



GSX-8 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 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. Remove the Phillips screw that holds the silver plate and fix the new plate over the top and replace the screw. Drill and tap the underside of the swingarm to fix in place with the pin provided.
9. Replace the traction ring with the new one provided
10. Fit new captive spacers, (small lip goes inside the bearing seal)
11. Insert rear wheel onto the resting plate and calliper plate and fit chain.
12. 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)
13. 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)
14. Tighten up rear spindle – (110 Nm)
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.



Packing List

Items	Packed
L74 adjuster blocks with 2 x Adjuster pins	
L74 Calliper Plate – with Calliper, grub screws and traction fixings fitted	
L74 Spindle with Pull cup fitted and Captive Nut	
L74 Wheel rest plate pack with fixings	
1 pair of captive spacers	
600mm Brake line	
Traction ring	

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