal to the pin using the stock bolt washer. Be sure to apply quality waterproof grease to the surface of the pin. **IMPORTANT** - Secure bolt with LOCTITE.
- 3) Bolt the master cylinder to the bracket using the OEM bolts. Attach the master cylinder to the brake pedal using the stock hardware and adjust the stock brake pedal to your desired height.
- 4) Attach the 6mm bolt and 05-0130SP spacer (see diagram) to the backside of the bracket and attach the rear brake spring.
- 5) Bolt the brake bracket assembly to the frame using the supplied hardware, placing the two spacers (05-4131SP) between the bracket and the frame.

NOTE: Ninja 300 with OEM pipe. The brake side bracket will sit very close to the OEM pipe and the stock heat shield will require clearance cuts for rearset fitment.



Assembly Installation

- 1) Bolt the CFM footpeg to the bracket using the included 10mm hardware. **IMPORTANT** - Secure bolt with LOCTITE.
- 2) Assemble the CFM shift pedal (see right for Ninja 300, below for Ninja 250). **IMPORTANT** - Secure bolts with LOCTITE. Attach the heim joint to the pedal using the extra threads from the lower shaft mounting bolt and secure with the 6mm lock nut. Be sure to place the spacer between the heim joint and the pivot
- 3) Attach the shift lever to the bracket using the stock shift pivot bolt and washer. **Ninja 300 only**, there is a wave washer that goes between the shift pivot and the OEM washer. Be sure to apply quality waterproof grease to the sliding surface of the bolt to ensure smooth lever operation. **IMPORTANT** - Secure OEM bolt with LOCTITE. The order of the parts from outside in is the OEM shift pivot bolt, the CFM shift pedal, the OEM washer, then the bracket.
- 4) Bring the pedal to the desired height using a combination of the OEM shift rod and the eccentric 08-7099E plate. Be sure to lock the shift rod in place with the shift rod nuts.
- 5) Bolt the shifter side assembly to the frame using the supplied hardware.

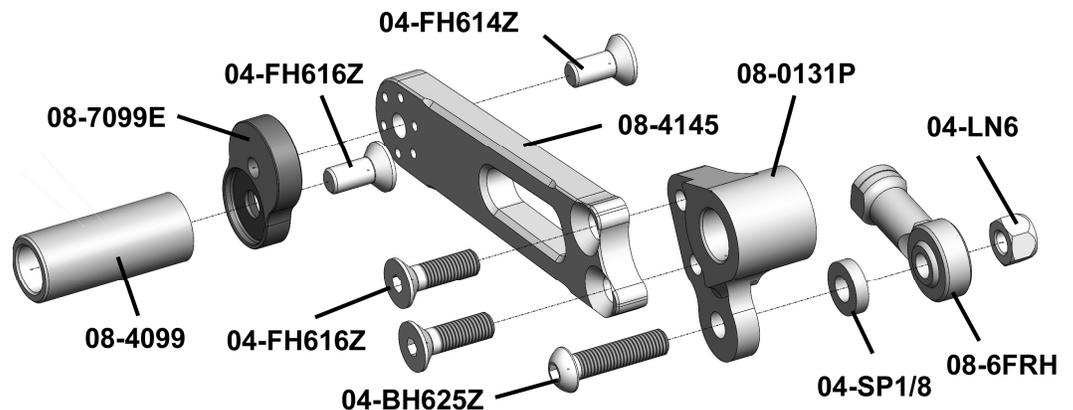


BE SURE THAT ALL COMPONENTS OPERATE AND RETURN FREELY BEFORE USE

If you have any questions regarding installation, please feel free to contact us.

Ninja 250 owners:

Note: Assembly at top right shows the Ninja 300 shift assembly. The Ninja 250 shifter assembly is shown at the right.



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 the 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