



M1000RR 2021 aftermarket caliper kit

Installation instructions

1. Remove rear wheel, axel blocks and adjustment pins from swing arm
2. Disconnect the traction sensor, rear brake line from master cylinder and remove rear calliper and calliper bracket
3. Fit new L74 Chain adjuster blocks with the adjuster pins. Note the captive nut block fits to the brake side. Reuse the existing sprocket side support plate and pin.
4. Slide the new calliper plate on to the captive nut attachment and fix into place using the existing pin.
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. Connect the calliper using the 2 M8 button head pins provided
7. Connect new brake line and bleed all air out (note – it helps to remove the calliper and turn it upside down to remove all air if you do not have a suction bleed kit) **Do not overfill reservoir**
8. Insert rear wheel onto the resting plate and calliper plate
9. Lubricate and insert spindle but do not tighten up (**Note – this is a left-hand thread – Anti clockwise to tighten**)
10. Adjust the axel blocks to tension the chain
11. Tighten up rear spindle to 110Nm
12. Practise removing and inserting the wheel.
13. Laugh at your mates still struggling with their rear wheels
14. 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.



Packing List

Items	Packed
L74 Axel Blocks with Captive Nut fitted	
L74 Calliper Plate – with Calliper, grub screws and traction fixing fitted	
L74 Spindle with Pull cup fitted	

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