USE BLUE LOCTITE ON ALL MOUNTING BOLTS!

FOR OFF ROAD/RACE USE ONLY!

TOOL REQUIRED:
- 4mm hex key
- 5mm hex key
- 6mm hex key
- 8mm end wrench (optional)
  to remove gear shift arm for reverse shifting*
- 10mm end wrench (for jam nuts)
- 12mm end wrench (for clevis jam nut)
- 3/8” end wrench (for new shift rod)
- 14mm/17mm/22mm sockets and ratchet
- needle-nose pliers (for cotter pin)
- Loctite (blue #242)
- anti-seize lubricant

TORQUE SPECS AND INFO:
- M10x1.5 – 55ft-lb (660in-lb)
- M8x1.25 – 20ft-lb (240in-lb)
- M6x1.0 – 13ft-lb (156in-lb)
- M5x0.8 – 5ft-lb (60in-lb)

OEM height set at the lowest forward mounting hole with the foot peg set at the zero position.

THIS PRODUCT TO BE INSTALLED BY A CERTIFIED TECH*

1. Remove the wire clip retaining the socket portion of the shift rod end’s joint to the ball on the gear change arm. (hint: rotate the clip away from the shift rod, then slide it out)
2. Pull the socket portion of the ball & socket joint, off of the gear shift arm’s ball.
3. Remove the stock footrest assemblies from both sides of the bike.
4. Unscrew the ball from the gear change arm.
5. Remove the 8mm pinch bolt from the gear change arm and slide it off the shift shaft.
6. Thread the new shift rod onto the upper heim joint. (leave jam nuts loose)
7. Remove the engine mount bolt’s 15mm nut (right side of the bike, lowest engine mounting point).
8. Remove the mount bolt and reinstall on the opposite side with the included washer underneath the bolt head.
9. Install DRP-051S (shifter standoff) on the end of the engine mount bolt, on the left side of the bike.
10. Install the gear change arm onto the shifter shaft with it oriented so that the arm points towards the rear of the bike, horizontal. Install the pinch bolt and tighten.
11. Bolt the upper heim joint of the vertical shift rod to the gear change arm with the included spacer in between the two.
12. Thread the lower heim joint to the vertical shift rod and bolt the shifter (DRP-052) to the standoff.
13. Adjust the vertical shift rod until the shifter is in the desired position.
14. Install left and right frame brackets.
15. Install footpeg onto footrest bracket and adjust eccentric unit to desired location, noting index marks.
16. Install left and right footrest bracket assemblies in their desired mounting positions.
17. Tighten heim joint nuts to finalize shifter height.
18. Secure original rear brake lamp switch so it will not become entangled in the rear shock or swingarm.
19. Remove reservoir from original mounting position and re-attach to new extension bracket and bolt extension bracket to the original reservoir mounting location with supplied bolt. (note: route brake reservoir hose similar to photograph)
20. Replace original master cylinder clevis with new one and mount master cylinder to master cylinder bracket.
21. Adjust clevis to attain desired brake pedal height, tighten clevis jam nut, and install clevis pin/spacer/washer/cotter pin.
22. Check torque on all mounting bolts before riding, and again after approximately 20-50 miles to verify.
1. DRP-049  Right side frame bracket
2. DRP-050  Left side frame bracket
3. DRP-003ET Right side footrest bracket
4. DRP-004E  Left side footrest bracket
5. DRP-005  D-Axis footpeg eccentric (2 pcs)
6. DRP-007R  GP style footpeg
7. DRP-010  Brake pedal
8. DRP-010B  Brake pedal bushing
9. DRP-011  Folding toe peg
10. DRP-011P  Toe peg pivot
11. DRP-051  Shifter pedal
12. DRP-012P  Toe peg clevis pin
13. DRP-037B  Shifter pedal bushing
14. DRP-052  Master cylinder bracket
15. DRP-070  Right side heel guard
16. DRP-030  Left side heel guard
17. DRP-012S  Sliding adjuster for shifter
18. DRP-051  Shifter standoff
19. DRP-044  Master cylinder clevis
20. DRP-045  Clevis pin spacer
21. DRP-046  Gear change arm spacer
22. DRP-042  Master cylinder clevis pin
23. DRP-093  7 inch shift rod assembly
24. DRP-034  Brake reservoir extension