

# WOODCRAFT

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## Ducati V4 Rearset Instruction Sheet – Racing Use Only

Thank you for selecting Woodcraft 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**.

- 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**

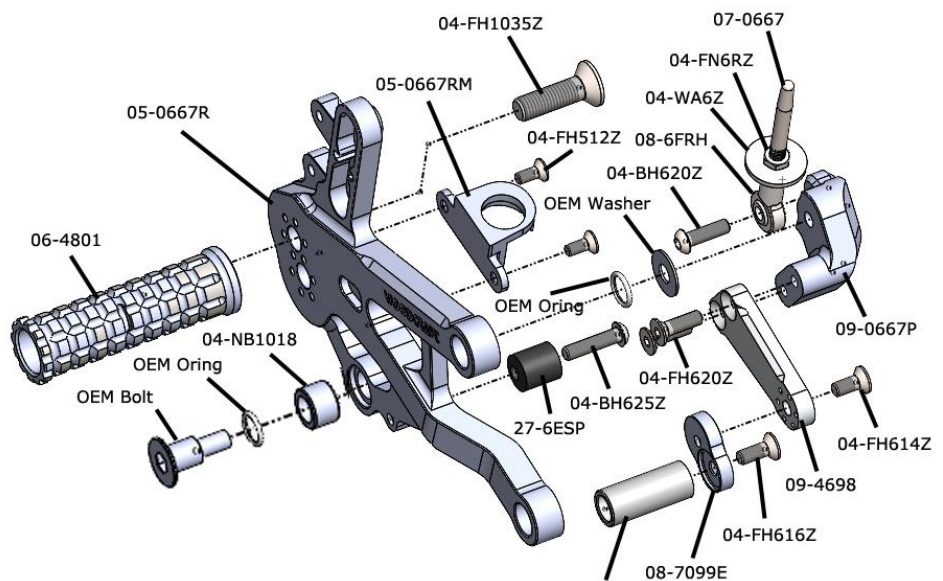
Tighten all fasteners to factory specification or industry standard. FAILURE TO PROPERLY TIGHTEN ALL FASTENERS MAY CAUSE DAMAGE TO THE MOTORCYCLE, LOSS OF CONTROL AND SERIOUS INJURY OR DEATH

### Brake Side Assembly Installation

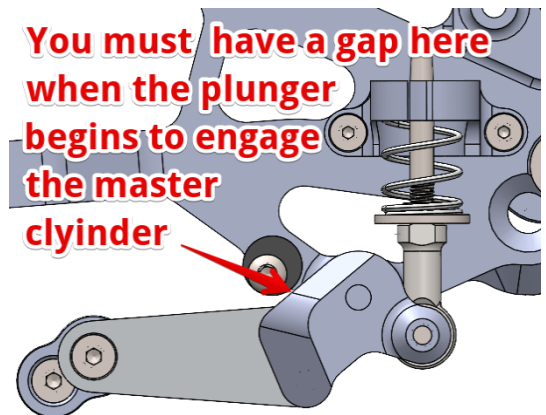
**IMPORTANT:** Use **Blue Loctite** on all bolts. The 04-NB1018 bearings will be pre-installed in the brackets.

- 1) Assemble the brake pedal before installation by bolting the 08-6FRH hiem and the 09-4698 shaft to the 09-0667P pivot. Bolt the brake pedal to the back side of the bracket using the OEM hardware, o-rings and washer. Be sure to use quality waterproof grease on the sliding surface of the shouldered bolt.

The eccentric toe piece location will be set for final assembly after you choose the footpeg location.



- 2) Thread the 04-FN6RZ nut up the 07-0667 brake plunger and slide the washer over the threads. Adjust the nut so that there are about 9mm of threads showing below the washer. Screw the plunger into the hiem until the washer and nut sit snug against the hiem joint. The nut will be fully tightened in step 4.
- 3) Attach the master cylinder to the bracket using the OEM hardware. This step is simply to set up the plunger depth for the brake stop properly. Once installed, lightly depress the brake pedal until you can just feel the plunger make contact with the bottom of the master cylinder. In this position, adjust the 27-ESP brake stop so that there is 2-3 mm of clearance between the pivot and the brake stop. If need be, adjust the amount that the plunger is threaded in to create this gap.
- 4) Lock the 27-ESP in place and lock the plunger in place by fully tightening the 6mm nut onto the washer and 6mm hiem joint for the brake pedal.
- 5) Remove the OEM master cylinder. Unbolt the brake pedal but leave it in place. Slide the OEM brake spring onto the plunger and then slide the 05-0667RM spring mount on top of the spring as shown at the right. Secure the spring mount to the bracket using the 04-FH512Z hardware.

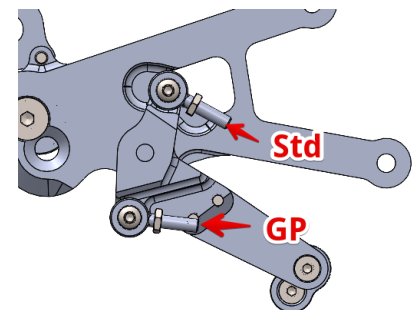
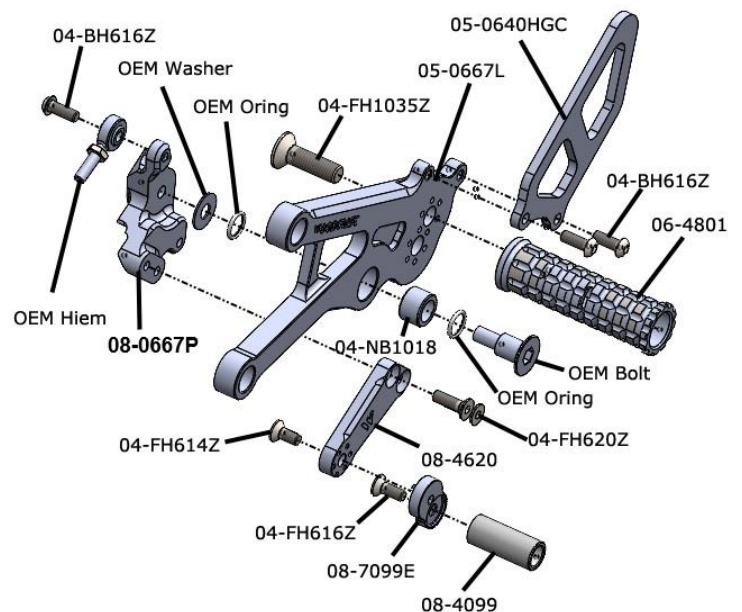


- 6) Compress the spring and use the OEM bolt, o-rings and washer to secure the brake pedal to the bracket for final assembly. Bolt the master cylinder back on to the bracket for final assembly. Be sure to use a high quality waterproof grease on the shouldered surface of the OEM bolt. You must ensure that there is still a gap between the brake pedal and the 27-ESP spacer the moment the plunger makes first contact with the master cylinder. If needed, perform a final adjustment on the eccentric spacer. Orient the spacer so the pressure from the brake pedal moves it **in the clockwise direction**, acting to tighten the bolt.
- 7) Bolt the footpeg to the bracket using the included 10mm hardware. Note that the footpeg has a 6-position eccentric adjustment and that the pegs on both sides of the motorcycle must be placed in the same location. Test different peg locations until you find a comfortable position.
- 8) Bolt the bracket to the frame using the OEM hardware. Install the toe peg and eccentric plate and adjust the eccentric for the toe peg until the height of the pedal is comfortable.
- 9) Install the OEM heel guard and exhaust molding using the OEM bolts.

### Shifter Side Assembly Installation

**IMPORTANT:** Use **Blue Loctite** on all bolts

- 1) Assemble the shift pedal and bolt the shift pedal assembly to the bracket using the OEM shouldered bolt, o-rings and washer. Be sure to use a high quality waterproof grease on the shouldered surface of the OEM bolt. The pedal tip adjustment is adjusted in the final step.
- 2) Attach the footpeg to the bracket, using the same hole and eccentric location selected on the brake side.
- 3) Bolt to the OEM hiem joint to the shift pivot, noting the proper location for standard and GP shift at the bottom right of this page.
- 4) Bolt the bracket to the frame using the OEM hardware
- 5) Attach the heel guard to the bracket using the 04-BH616Z bolts.
- 6) Thread the shift rod simultaneously onto the hiem joints for the Woodcraft shift pedal and the arm on the engine. A good starting point is about 6 turns. Using a combination of the shift rod and the eccentric pedal tip adjustments, find the pedal height that is most comfortable.
- 7) Once the pedal position is finalized, lock the rod in place with jam nuts on both sides of the rod and secure the toe peg / toe peg eccentric in place.



**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 TRAINED PROFESSIONAL TECHNICIAN.** Installation of this product releases the Woodcraft Technologies, Inc. from all liabilities as to the use of this product. The user recognizes that any alteration or modification to any motorcycle may increase the risk of injury or accident and may also render the motorcycle illegal for public road use