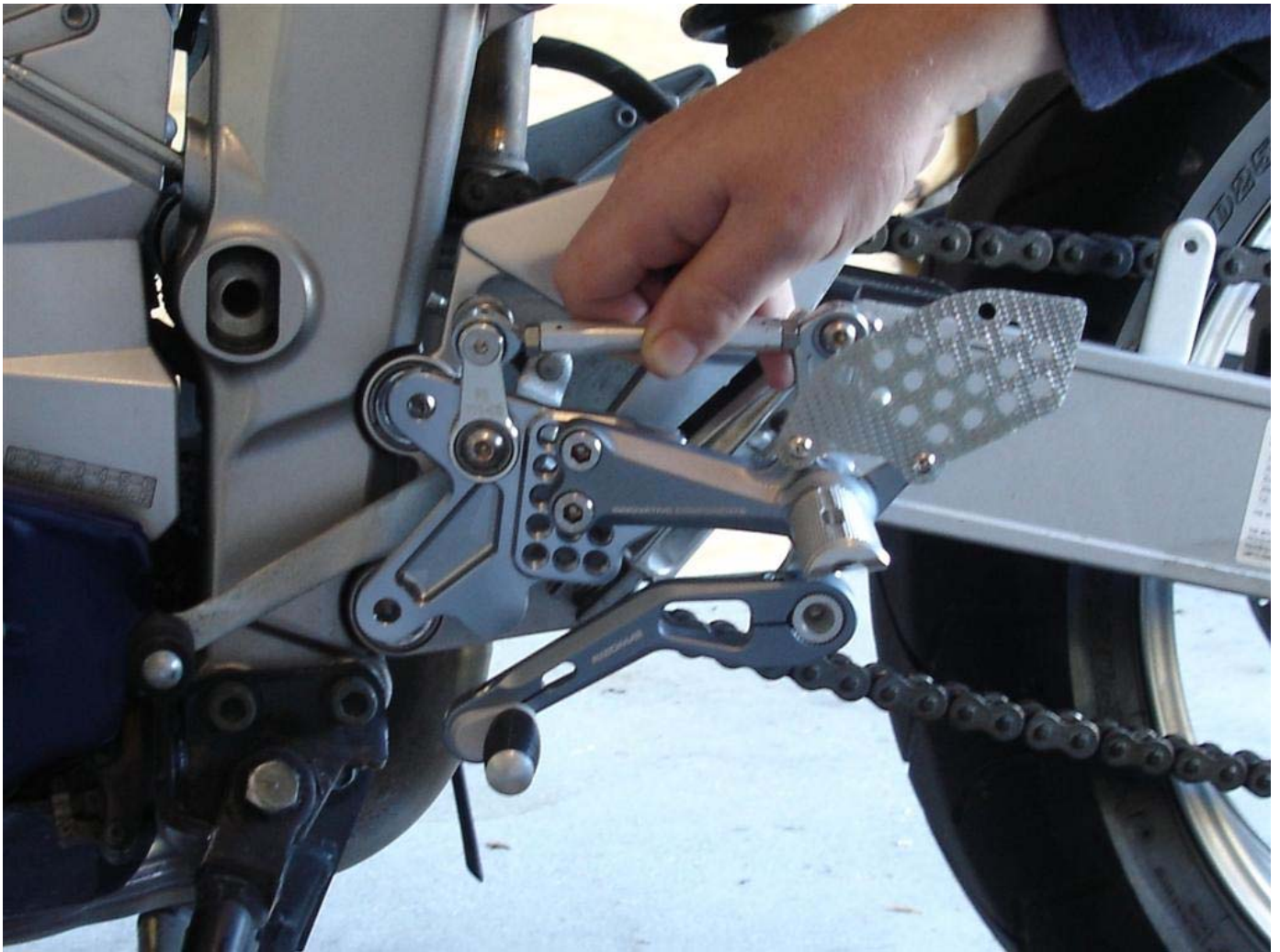


Looking them over I was happy to see that the Rizoma's are FULLY adjustable. You can adjust the height of the pegs, and how far forward you want the pegs by removing the 2 Allen screws in the center of the rearsets, and then aligning them back of with 2 of the 15 available adjustment holes. You can also adjust the angle between the stationary peg and the peg on the rocker, by loosening the Allen screw on top of the rocker, then sliding the rocker off and placing it back on at the angle you desire. I had to adjust my brake side, because it was pointing too far downward once I connected the brake pump. There is also a 3 hole adjustment on the shifter rod. Even going with the default settings, that you can see in this photo of holding it up in front of the stock rearsets, there is quite a bit of difference in the position of the stock pegs and the Rizoma pegs, much further back. This is where I want my feet to be. I always find myself resting my feet behind the stock pegs, because this position is more comfortable to me, but this takes my feet off the shifter and the brakes. The Rizoma's appear to put my feet exactly where I want to be, without taking my feet off the brakes and shifter.

When I got done drooling over them, and put them down and pulled the instructions out of the box. At first I thought they seemed a little brief (Basically it's just a parts diagram.), but it seemed pretty straight forward and the rest should be intuitive.



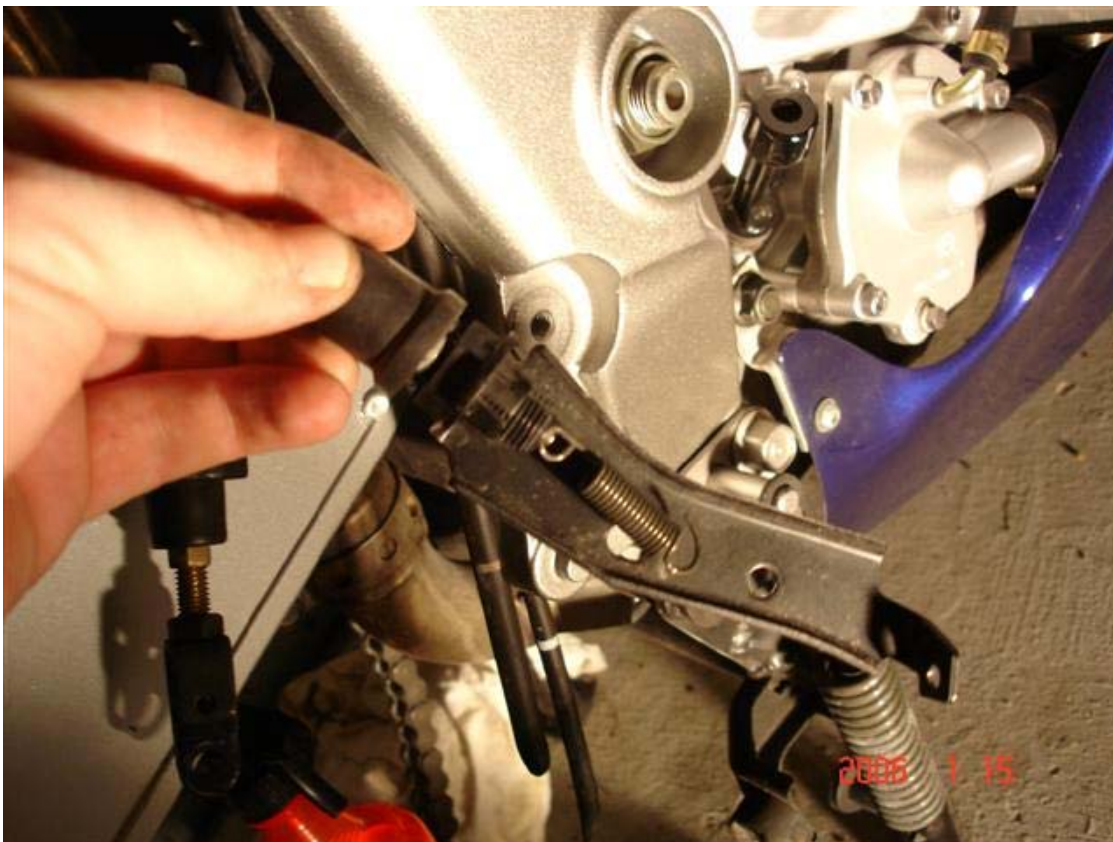
Looking over all the parts, I quickly realized that I was shorted a part, the main linkage that goes between the shift lever and the rearset. I thought maybe I am supposed to use my existing rod, but the Rizoma's require a male-female rod, and the stock one is a male-male rod. I contacted PJ, and he didn't know why Rizoma shorted me, but he is going to rob one out of another set he has, to send me, and then get his replacement from Rizoma.

Oh well, I figured at least I can get the brake side installed, and it should only be a couple days before I get the part from PJ. Before I did anything, I noticed the back of my bike was in desperate need of a deep cleaning, therefore I began taking off the rear wheel, and start scrubbing away.

Once I was done cleaning, I then removed the stock rearsets from the bike. Removing the stock brake side rearsets I noticed that the stock ones use a big old spring to restrict the brake lever. Looking at the back of the Rizoma it uses a twisted O-ring. My initial concern of this was braking or losing the O-Ring, but I was happy to see that Rizoma provided a spare. I do like the cleaner look of the O-ring over the spring, and after playing with the lever and watching it retract, I realized that the O-ring is not stressed at all, and when it is stretched out, it comes nowhere near it's yield point.

Installing the brake side I noticed one thing left out of the instructions, and that was how to hook up the brake light switch. No big deal, I'm sure I can figure it out. The old brake light switch attaches to a large bracket (as seen in the below photo) that mounts to the back of the stock rearset. Looking at the Rizoma's it was obvious this large bracket was not used and I need to remove it. I just unscrewed the two screws attaching the bracket to the back of the rearset, and then pushed the tabs in on the large plastic nut to push it out of it's mounting hole.

Here is the **brake light switch** before removing the bracket:



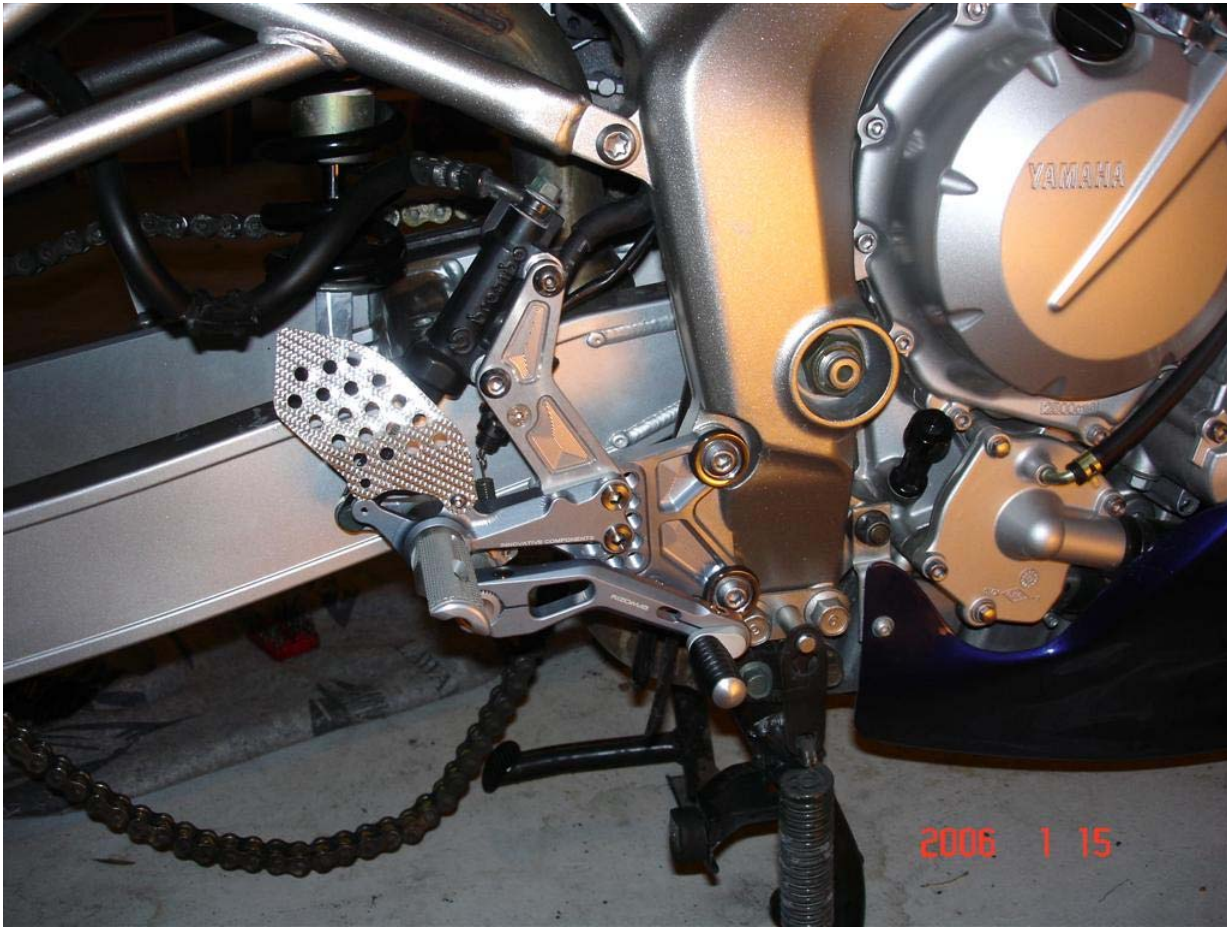
Installing it on the Rizoma's was pretty simple. I just pushed the tabs of the plastic nut on the brake light switch through the C shaped bracket on the back of the Rizoma's. The spring for the brake light switch then attached through a small hole on the dog leg shaped lever. You will need to adjust the nut on the brake light switch up or down to get it to the desired length. Hit the brake a couple of times, and make sure the brake light comes on when the brake is pressed, and make sure it goes off when you release the brake, adjust as needed.



I was happy to see that the Rizoma's use the brake light switch, because as phxtravis pointed out in [this post](#) the Vater Moto rearsets do not have provisions to use the brake light switch. Also looking over phxtravis's post, the Vater Moto shift rod does not go through the chassis like the Rizoma's and the stock, instead it goes on the outside of the chassis. Definitely an advantage of the Rizoma's over the Vater Moto's in these two cases.

Connecting the brake like switch was the most time consuming part. It took about 30 minutes. Most of the time I was trying to figure out how it went, since the instructions didn't mention it. It then only took a couple more minutes from there to get the brake side rearset bolted up. I made a couple adjustment to how I thought I initially would want it, and I then stood back and was like WOW, those are really nice.

Here is a photo of the **Brake Side** installed (besides one little screw I forgot to put back in the guard after making one final adjustment on the brake light switch):



You will notice the foot pegs are stationary and are not folding foot pegs like the stock ones. PJ feels that I will like the stationary ones better, but he does offer the folding foot pegs if I want to switch.

---

### **Additional Comments and Performance Review** - by 'JCAESAR'

I took her for a quick ride, and the first thing I noticed is that she shifted MUCH smoother. Rizoma uses bearings on all the linkage joints versus the bushings that were used on the stock ones. This seemed to make a world of difference. Someone mentioned that they were worried the extra linkage that Rizoma uses would make the shifting even more clunkier than the stock already was, but it is very much the contrary. In the pic below you can see how the linkage rod goes through the slots in the frame, instead of on the outside like the other brands.

The second thing I noticed was that my feet were in the comfortable riding position I was looking for. I no longer need to prop my feet up behind the pegs to achieve this. As you can see in the below photos my legs went from a 21 deg riding position with the stock rear sets to a 30 deg riding position with the Rizoma rear sets. This is greater change than I thought I would achieve. I probably could achieve another degree since I still have more room for adjustment, but the 30 deg seemed right where I wanted to be.



The 3rd thing I noticed is that the non-folding pegs were a non issue. They are back far enough a little shorter that they do not hit my calves, nor do they when I am backing up. I am glad I went with PJ's recommendation of staying with the stationary ones.

On Sunday I went for a much longer ride. I noticed I had very little travel in my rear brake. When I got her back in the garage I noticed that I could barely push the plunger into the rear master cylinder. While installing the brake side rearset I must have let the plunger to far out. It was a simple fix, I opened up the bleeder on the rear caliper and then compressed the plunger, I then closed the bleeder with the plunger in the compressed position. Gave the brake a couple pumps, took her around the block a few times, and the rear brake was back to normal.

I am very happy with the Rizoma's. They are very high quality, and they have improved the smoothness of my shifting and my riding comfort. I look forward to procuring more Rizoma aftermarket parts for my FZ6.