



RSV4 2011-19 Installation instructions

1. Remove rear wheel, axle blocks and adjustment pins from swing arm
2. If fitting a new caliper, disconnect rear brake line from master cylinder, remove rear caliper and caliper bracket. If using existing caliper just unbolt from hanger
3. Remove the traction sensor from the caliper plate
4. Fit Lightech Chain adjusters using the fittings and instructions provided in the Lightech box, (Note - the captive nut assembly fits to the exhaust side)
5. It is not essential, but it does help to chamfer the brake pads to give a leading edge for the brake disc to slide into, this is easier to do at this stage by removing the pads from the caliper
6. Fit the sprocket side wheel rest plate by drilling and tapping the underside of the swing arm, fix into place with the 2 pins provided.
7. Slide the calliper plate on to the captive nut attachment and fix into place using the grub screw (Note – take care not to overtighten, this just needs to be pinched up)
8. Connect the brake calliper to the new caliper hanger
9. Connect new brake line (if required) and bleed all air out (note – it helps to remove the calliper and turn it upside down to remove all air) **Do not overfill reservoir**
10. Fit the traction sensor and new traction rings
10. Fit new captive spacers, (small lip goes inside the bearing seal)
11. Insert rear wheel onto the resting plate and calliper plate
- (it is not essential, but it helps to remove the excess thread from the sprocket studs to create clearance around the plate so that the wheel drops in place as opposed to feeding the studs in around the plate - see fig 1)
12. Lubricate and insert spindle but do not tighten up (**Note – this is a left-hand thread – Anti clockwise to tighten**)
13. Adjust the Lightech chain adjusters to tension the chain
14. Tighten up rear spindle 110Nm
15. Practise removing and inserting the wheel.
16. Laugh at your mates still struggling with their rear wheels
17. Ride safe

Maintenance – Your spindle comes pre-greased ready for use. It is important that the spindle and threads are kept clean and always greased, as debris inside the captive nut could cause damage to the spindle.

Please Note:

These products are designed to be fitted with basic tools but some items will require drilling and tapping of the swing arm, plus the bleeding of your rear brake calliper. Therefore, we recommend fitting to be done by trained professionals.



Fig 1



Packing List

Items	Packed
Lightech adjusters with Captive Nut fitted	
L74 Calliper Plate – with Calliper (if required), grub screws and traction fixing fitted	
L74 Spindle with Pull cup fitted	
L74 Wheel rest plate pack with fixings	
530mm Brake line pack with Banjo, washers, fixings and bleeding instructions (if required)	
Traction Ring	
1 Pair of Captive Spacers	

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