WOODCRAFT CFMOTORSPORTS
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Triumph 675 2013 Rearset Instruction Sheet – Racing Use Only

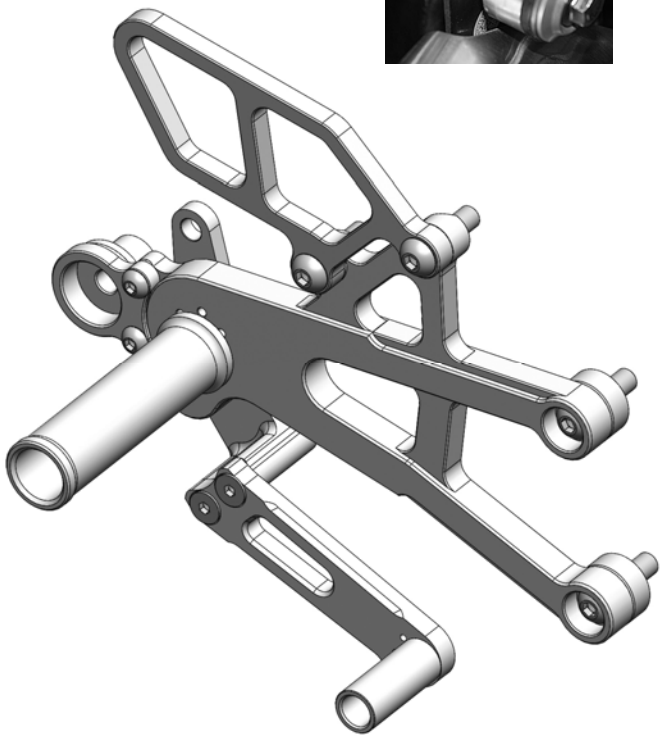
Thank you for selecting CFMotorsports rearsets. The components you have just purchased for your motorcycle are designed to improve the ground clearance, crash worthiness and overall good looks of your motorcycle. Please note that these components are intended and approved for **racing use only**. As 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 heel guard in place using the included **8x30mm** BH 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) There is a stepped spacer that goes between the bracket and the exhaust mount. Orient this bracket so that the portion with the small diameter is facing IN (towards the exhaust). The exhaust is mounted using the **OEM** mounting bolt/washer and ONE of the two identical rubber dampers from the **OEM** rearset 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 threadlocking compound.

Standard Shift

1. Assemble the CFM shift pedal using a threadlocking compound on all bolts except the tip, this will be done in step 5. Bolt the hiem joint to the pedal. Note: For standard shift (0502 & 0504 kits), the hiem joint on the pedal is right hand thread.
2. Attach the CFM shift lever to 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 the bolt with threadlocking compound.
3. Bolt the shift bracket assembly to the frame using the **8x30mm** BH hardware supplied, placing the included spacers between the bracket and the frame.
4. Install the CFM shift rod (use two locknuts from the OEM rod). Bring the pedal to the desired height and lock in place. "R" model owners, the quickshifter remains in the same location as stock.
5. Adjust the lever tip to a comfortable position and then secure the tip with threadlocking compound. The shift rod should be oriented approximately 90 degrees to the shift pedal where it connects to the hiem joint.

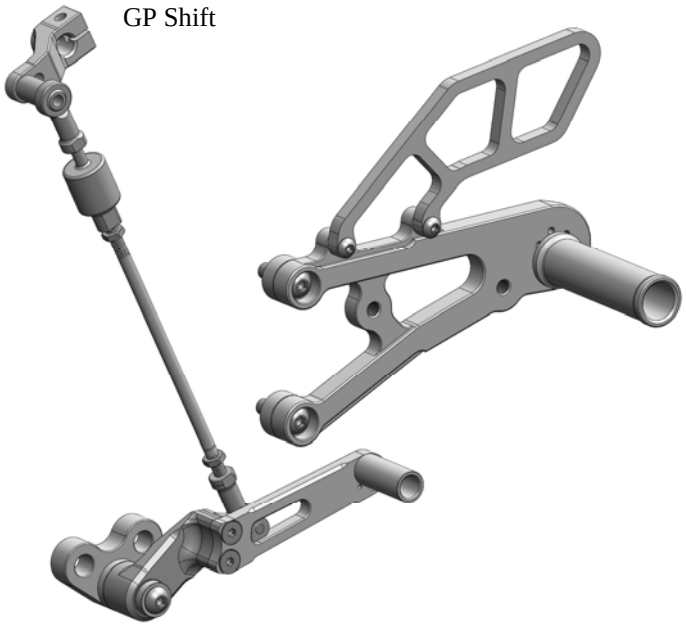
GP Shift

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 hiem joint to the pedal. IMPORTANT - Secure this bolt with threadlocking compound.
2. Remove the side stand. Attach the CFM lever mount bracket to the frame using the **OEM** side stand bolts. Secure the CFM lever to the bracket using the supplied **8x45mm** BH bolt, spacer sleeve and wave washer. 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 hiem 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 hiem joint to the arm using the supplied **6x35mm** BH hardware, placing the included spacer between the arm and the hiem joint. "R" model owners, install the **OEM quickshifter** and CFM shift rod as shown in the photo below. **IMPORTANT** - the shift rod should make roughly a 90 degree angle with both the upper shift arm and shift pedal. **NOTE**: "R" model owners, secure the wires for the quickshifter with zip ties so they are out of the way of moving parts.
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.

GP Shift



Standard Shift