



L74 Limited  
8 Ennerdale Drive  
Perton  
West Midlands  
WV6 7PF

E-mail: Sales@L74.co.uk  
Tel: 01902 902380  
Web: www.L74.co.uk

## Ducati V2 Panigale Installation instructions

### Please read fully before installation

1. Remove rear wheel, axle blocks and adjustment pins from swing arm
2. Disconnect traction sensor and caliper from the calliper hanger bracket
3. Fit new axle blocks (Note - the captive nut assembly fits to the brake disc side), fit the nut from the spindle into the recess and push home, then tighten the grub screw in the end.
4. Once both axle blocks are in place, tighten the pins for the sprocket side support plate.
5. Slide the calliper plate on to the captive nut attachment and fix into place using the grub screw (Note – take care not to overtighten)
6. reconnect the traction sensor
7. Connect the calliper using the pins provided.

**NOTE: Your kits comes with 2 sets of pins.**

**If you want the caliper to be fixed solid, use the 2 shorter pins already installed to the hanger.**

**If you want the caliper to slide during wheel changes so that the caliper can remain fitted, use the 2 longer bolts with the 2 springs adding a small amount of grease to the pin shafts.**

**We recommend all caliper pins to be lock wired regardless of set up type.**

8. Fit the wheel spacer provided into the bearing on the brake side. This is a tight fit so use a soft mallet to knock it home.
9. Insert rear wheel onto the resting plate and calliper plate, push the wheel forwards to fit the chain then pull back to sit in the alignment grooves. **PLEASE READ PAGE 2 FIRST**
10. Lubricate and insert spindle but do not tighten up (Note – this is a left-hand thread – Anti clockwise to tighten)
11. Adjust the axle blocks to tension the chain
12. Tighten up rear spindle 110Nm
13. Practise removing and inserting the wheel.
14. Laugh at your mates still struggling with their rear wheels
16. 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.**



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2. Pull the wheel backwards to remove and twist the rear of the wheel to the right to hook the tyre around the caliper, while doing this you will use the tyre to push the caliper to the right to create the gap required to get the wheel out.
3. To replace, roll the wheel back into the bike if the caliper has returned to it's normal position you will push the caliper back to the right with the tyre to create the gap.  
If the caliper has stayed to the right, just roll the wheel in so that the caliper is situated in between the brake disc and the wheel rim, then just push the caliper back to its home position with your right hand, then lift the wheel back on to the resting positions
4. Replace the chain and insert the spindle.
5. Job Done, time to relax

## Packing List

| Items                                                                             | Packed |
|-----------------------------------------------------------------------------------|--------|
| <b>L74 adjusters with Captive Nut fitted</b>                                      |        |
| <b>L74 Calliper Plate – with Calliper, grub screws and traction fixing fitted</b> |        |
| <b>L74 Spindle with Pull cup fitted</b>                                           |        |
| <b>L74 Sprocket side wheel support block</b>                                      |        |
| <b>L74 Drilled Titanium Long bolts and springs</b>                                |        |
| <b>L74 Brake side captive Wheel Spacer</b>                                        |        |

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1. Remove rear wheel, axle blocks and adjustment pins from swing arm
2. Disconnect traction sensor and caliper from the calliper hanger bracket
3. Fit new axle blocks (Note - the captive nut assembly fits to the brake disc side), fit the nut from the spindle into the recess and push home, then tighten the grub screw in the end.
4. Once both axle blocks are in place, tighten the pins for the sprocket side support plate.
5. Slide the calliper plate on to the captive nut attachment and fix into place using the grub screw (Note – take care not to overtighten)
6. reconnect the traction sensor
7. Connect the calliper using the pins provided.

**NOTE: Your kits comes with 2 sets of pins.**

**If you want the caliper to be fixed solid, use the 2 shorter pins already installed to the hanger.**

**If you want the caliper to slide during wheel changes so that the caliper can remain fitted, use the 2 longer bolts with the 2 springs adding a small amount of grease to the pin shafts.**

**We recommend all caliper pins to be lock wired regardless of set up type.**

8. Fit the wheel spacer provided into the bearing on the brake side. This is a tight fit so use a soft mallet to knock it home.
9. Insert rear wheel onto the resting plate and calliper plate, push the wheel forwards to fit the chain then pull back to sit in the alignment grooves. **PLEASE READ PAGE 2 FIRST**
10. Lubricate and insert spindle but do not tighten up (**Note – this is a left-hand thread – Anti clockwise to tighten**)
11. Adjust the axle blocks to tension the chain
12. Tighten up rear spindle 110Nm
13. Practise removing and inserting the wheel.
14. Laugh at your mates still struggling with their rear wheels
16. 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.**

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| <b>L74 Spindle with Pull cup fitted</b>                                           |        |
| <b>L74 Sprocket side wheel support block</b>                                      |        |
| <b>L74 Drilled Titanium Long bolts and springs</b>                                |        |
| <b>L74 Brake side captive Wheel Spacer</b>                                        |        |

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4. Once both axel blocks are in place, tighten the pins for the sprocket side support plate.
5. Slide the calliper plate on to the captive nut attachment and fix into place using the grub screw (Note – take care not to overtighten)
6. reconnect the traction sensor
7. Connect the calliper using the pins provided.

**NOTE: Your kits comes with 2 sets of pins.**

**If you want the caliper to be fixed solid, use the 2 shorter pins already installed to the hanger.**

**If you want the caliper to slide during wheel changes so that the caliper can remain fitted, use the 2 longer bolts with the 2 springs adding a small amount of grease to the pin shafts.**

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8. Fit the wheel spacer provided into the bearing on the brake side. This is a tight fit so use a soft mallet to knock it home.
9. Insert rear wheel onto the resting plate and calliper plate, push the wheel forwards to fit the chain then pull back to sit in the alignment grooves. **PLEASE READ PAGE 2 FIRST**
10. Lubricate and insert spindle but do not tighten up (**Note – this is a left-hand thread – Anti clockwise to tighten**)
11. Adjust the axel blocks to tension the chain
12. Tighten up rear spindle 110Nm
13. Practise removing and inserting the wheel.
14. Laugh at your mates still struggling with their rear wheels
16. 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.**

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| <b>L74 Spindle with Pull cup fitted</b>                                           |        |
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5. Slide the calliper plate on to the captive nut attachment and fix into place using the grub screw (Note – take care not to overtighten)
6. reconnect the traction sensor
7. Connect the calliper using the pins provided.

**NOTE: Your kits comes with 2 sets of pins.**

**If you want the caliper to be fixed solid, use the 2 shorter pins already installed to the hanger.**

**If you want the caliper to slide during wheel changes so that the caliper can remain fitted, use the 2 longer bolts with the 2 springs adding a small amount of grease to the pin shafts.**

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11. Adjust the axle blocks to tension the chain
12. Tighten up rear spindle 110Nm
13. Practise removing and inserting the wheel.
14. Laugh at your mates still struggling with their rear wheels
16. 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.**

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| <b>L74 Sprocket side wheel support block</b>                                      |        |
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6. reconnect the traction sensor
7. Connect the calliper using the pins provided.

**NOTE: Your kits comes with 2 sets of pins.**

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**If you want the caliper to slide during wheel changes so that the caliper can remain fitted, use the 2 longer bolts with the 2 springs adding a small amount of grease to the pin shafts.**

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11. Adjust the axle blocks to tension the chain
12. Tighten up rear spindle 110Nm
13. Practise removing and inserting the wheel.
14. Laugh at your mates still struggling with their rear wheels
16. 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.**

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**If you want the caliper to be fixed solid, use the 2 shorter pins already installed to the hanger.**

**If you want the caliper to slide during wheel changes so that the caliper can remain fitted, use the 2 longer bolts with the 2 springs adding a small amount of grease to the pin shafts.**

**We recommend all caliper pins to be lock wired regardless of set up type.**

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9. Insert rear wheel onto the resting plate and calliper plate, push the wheel forwards to fit the chain then pull back to sit in the alignment grooves. **PLEASE READ PAGE 2 FIRST**
10. Lubricate and insert spindle but do not tighten up (Note – this is a left-hand thread – Anti clockwise to tighten)
11. Adjust the axle blocks to tension the chain
12. Tighten up rear spindle 110Nm
13. Practise removing and inserting the wheel.
14. Laugh at your mates still struggling with their rear wheels
16. 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.**

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| <b>L74 Spindle with Pull cup fitted</b>                                           |        |
| <b>L74 Sprocket side wheel support block</b>                                      |        |
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10. Lubricate and insert spindle but do not tighten up (Note – this is a left-hand thread – Anti clockwise to tighten)
11. Adjust the axle blocks to tension the chain
12. Tighten up rear spindle 110Nm
13. Practise removing and inserting the wheel.
14. Laugh at your mates still struggling with their rear wheels
16. 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.**

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| <b>L74 Spindle with Pull cup fitted</b>                                           |        |
| <b>L74 Sprocket side wheel support block</b>                                      |        |
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5. Slide the calliper plate on to the captive nut attachment and fix into place using the grub screw (Note – take care not to overtighten)
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8. Fit the wheel spacer provided into the bearing on the brake side. This is a tight fit so use a soft mallet to knock it home.
9. Insert rear wheel onto the resting plate and calliper plate, push the wheel forwards to fit the chain then pull back to sit in the alignment grooves. **PLEASE READ PAGE 2 FIRST**
10. Lubricate and insert spindle but do not tighten up (**Note – this is a left-hand thread – Anti clockwise to tighten**)
11. Adjust the axle blocks to tension the chain
12. Tighten up rear spindle 110Nm
13. Practise removing and inserting the wheel.
14. Laugh at your mates still struggling with their rear wheels
16. 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.**



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## Wheel removal/fitting operation for sliding pins setup.

1. Remove the spindle as normal and push the wheel forwards to slacken off the chain, remove the chain from the sprocket and hang over the swingarm out of the way.
2. Pull the wheel backwards to remove and twist the rear of the wheel to the right to hook the tyre around the caliper, while doing this you will use the tyre to push the caliper to the right to create the gap required to get the wheel out.
3. To replace, roll the wheel back into the bike if the caliper has returned to it's normal position you will push the caliper back to the right with the tyre to create the gap.  
If the caliper has stayed to the right, just roll the wheel in so that the caliper is situated in between the brake disc and the wheel rim, then just push the caliper back to its home position with your right hand, then lift the wheel back on to the resting positions
4. Replace the chain and insert the spindle.
5. Job Done, time to relax

## Packing List

| Items                                                                             | Packed |
|-----------------------------------------------------------------------------------|--------|
| <b>L74 adjusters with Captive Nut fitted</b>                                      |        |
| <b>L74 Calliper Plate – with Calliper, grub screws and traction fixing fitted</b> |        |
| <b>L74 Spindle with Pull cup fitted</b>                                           |        |
| <b>L74 Sprocket side wheel support block</b>                                      |        |
| <b>L74 Drilled Titanium Long bolts and springs</b>                                |        |
| <b>L74 Brake side captive Wheel Spacer</b>                                        |        |

### Please Note:

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Therefore, we recommend fitting to be done by trained professionals.