



R1 2015> Installation Instructions

1. Remove rear wheel and chain adjuster pins from swing arm
2. Disconnect the traction sensor from the calliper plate and discard the Black plastic cable housing
3. Disconnect the rear brake line from the master cylinder and calliper
4. Install your Lighjtech chain adjusters as per the instruction provided in the lighjtech box
5. Remove the Brake pads by taking out the cover screw with a flat head screw driver and the inner pin with an alan key
 - 5.1 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
6. Slide the calliper off the plate and swap the slide bar and brass rattle plate from the existing calliper plate to your new one.
7. Reassemble the calliper onto your new plate and reinstall brake pads.
8. Connect your new brake line and bleed all air out (note – it helps to turn the calliper upside down to remove all the air) **Do not overfill reservoir**. Use the clips provided to attach the line to the underside of the swing arm
9. Slide the new calliper plate onto the captive nut that is already installed to the chain adjuster and tighten up using the 2 M5 grub screws
10. Connect the Traction sensor to the calliper plate, use clips provided to attach the cable to the underside of the swing arm.
11. Install the wheel rest plate to the inside of the swing arm on the sprocket side. (NOTE the 2 small spacer bosses have chamfers on them. The chamfers go against the swing arm. Rotate the bosses to miss the radius of the swing arm casting so that they sit flat). You may need to use shorter pins in your paddock bobbins if they go all the way through the mounting points
12. Replace wheel spacers with new ones provided (the lip fits inside the bearing seal)
13. Insert the wheel, lubricate and insert the new spindle but do not tighten up fully (**Note – this is a left-hand thread – Anti clockwise to tighten**)
14. Adjust the chain adjusters to tension the chain
15. Tighten up rear spindle (100Nm)
16. Practise removing and inserting the wheel
17. Laugh at your mates still struggling with their rear wheels

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
Ligtech adjusters with Captive Nut fitted	
L74 Calliper Plate – with grub screws and traction fixing fitted	
L74 Spindle with Pull cup fitted	
L74 Wheel rest plate pack with fixings	
L74 Captive wheel spacer pack	
600mm Brake line pack with, washers, fixings and bleeding instructions	

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