MotoBits
Precision motorcycle parts

This footpeg relocator kit will add considerable comfort to your Guzzi. The footpegs are moved forward by 45mm and down by 30mm for a more relaxed riding position.

They will work with any Sport or LeMans chassis with the new generation transmission. The shift linkage **will not** work on the older transmission although other parts will.

All replacement parts are available separately through MotoBits.com.

Disclaimer:
These rearsets are not sold by MotoBits with the intention of breaking any laws or regulations. Check with local laws and racing regulations before installing.

These parts are designed and sold with the intent of closed-course use. MotoBits assumes no liability for their use or misuse. Use at your own risk.

The purchase of any MotoBits product releases MotoBits of all liabilities pertaining to the use of MotoBits products and parts.

Read all instructions before picking up tools.

General info:

-Professional installation is recommended!-

Be aware that the footpegs are non-folding, and can adversely affect handling if they contact the ground during cornering.

Be very careful with routing of all hoses and wiring, especially the rear brake hose. It is best to replace with a built-to-length hose to get optimal routing.

Use threadlocker on all bolts/screws. Recommended product is Permatex #242.

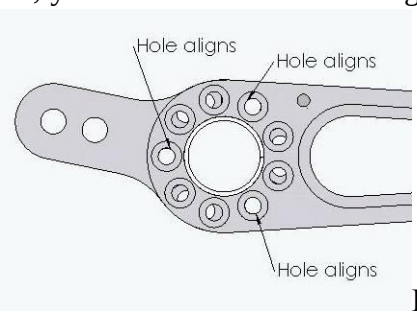
Do not overtighten the footpeg bolt. This can cause expansion in the footpeg, binding the lever assembly.

The lever contains a permanently lubricated bushing. No lube is needed. The rod-end bearings included are also permanently lubricated, but a bit of oil or chain-lube on these once in a while will prevent squeaks that may occur.

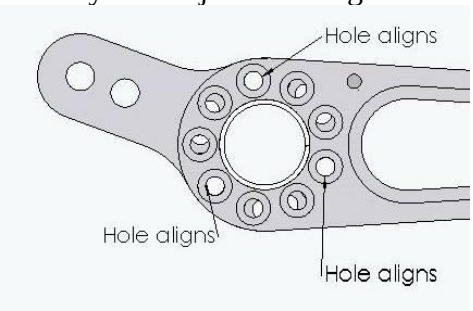
When using adjustable linkage rod, always make sure that you have at least 10mm of thread engaged at all joints. Anything less may cause failure. There should be plenty of adjustment even with this requirement.

Lever assembly
The levers come in a position that is known to work. No adjustment is needed unless you want to play with different lever angles.

You will notice that the lever and the lever collar have a different number of holes. This is to provide a vernier adjustment. Put both on a footpeg and hold the lever stationary. As you rotate the lever collar clockwise, you can see that the hole alignment moves clockwise at a very fine adjustment angle.



Rotate collar clockwise…



Three equally-distant holes will always align. Use the provided capscrews in the three aligned holes.

Collar can be flipped over to better align brake actuator rod, or provide clearance for shift lever and rod. You can also bolt the shift rod to either side of the collar, giving quite a few possibilities.

When setting up the shifter side, be aware that there are a lot of possibilities for changing the geometry of your shifting. Start out with the arm on the lever parallel to the engine's shift arm, and the rod at 90 degrees to both. Then you can play games with the angles later to change force/distance on upshift and downshift.

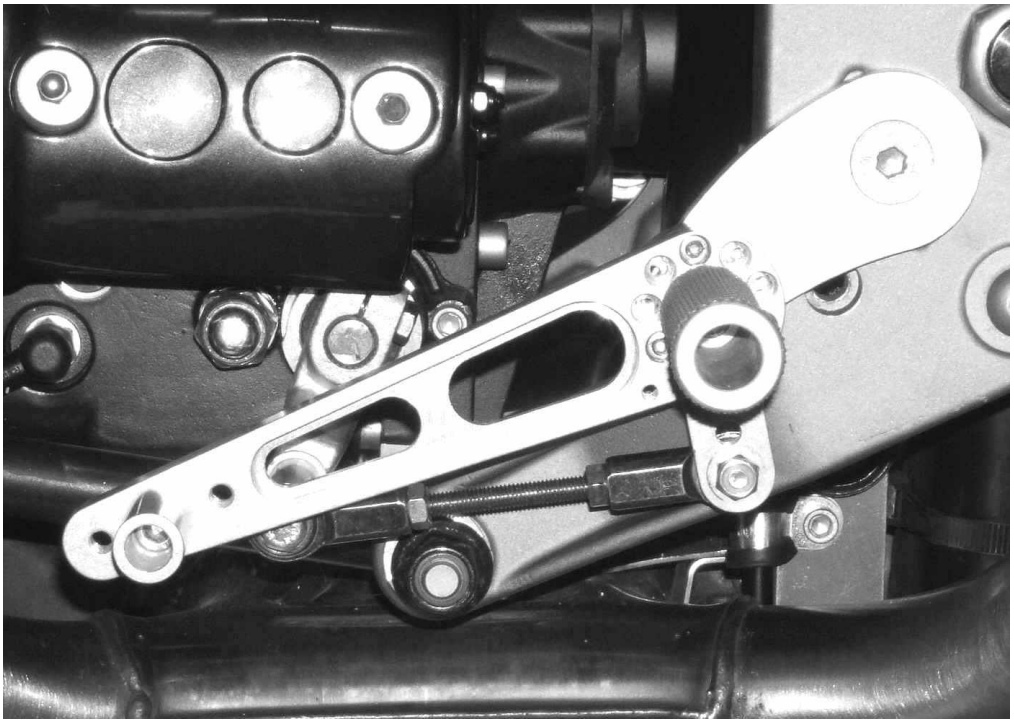
A note on geometry
The foot works better pushing down than pulling up. So setting up the shifter linkage is most important for the pulling up on the lever. Try to get the rod and lever arms at 90 degrees to each other when the shifter is loaded (the tight spot just before popping into gear) in the up position.

This geometry can also be adjusted to get different throws and forces in the up or down shift. You can do this without changing the lever position by adjusting the angle of the lever and collar once you find a comfortable lever position.

Polishing and appearance
Parts are not anodised, so no chemical etching is needed. The footpeg IS anodised, so don't try polishing it.

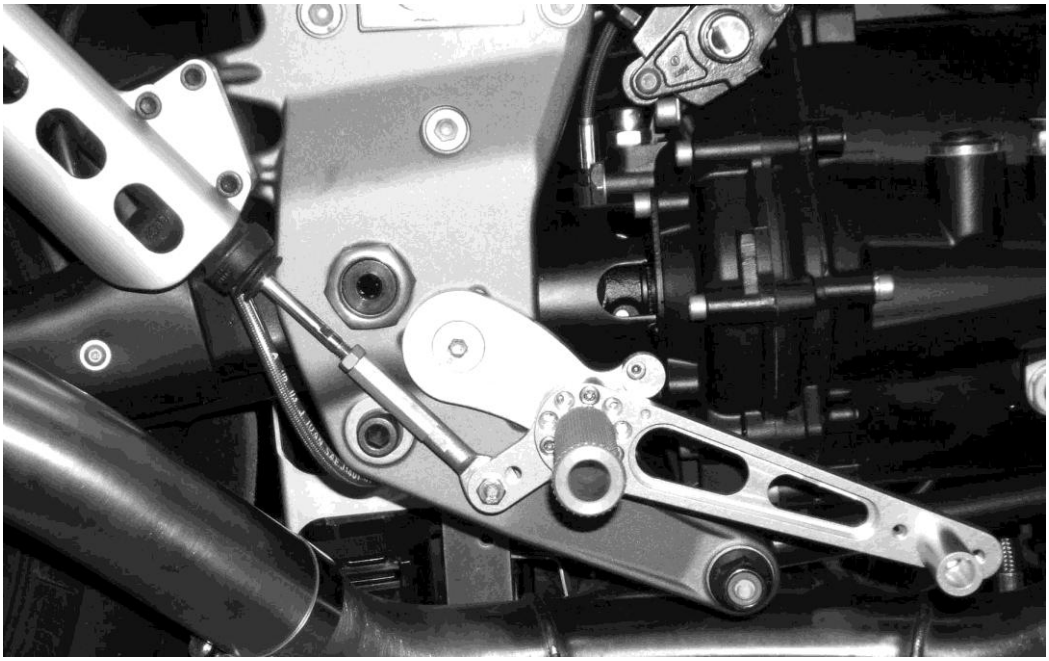
Step-by-step instructions
The product is packaged so that the left-side components are in one bag, and the right side are in another.

Left side:



1. Remove the stock footpeg. Start by removing the circlip from the peg pivot pin, and push the pin out. Be ready to catch the spring. Reach in from behind with a 17mm wrench or socket to loosen the nut, do not try to loosen by turning the head of the screw, it has a lot of friction in the countersink. Save this screw and nut combination to mount the new hardware.
2. Remove the shift lever by removing the pivot screw. There is a nut on the end, remove this and pull the (very long) screw out of the cast frame plate.
3. Loosen the two bolts holding the starter and push the starter out of the way a bit. Remove the pinch bolt holding the shift arm to the shift shaft. The whole assembly with the shift lever can now be removed.
4. Remove the screw holding the shift arm to the linkage. You will need the shift arm but not the rest.
5. Put the shift arm on the shift shaft so the arm sticks out instead of in. The arm should be at about the 7 o'clock position (see photo). Tighten the pinchbolt.
6. Insert the 65mm capscrew thru one end of the linkage, and then thru the spacer provided. This is then attached to the shift arm with the locknut behind the arm.
7. Assemble the footpeg assembly by inserting the peg thru the shift lever, and screwing it to the small end of the support plate. Don't tighten it all up yet, until you have sat on the bike and decided on what lever angle is comfortable for you.
8. Use the stock flathead screw and nut you saved from step one to attach the support plate to the frame casting in the same place as the stock footpeg. Align the plate so the trench in it will 'grab' around the boss in the frame casting. This keeps the peg from rotating.
9. Insert the 20mm button-head capscrew thru the backside of the other end of the linkage rod, and then thru the back of the shift lever arm's furthest hole and use the locknut to secure.

Right side:



1. Remove the stock footpeg as before.
2. Remove the brake lever, stop cam, and the two screws holding the master cylinder.
3. Assemble the footpeg assembly by inserting the peg thru the brake lever, and screwing it to the small end of the support plate. Don't tighten it all up yet, until you have sat on the bike and decided on what lever angle you want.
4. Use the stock flathead screw and nut you saved from step one to attach the support plate to the frame casting in the same place as the stock footpeg. Align the plate so the trench in it will 'grab' around the boss in the frame casting. This keeps the peg from rotating.
5. Using the provided spacer, remount the master cylinder. The threaded hole in the spacer is to the rear, and the pointy end down. The long screw goes thru the lower master cylinder mount hole, then thru the spacer, and into the threaded frame casting. One of the 24mm capscrews mounts the master cylinder to the spacer, and the other mounts the spacer to the threaded frame casting.
6. Assemble the brake plunger by disassembling the stock one and adding the hexagonal spacer. The stud inside the spacer should be screwed into the stock bearing, and then tighten the hexagonal spacer to the stud. The stock plunger rod is then screwed into the spacer.
7. Secure the plunger rod assembly to the inside of the brake lever arm's furthest hole using the supplied 20mm capscrew and locknut.
8. Remove the stop cam and lift the brake lever enough to insert the plunger rod into the brake. Replace the stop cam and use it to make sure the lever cannot lift enough to allow the plunger rod to fall out. Make sure there is some freeplay in the plunger though, so the brake is not being activated at rest.

Final:

1. Remount the starter.
2. Secure the toepieces to the levers. There are three positions to choose from to fit your foot size.
3. Try out the setup by sitting on the bike and getting the feel for the positions of the levers.
4. Adjust as needed by rotating the levers or adjusting the lengths of the linkage or plunger rod.
5. Secure all screws with threadlocker and tighten to correct torques.

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