



CBR1000RR 2020+ Installation instructions

1. Remove rear wheel, axel blocks and adjustment pins from swing arm
2. Remove the brake caliper and traction sensor from the caliper plate
3. Fit new axel blocks and adjuster pins and wind in. (recessed block to go on brake side)
4. slide the captive nut into the brake side axel block, press into position (this will only go in one way) and tighten grub screw.
5. fit the brake caliper and traction sensor to the new caliper plate
6. 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
7. Slide the calliper plate on to the captive nut attachment and fix into place using the grub screws (Note – take care not to overtighten, this just needs to be pinched up)
8. Fit the sprocket side wheel rest plate to the inside of the swing arm, fix into place with the 2 pins provided.
9. Insert rear wheel onto the resting plate and calliper plate and fit chain.
10. Fit new captive spacers, (small lip goes inside the bearing seal)
11. Lubricate and insert spindle but do not tighten up (**Note – this is a left-hand thread – Anti clockwise to tighten**)

(please note that the axel blocks must be in line for smooth action of the spindle)
12. Adjust the chain adjuster blocks to tension the chain

(again, make sure that the axel blocks are in line and that the spindle turns smoothly – do not rely on the makers on the swingarm)
13. Tighten up rear spindle – (110 Nm)
14. Practise removing and inserting the wheel.
15. 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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Items	Packed
L74 adjuster blocks with Captive Nut	
L74 Calliper Plate – with Calliper, grub screws and traction fixings fitted	
L74 Spindle with Pull cup fitted	
L74 Wheel rest plate pack with fixings	
2 x Adjuster pins	
1 Pair of Captive spacers	

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8. Fit the sprocket side wheel rest plate to the inside of the swing arm, fix into place with the 2 pins provided.
9. Insert rear wheel onto the resting plate and calliper plate and fit chain.
10. Fit new captive spacers, (small lip goes inside the bearing seal)
11. Lubricate and insert spindle but do not tighten up (**Note – this is a left-hand thread – Anti clockwise to tighten**)

(please note that the axel blocks must be in line for smooth action of the spindle)
12. Adjust the chain adjuster blocks to tension the chain

(again, make sure that the axel blocks are in line and that the spindle turns smoothly – do not rely on the makers on the swingarm)
13. Tighten up rear spindle – (110 Nm)
14. Practise removing and inserting the wheel.
15. Laugh at your mates still struggling with their rear wheels
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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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L74 Calliper Plate – with Calliper, grub screws and traction fixings fitted	
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L74 Wheel rest plate pack with fixings	
2 x Adjuster pins	
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(again, make sure that the axle blocks are in line and that the spindle turns smoothly – do not rely on the makers on the swingarm)
13. Tighten up rear spindle – (110 Nm)
14. Practise removing and inserting the wheel.
15. 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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L74 adjuster blocks with Captive Nut	
L74 Calliper Plate – with Calliper, grub screws and traction fixings fitted	
L74 Spindle with Pull cup fitted	
L74 Wheel rest plate pack with fixings	
2 x Adjuster pins	
1 Pair of Captive spacers	

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5. fit the brake caliper and traction sensor to the new caliper plate
6. 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
7. Slide the calliper plate on to the captive nut attachment and fix into place using the grub screws (Note – take care not to overtighten, this just needs to be pinched up)
8. Fit the sprocket side wheel rest plate to the inside of the swing arm, fix into place with the 2 pins provided.
9. Insert rear wheel onto the resting plate and calliper plate and fit chain.
10. Fit new captive spacers, (small lip goes inside the bearing seal)
11. Lubricate and insert spindle but do not tighten up (**Note – this is a left-hand thread – Anti clockwise to tighten**)

(please note that the axel blocks must be in line for smooth action of the spindle)
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Items	Packed
L74 adjuster blocks with Captive Nut	
L74 Calliper Plate – with Calliper, grub screws and traction fixings fitted	
L74 Spindle with Pull cup fitted	
L74 Wheel rest plate pack with fixings	
2 x Adjuster pins	
1 Pair of Captive spacers	

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5. Fit the brake caliper and traction sensor to the new caliper plate
6. 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
7. Slide the caliper plate on to the captive nut attachment and fix into place using the grub screws (Note – take care not to overtighten, this just needs to be pinched up)
8. Fit the sprocket side wheel rest plate to the inside of the swing arm, fix into place with the 2 pins provided.
9. Insert rear wheel onto the resting plate and caliper plate and fit chain.
10. Fit new captive spacers, (small lip goes inside the bearing seal)
11. Lubricate and insert spindle but do not tighten up (**Note – this is a left-hand thread – Anti clockwise to tighten**)

(please note that the axle blocks must be in line for smooth action of the spindle)
12. Adjust the chain adjuster blocks to tension the chain

(again, make sure that the axle blocks are in line and that the spindle turns smoothly – do not rely on the makers on the swingarm)
13. Tighten up rear spindle – (110 Nm)
14. Practise removing and inserting the wheel.
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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.



CBR1000RR 2020+ Installation instructions

1. Remove rear wheel, axle blocks and adjustment pins from swing arm
2. Remove the brake caliper and traction sensor from the caliper plate
3. Fit new axle blocks and adjuster pins and wind in. (recessed block to go on brake side)
4. Slide the captive nut into the brake side axle block, press into position (this will only go in one way) and tighten grub screw.
5. Fit the brake caliper and traction sensor to the new caliper plate
6. 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
7. Slide the caliper plate on to the captive nut attachment and fix into place using the grub screws (Note – take care not to overtighten, this just needs to be pinched up)
8. Fit the sprocket side wheel rest plate to the inside of the swing arm, fix into place with the 2 pins provided.
9. Insert rear wheel onto the resting plate and caliper plate and fit chain.
10. Fit new captive spacers, (small lip goes inside the bearing seal)
11. Lubricate and insert spindle but do not tighten up (**Note – this is a left-hand thread – Anti clockwise to tighten**)

(please note that the axle blocks must be in line for smooth action of the spindle)
12. Adjust the chain adjuster blocks to tension the chain

(again, make sure that the axle blocks are in line and that the spindle turns smoothly – do not rely on the makers on the swingarm)
13. Tighten up rear spindle – (110 Nm)
14. Practise removing and inserting the wheel.
15. 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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Packing List

Items	Packed
L74 adjuster blocks with Captive Nut	
L74 Calliper Plate – with Calliper, grub screws and traction fixings fitted	
L74 Spindle with Pull cup fitted	
L74 Wheel rest plate pack with fixings	
2 x Adjuster pins	
1 Pair of Captive spacers	

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