

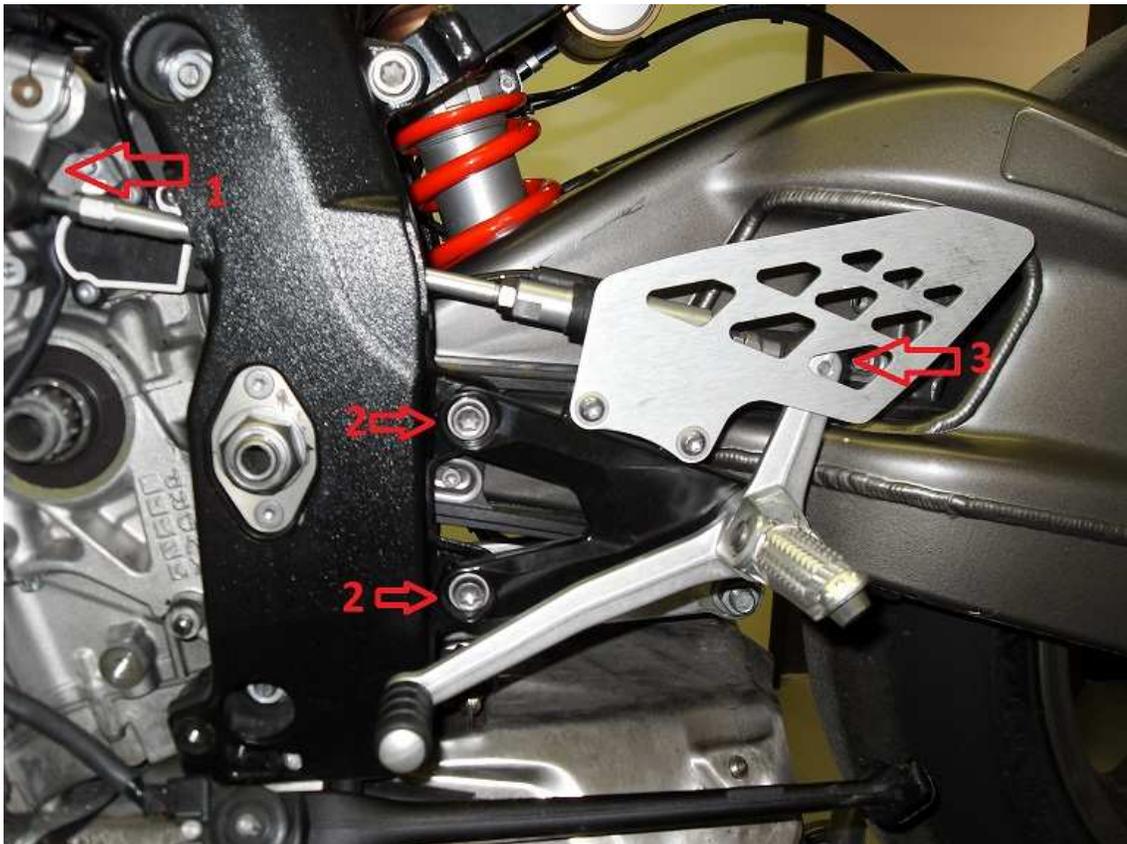
## BMW S1000RR

### Attack Performance Foot Control installation Guide

All Attack Performance products are intended for closed course use only. They are not designed or intended for use on public roads. Installation should only be attempted by a certified motorcycle mechanic.

#### Left Side-

1. Loosen and remove bolt attaching stock shift shaft to transmission output shaft. (1)
2. Loosen and remove the stock main bracket bolts. (2)
3. Pull and rotate stock foot control assembly back. Remove shift shaft bolt from the back side. (3)

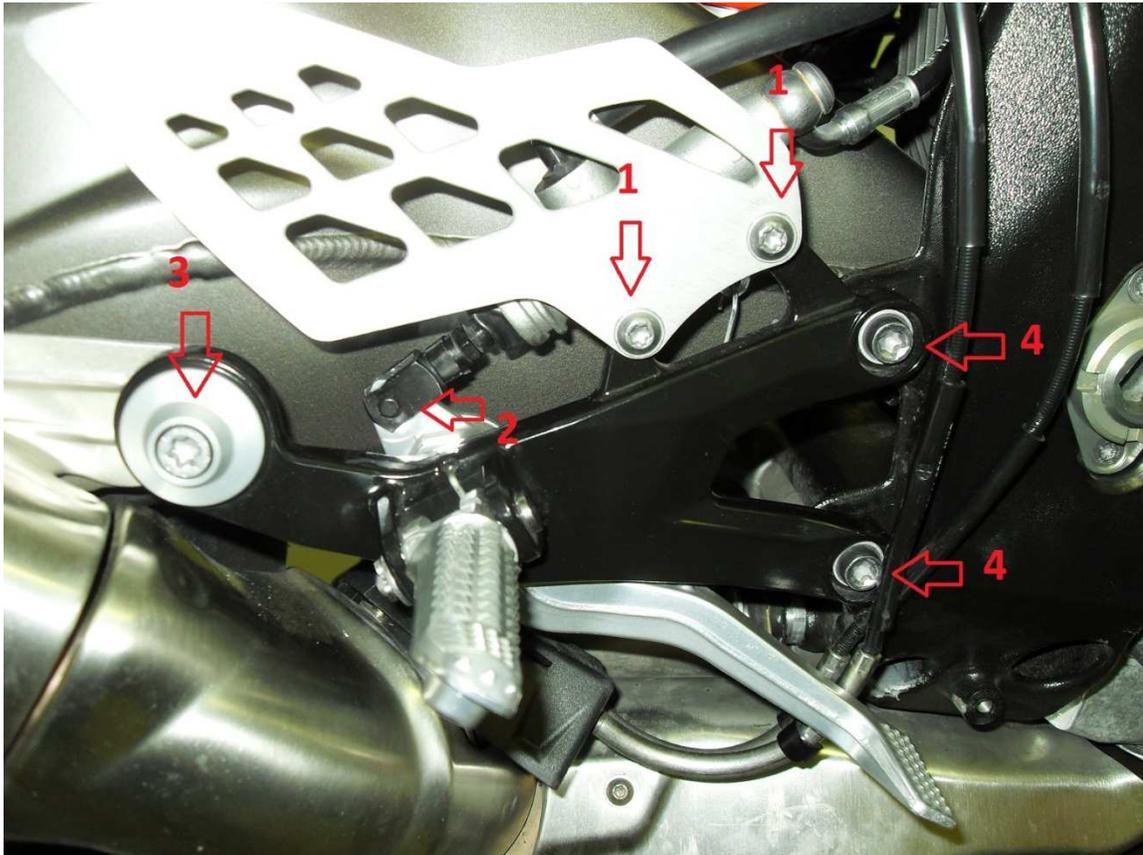


4. Using the stock bolt attach shift shaft to the back side of the Attack shift bell crank arm. The second hole from the top is the stock location. Moving the shift shaft to the upper hole will make shifting action shorter and more sensitive. Moving the shift shaft to a lower position will make the shift action longer and less sensitive.

5. Attach the Attack main bracket assembly to the frame with the stock bolts. Apply medium thread lock and torque to 22 Nm/16.23 ft lbs.
6. Re-attach shift shaft at output shaft with stock bolt and hardware.

#### Right Side-

1. Remove stock rear brake master cylinder bolts (1) and remove clevis pin (2). Move the brake master cylinder away from foot control assembly taking care not to scratch the swing arm or frame.
2. Remove exhaust bracket bolt and nut (3).
3. Remove the stock main bracket bolts (4). Lift assembly away from motorcycle and disconnect rear brake light switch. There are no provisions for a rear brake light with the Attack Performance rearsets. You will need to stow the brake light switch lead. You can do this by using a cable tie and attaching to another part of the motorcycle. Or you may purchase a separate rear brake pressure sensing banjo bolt if you wish to retain rear brake light function.
4. Remove exhaust grommet from exhaust bracket on stock unit. This will be used on the Attack unit along with the washers, bolts, and nuts.



5. Install stock exhaust grommet on Attack exhaust bracket.
6. Attack rear brake master cylinder using supplied 6mm X 30mm bolts and nuts.
7. Attach master cylinder to Attack Brake lever using the stock clevis pin and retaining clip.

**(If you are using an aftermarket exhaust that does not require the exhaust bracket on the rearset assembly, simply remove the exhaust bracket by removing the two counter sunk 6mm bolts.)**

8. Attack Attack main bracket assembly to frame using stock bolts, apply medium thread lock and torque to 22 Nm/16.23 ft lbs.
9. Attach exhaust to exhaust bracket using stock hardware.

### **Adjusting Foot Peg Location-**

Standard foot peg location is all the way forward and down on the Attack Rearsets. They are shipped one up and one back from this location. Simply remove the two 8mm bolts from the peg holder and re-attach in any desired location. In addition you may adjust lower than stock by flipping the peg holders from right to left.

### **Adjusting Toe Pedal Height-**

The shift lever can be raised and lowered by adjusting the length of the stock shift shaft. The bell crank turnbuckle on the rear of the Attack rearsets should never be adjusted. They are set to the proper length at Attack.

The brake lever can be adjusted by screwing the rear brake master cylinder clevis in or out. It is very important that the brake stop on the Attack Rearset should also be adjusted accordingly so the shaft does not fall out of the brake master cylinder. **However always insure that the rear wheel spins freely on rear stand when no rear brake is applied!!!!**

### **Adjusting Lever Lengths-**

Adjust brake and shift lever lengths to desired locations by simply loosening the two 6mm bolts and sliding the pedals forward or back. Re-tighten with medium thread lock to - 90 dNm/6.64 ft lbs.

### **Reversing Shift Pattern-**

To reverse shift patter remove 6mm bolt from upper bell crank and re-install in the opposite location with medium thread lock to - 90 dNm/6.64 ft lbs. The rearsets are set up from Attack in a standard

shift pattern. You should never remove the turnbuckle from the shift lever bell crank, only the upper bell crank that attaches to the shift shaft. Do not attempt to adjust the length of the turnbuckle.

**Recommended torque settings for rearsset hardware-**

8mm screws- 22 Nm/16.23 ft lbs

6mm screws- 90 dNm/6.64 ft lbs

6mm foot peg pinch screws with grease-110dNm/8.1 ft lbs

6mm button head heel guard screws- 80 dNm/5.9 ft lbs

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