

ENG

Thanks for purchasing the ASpecialParts adjustable swingarm pivot height rearset brackets for Aprilia RS660

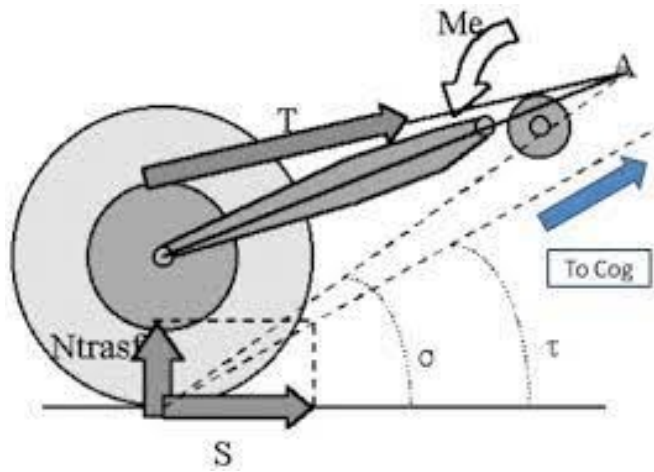


These brackets are 100% compatible with Aprilia accessory and Spider aftermarket rearsets and fit any model/year RS and Tuono 660 models, including "Trofeo" bikes.

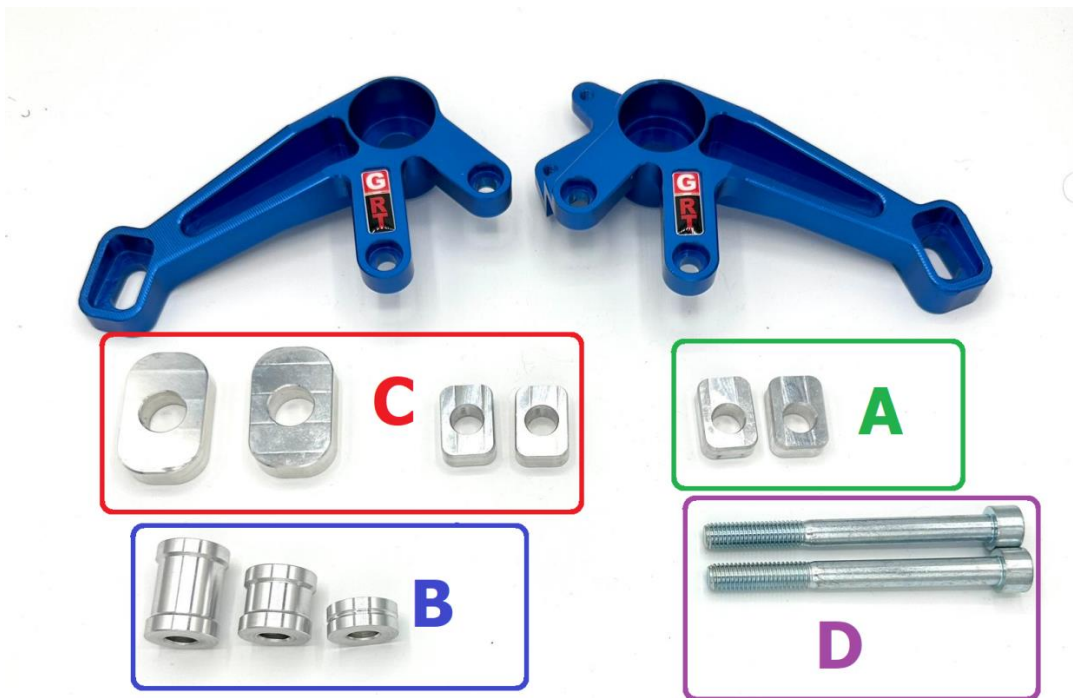
The RS660's swingarm pivoting axle passes through the engine case, where adjustment inserts are placed from the factory on both sides.



This kit replaces the standard Aprilia/Spider equivalent brackets, and allows adjustment of the swingarm pivot height, thus modifying the bike's "chain pull" and anti-squat characteristics:



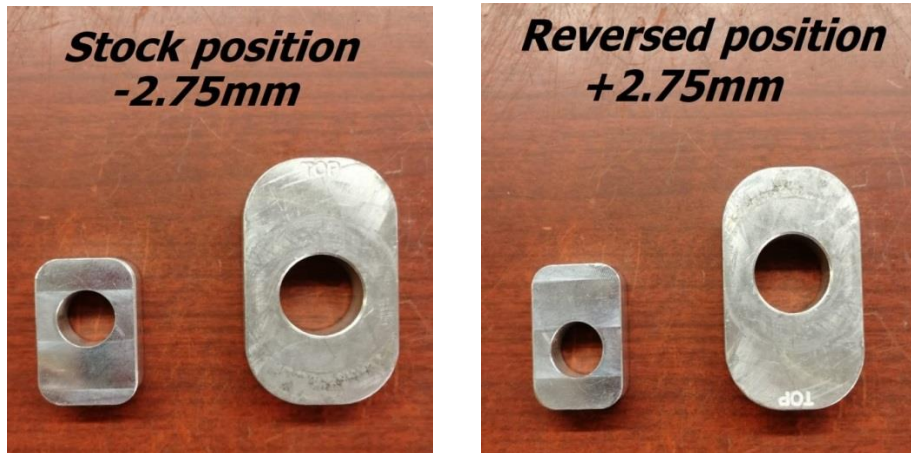
LH and RH brackets accessories:



- A-** "+/-2.75mm" small inserts
- B-** LH and RH spacers
- C-** "0mm" big and small inserts
- D-** Fixing screws

Using these brackets you will be able to use different inserts to move the swingarm pivoting position lower or higher in the motor mounts. Because the rearset brackets are fixed to the swingarm spindle, the brackets must move with the spindle to allow adjustment of the swingarm pivot position. The unique design of the Gabro Racing rearset brackets accommodate this with the inclusion of smaller adjustable inserts at engine mounting points of the brackets. This design allows the brackets to be precisely positioned with the swingarm spindle.

The swingarm pivot height can be set to 3 different positions: stock or reversed just using the "A" **small inserts**, or "Zero" position using the "C" **big and small inserts** (that are drilled in the middle).



After installation, check chain slack! The stock OEM reference for chain slack is only good for the stock shock length and the stock swingarm pivot height. If you increase shock length everytime you change pivot position you have to check for chain binding.

The procedure for properly checking the chain tension is to hang the rear of the bike to completely unload the rear wheel (or better, using rearsets lifts), remove rear shock, then rise the swingarm to the position that creates the longest distance between the transmission output shaft & rear axle, this should be a straight line between pinion shaft, swingarm pivot & rear axle (however with chain runners on the swingarm it may be just above or below that point). If at that point the chain binds, then the chain slack setting was too tight. Adjust rear spindle position in order to get a minimum chain slack even in this critical position. Once adjusted, reconnect the shock, lower the rear of the bike and note the actual chain slack now at riding height: it will be your reference number from now on for your present setup.

ATTENTION: this is a race product to be used only on closed circuits at your own risk.
NOTE: If competing in a race series, before using those parts check for compliance to the specific technical rules.

