

DIY Rearset

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I'm a big fan of dragging my knees on the twisties, but the stock rearsets are too low and I have to get my outside foot on my tip-toes so that my knee can butt up against the tank while I'm hanging off the inside. I feel like my foot is going to slip off every time. So, I decided I'd put some higher rearsets on. Only problem: rearsets are expensive. So I decided to fab some. Here's what I did, and you're welcome to try this out if you're looking for a cheaper alternative to expensive rearsets. I went on e-bay and picked up a pair of early 2000's GSX-R rearsets for \$30. You'll find plenty of expensive new and complete 600/1000 bike rearsets for several hundred, so look for older ones. The pair I got didn't have the shift linkage, so I made that. Anyway, once you have your rearsets, you just need to make something to fit them to the 650's stock holes. I used 1.5 x 0.25" aluminum flat bar, (but it's larger than it needs to be, and 1" width would work just fine) and 1/2" aluminum 90 degree angle pieces. A hand held jigsaw will cut through this stuff, but I recommend using a ban saw. You'll also need a drill and a grinder.

The shifter linkage is a stock 650 shift lever which I bought from BRP for \$10, and cut down with a dremel. I tapped and bolted on an M6 Heim joint (\$4 from <http://www.mcmaster.com>).

The brake side gave me significantly more trouble than the shifter side. I accidentally broke the brake pedal, so I had to buy a new one. I picked up a new one from ebay for \$16, with a folding end, which is pretty sweet. A piece of the same 1/2" 90 degree angle was perfect for turning the stock master cylinder so that the brake line didn't stick out. The reservoir can be squeezed through empty space under the seat, so I was able to wrap the lines differently, but I didn't have to undo any of them, so no brake bleeding! I used more of the 90degree stuff to mount the stock brake light switch, so I didn't have to buy a pressure switch.

All-in-all, the project cost me about \$70, but that's with the brake pedal mishap. Regardless, that's WAY cheaper than any of the ones you can buy ready-made for the 650, so I'm happy.

You can see from the first pic that the pegs are a good 1-2" higher, and an inch or so back... much better!







