

YAMAHA XS650 REARSET INSTALLATION INSTRUCTIONS

- 1.) Remove stock footpegs, passenger pegs, brake pedal and shifter.
- 2.) Modify brake pedal and shifter as shown in figure 5. The pedals will need cut off with a grinder or sawzall. Center punch a spot in the center of each approximately $\frac{1}{2}$ "- $\frac{3}{4}$ " from the end, and drill a $\frac{5}{16}$ " hole. These holes will be used to fasten the linkages to later in the install. The shifter lever will also require a slight bend so it will angle away from the engine once installed. Use figure 5 as an example for the length and bend, keep in mind that overall length will determine travel and pressure required to operate the controls.
- 3.) Install the mounting plates over the stock footpeg studs using the supplied $\frac{5}{8}$ " thick x 1" O.D. spacers and stock acorn nuts. Brackets should angle slightly upward when mounted correctly. See figures 1&2. Be sure to apply threadlocker (blue or red loctite) to all mounting hardware!



Fig.1



Fig. 2

- 4.) Install rearset controls to the mounting plates using supplied $\frac{3}{8}$ " thick x $\frac{3}{4}$ " O.D. spacers, lock washers, and $\frac{3}{8}$ " x $1\frac{3}{4}$ " bolts. The lock washers should be slid onto each bolt before it is inserted through the bracket, spacer, and footpeg. See figures 3&4. Apply threadlocker to each fastener before assembly!

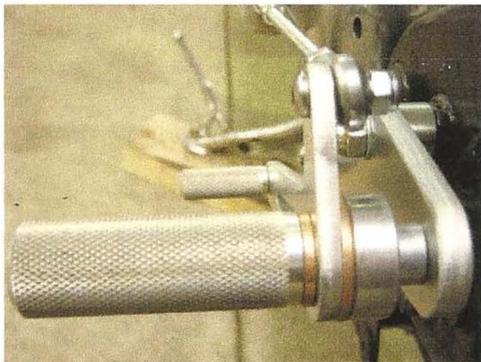


Fig. 3

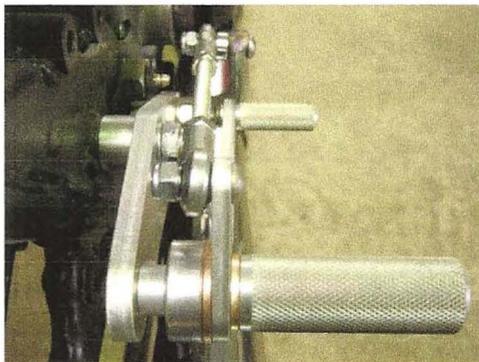


Fig. 4

- 5.) Next you will need to install the brake and shifter that you previously modified in step 2 so that they are both pointing in the 12:00 position.
- 6.) Assemble the included linkage rods with a jam nut and heim joint at each end. Attach the longer linkage rod to the shifter lever and rearset control by inserting the supplied $5/16'' \times 1\frac{1}{4}''$ bolt and nylock nut. Linkage assemblies and locknuts should be located on the "bike side" of the controls for both LH & RH sides so that they do not interfere with foot placement. The shorter linkage rod is installed in the same manner for the brake side except for a $\frac{1}{4}''$ thick x $5/8''$ O.D. spacer and $5/16'' \times 1\frac{1}{2}''$ bolt being required to fasten the linkage at the brake lever in order to keep correct alignment. See top of figure 4. Rod length can be adjusted before both ends are fastened in order to achieve desired control angle. Use threadlocker on all hardware, including shift rods, and be sure to tighten all hardware securely!
- 7.) If you would like to retain use of your kickstarter, it must be bent in two places in order to clear the brake arm and brake peg. The best method to do this is to use a torch and heat the kicker until it is cherry red and bend it to shape. See figure 6.



Fig.5



Fig. 6