



R6 2017+ Installation instructions

1. Remove rear wheel, axle 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 Lightech Chain adjusters using the fittings and instructions provided in the Lightech box, (Note - the captive nut assembly fits to the exhaust side)
4. Install the wheel rest plate to the inside of the swing arm on the sprocket side, you may need to use shorter pins in your paddock bobbins if they go all the way through the mounting points
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. Slide the calliper plate on to the captive nut attachment and fix into place using the grub screw (Note – take care not to overtighten, this just needs to be pinched up)
7. Connect the calliper using the 2 M8 button head pins provided
8. 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**
9. Again, not essential, but it does help to countersink the holes in the traction plate and use the countersunk pins provided to give a little extra clearance when inserting the wheel. Countersink traction plates available as an optional extra if required.
10. Fit new captive spacers, (small lip goes inside the bearing seal)
11. Insert rear wheel onto the resting plate and calliper plate
12. Lubricate and insert spindle but do not tighten up (**Note – this is a left-hand thread – Anti clockwise to tighten**)
13. Adjust the Lightech chain adjusters to tension the chain
14. Tighten up rear spindle to 110Nm
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
Ligtech adjusters with Captive Nut fitted	
L74 Calliper Plate – with Calliper, grub screws and traction fixing fitted	
L74 Spindle with Pull cup fitted	
L74 Wheel rest plate pack with fixings	
600mm Brake line pack with Banjo, washers, fixings and bleeding instructions	
Countersunk pins for traction plate	
1 Pair of captive spacers	

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.