TTGA Performance

## MAKING YOUR DREAMS A REALITY

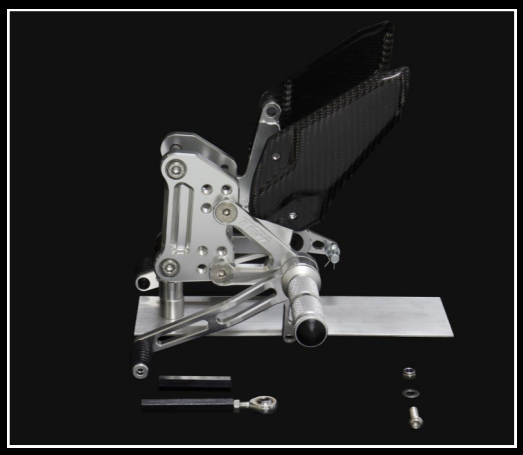
# FITTING INSTRUCTIONS

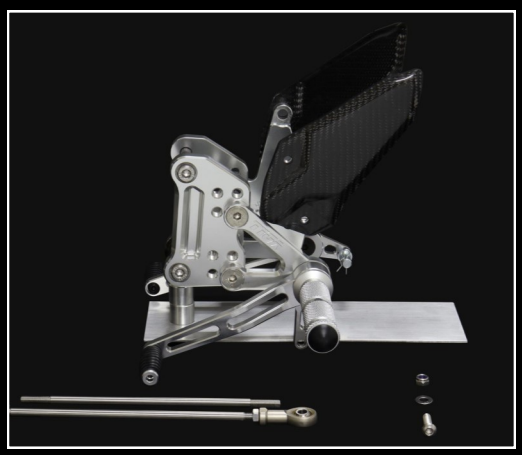
**STAA-0040 Racing Step Kit, (Adjustable), Quick Shift, Silver, ZX-4R(R).**

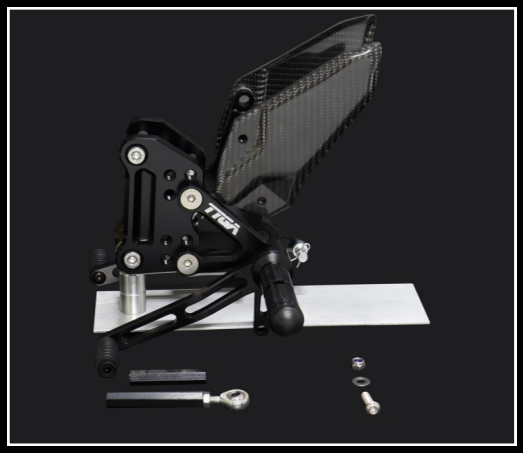
**STAA-1040 Racing Step Kit, (Adjustable), Quick Shift, Black, ZX-4R(R).**

**STAA-0041 Racing Step Kit, (Adjustable), Normal Shift, Silver, ZX-4R(R).**

**STAA-1041 Racing Step Kit, (Adjustable), Normal Shift, Black, ZX-4R(R).**







Many thanks for purchasing the TYGA racing step kit for your ZX-4R(R). Before we move on, I would just like to say a few words on safety.

Make sure that you have plenty of room to work on the bike. Having the bike up on a work stand is usually the best way, but whatever your situation, clear a good working area around the bike so that you're not tripping over stuff.

It's probably best, but not essential to have the bike upright for fitting the step kit, so pop the bike on a paddock stand if you have one and make sure that the bike is stable.

No need to remove any bodywork to fit the steps, and no special tools needed.

I won't mention it in the instructions below, but we recommend using thread lock compound on all bolts. We use Loctite 243, but any decent thread lock compound will work.

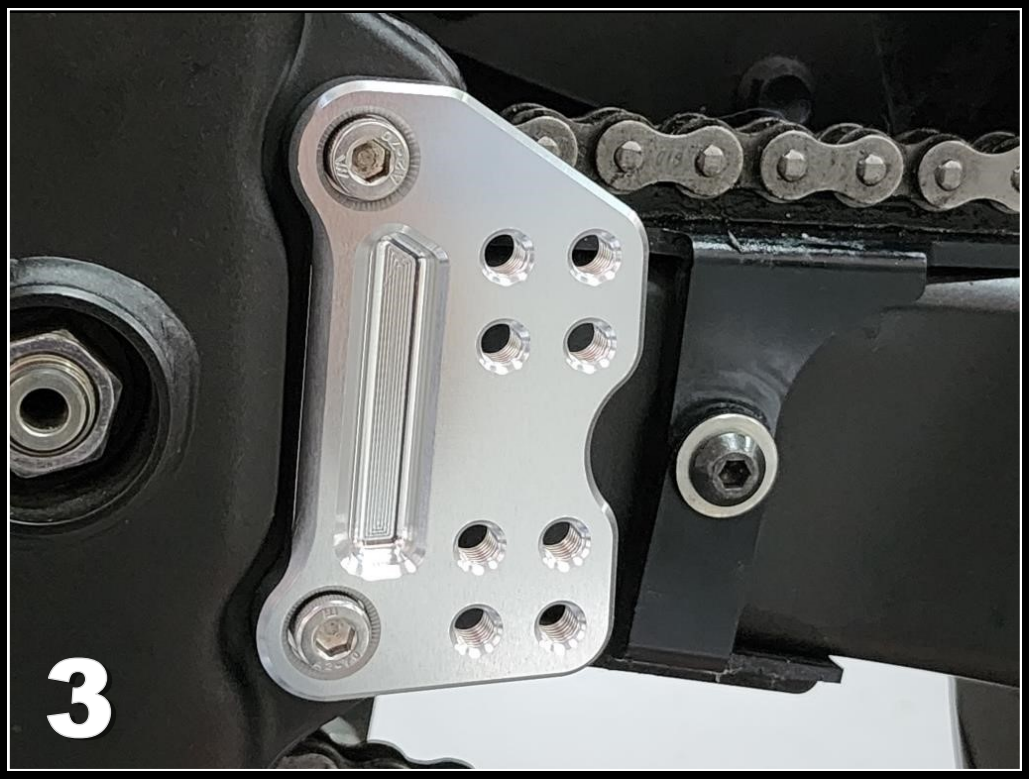
Once all fitted and after your first ride, it's a good idea just to go over all the nuts and bolts again to check that nothing was forgotten the first time and that nothing has come loose.

With that out of the way, let's get on with it.

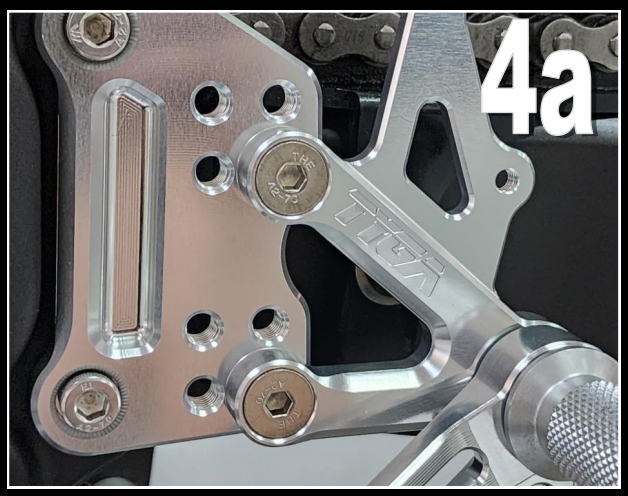
**1)** First you need to remove the standard steps in their entirety. We will reuse the 2x M6 bolts from the left side heel guard and the 2x shouldered M8 bolts from the right hand heel guard as they look quite nice. We will also use the OEM rear brake light switch and spring so keep hold of these. Everything else can go including the OEM gear link rod. We have a quick shifter on our bike. We'll keep the main quick shifter body but will be replacing the OEM hex extension, so we can remove the standard part.

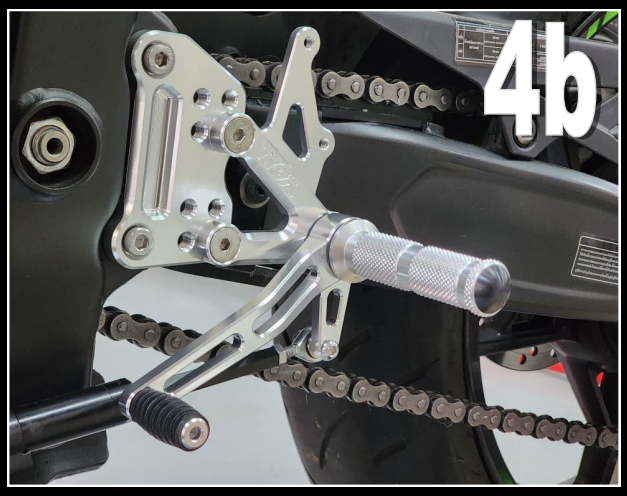

**2)** The steps are supplied ‘semi-assembled’. The main hangers, levers and pegs are all assembled together but the main hanger plate with the adjustment holes that attaches to the frame is separate so that you can choose your position.

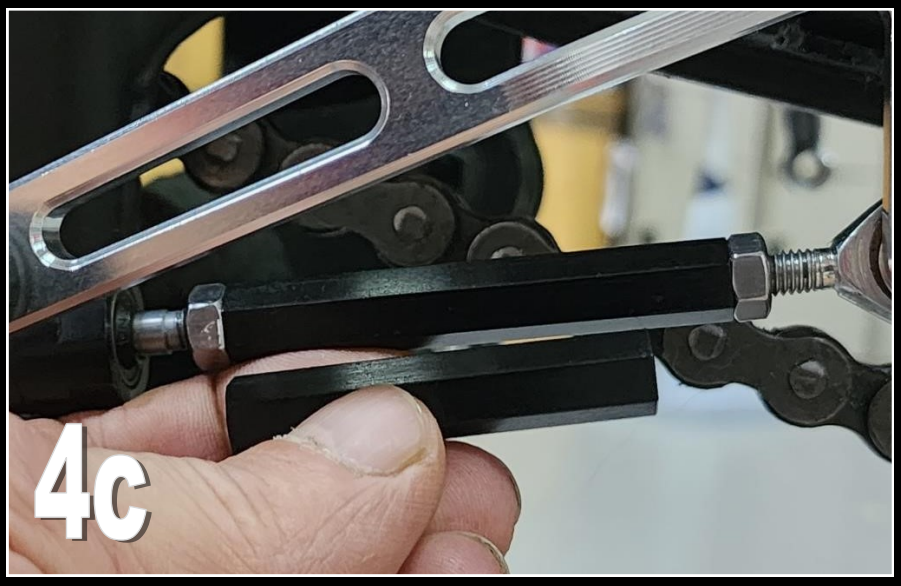
**3)** Starting on the left side, fit the hanger mount and tighten the bolts.



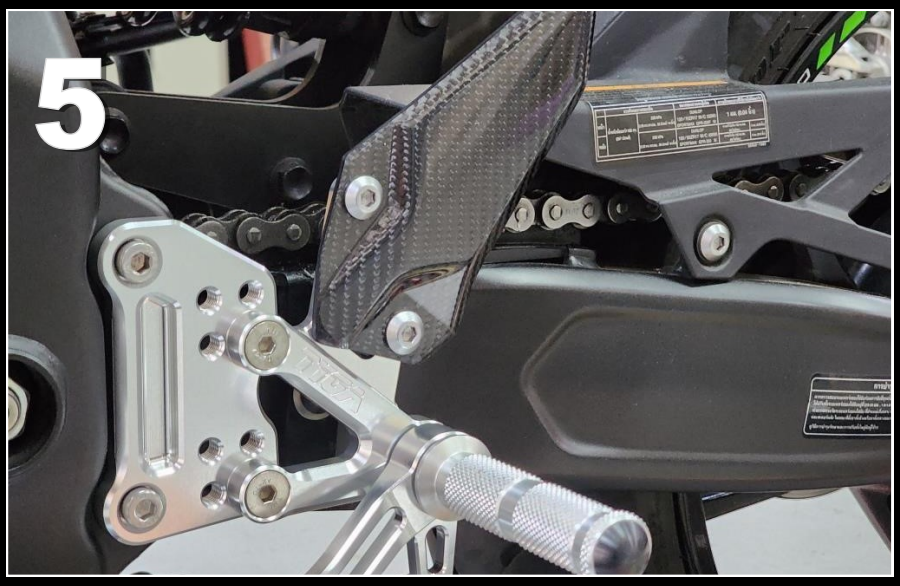

**4)** Now offer up the assembled left side step and fit the taper bolts. Personally, I like the lower rear position as shown. Note that we supply two different length link rods depending on the position you choose. The link rod/extension that is fitted is for the two rearward mounting positions, but of course this can be changed to the shorter link rod/extension if you choose either of the front positions.



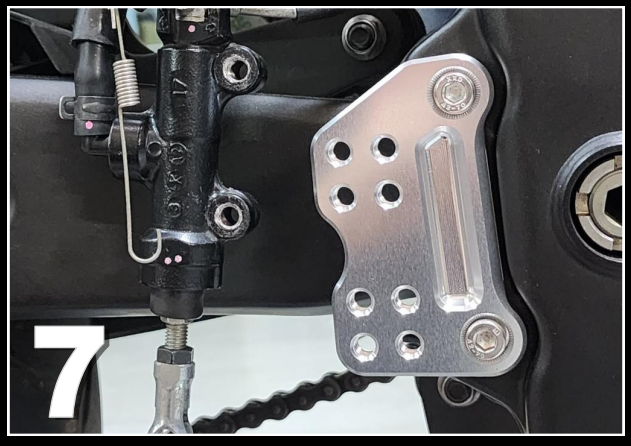



**5)** You can now fit the BPCC-7156L carbon heel guard using the OEM M6 bolts. Fully tighten.

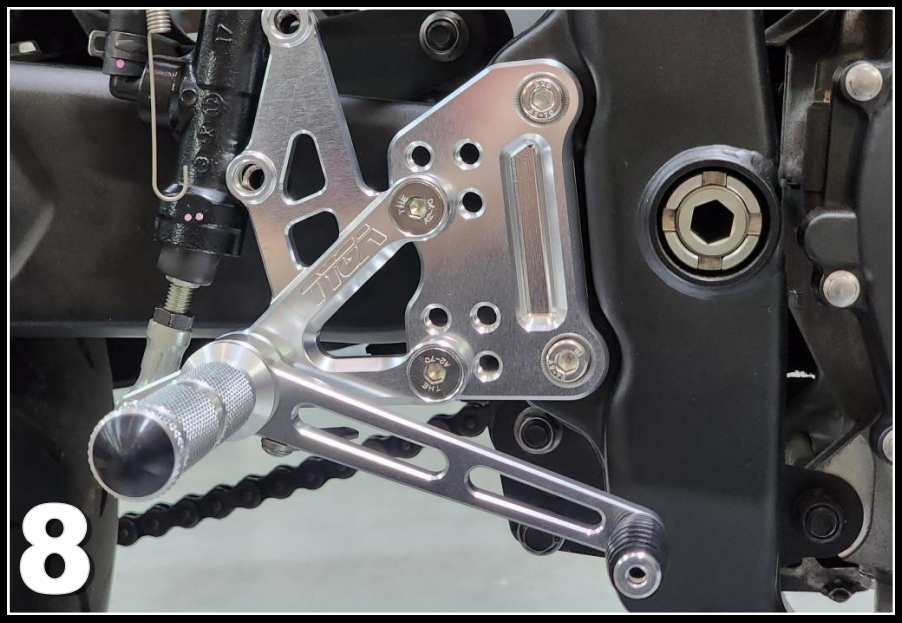



**6)** That's about it for now on the left side. We will revisit the final setup once we have the right side fitted.

**7)** On the right side, fit the main hanger plate and tighten the bolts.

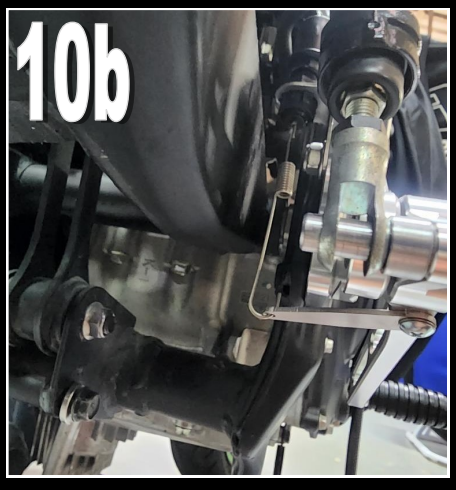


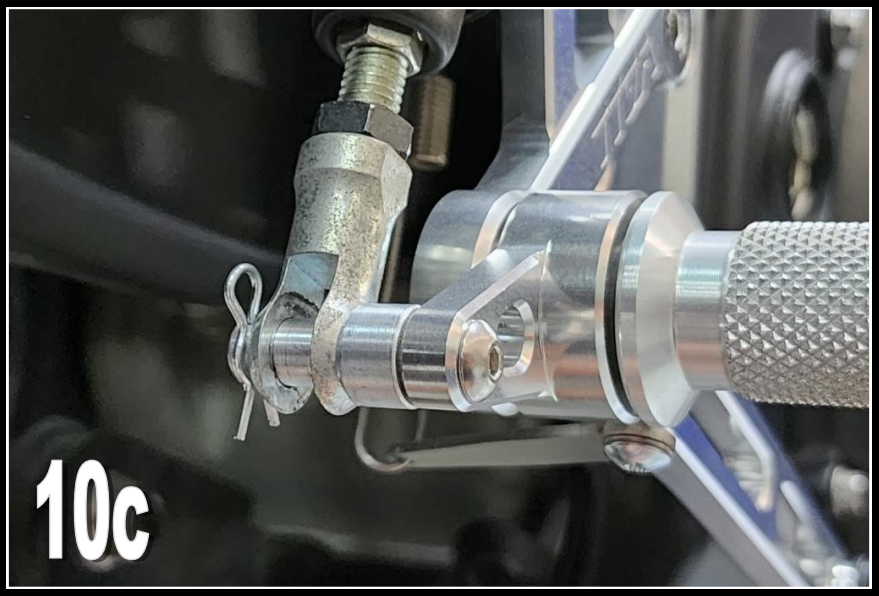
**8)** Offer up the assembled tight hand step and fit the taper bolts to match the left side. Note that the M8x30 taper head bolt is used for the top mount of the hanger and the M8x20 taper head bolt of for the lower mount of the hanger. The top mount also secures the stay for the brake switch, so we need the longer bolt. Also slip the brake shaft on the lever into the fork on the brake master. This stops the lever from flopping around.



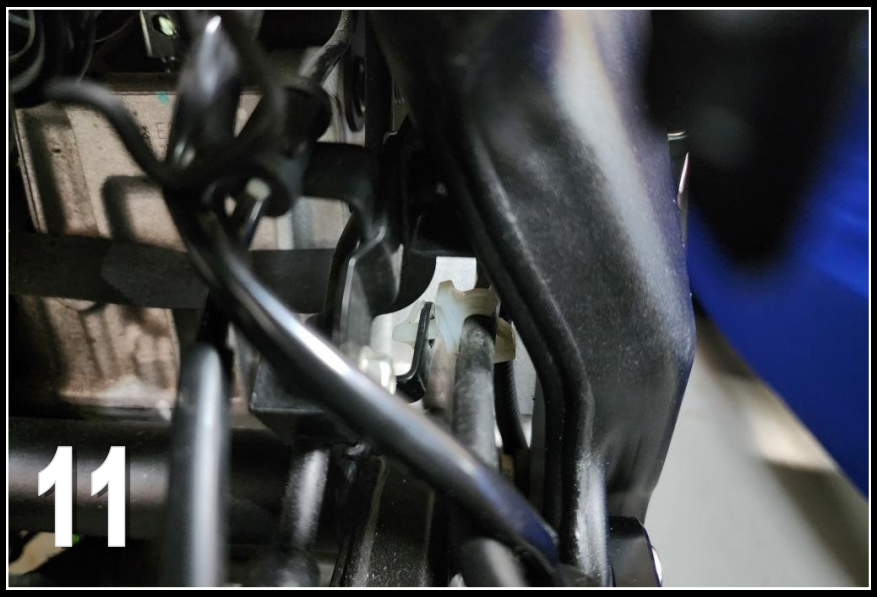

**9)** Now is possibly a good time to hop on the bike and try to get a feeling for the step/peg position. If all feels good then please continue.

**10)** Next, we will fit the brake light switch. I found it best to fit the switch into BPSY-0399 holder and then reach down and fit the hook on the spring to the BPSY-0400 spring holder that is secured to the lever. Then hook the holder onto the protruding M8 taper bolt and secure loosely with the M8 Nyloc nut. Before the final tightening of the nut, just check that the switch body and spring are inline and not crooked and then tighten securely. Also fit the NUBO-0002 R-Clip onto the brake shaft.



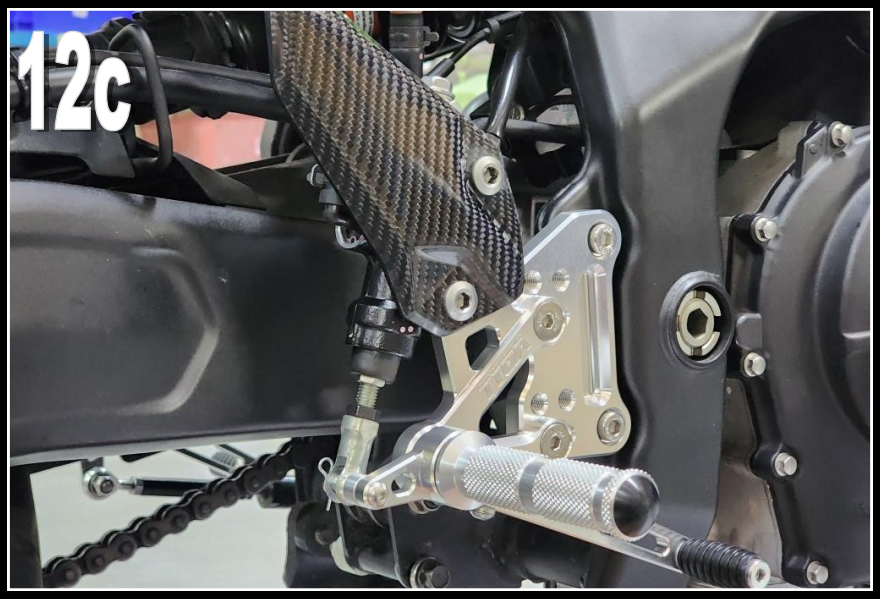

**11)** This next step requires a little commitment from you as the ABS system uses hard lines and so constrains the position of the master cylinder. You must get a little heavy handed here to line up the master cylinder mounting holes with the mounting holes on the step hanger. A handy hint is to follow the routing of the lines just inside the frame and you'll see a white plastic clip that holds the lines. You can pop this out quite easily and that will allow for more freedom of movement. I wrenched mine back and forth trying to break something but couldn't so don't worry about being a little firm with it




**12)** Use the OEM master cylinder mounting bolts, slip them through the mount holes on the BPCC-7156R heel guard and then place the BPSY-0415 bushes onto the bolts as shown. Now secure the master cylinder to the mount and fully tighten.

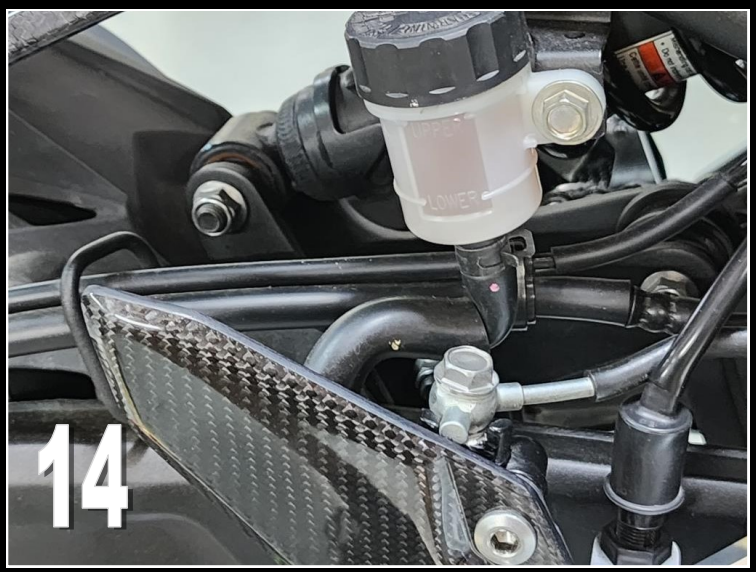
I will mention Loctite thread lock at this point just in case. You don't really want the brake master cylinder coming loose!






**13)** Now you need to jump on the bike again and set up the lever positions. Once happy with that, make sure that all the nuts and bolts are tight.

**14)** A final important thing to check is the hose from the master cylinder to the brake reservoir pot.

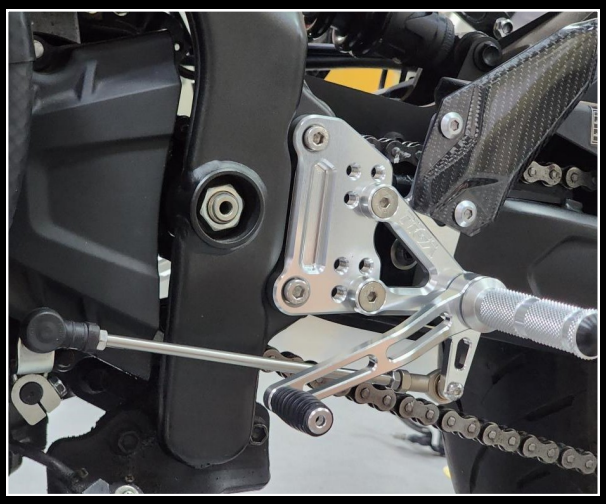


Due to the repositioning of the steps and the close proximity of the brake pot relative to the master cylinder, the hose can start to kink a little. We found it OK in the lower positions, but if using the higher positions then possibly a good idea to empty the fluid from the pot and hose, snip off 15mm or so and then refit and refill. No need to bleed the brakes. Or you could of course replace the hose and brake pot completely with BPAC-1011 TYGA Brake Reservoir Kit for the racer look!

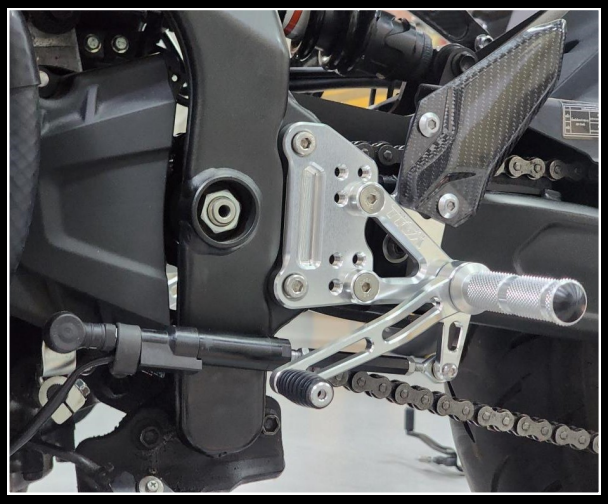
**15)** And that's it. You're done. Enjoy!

As a final note, the TYGA steps can be used in either street or race configuration by flipping the gear shifter arm around 180 degrees on the spline shaft at the engine.

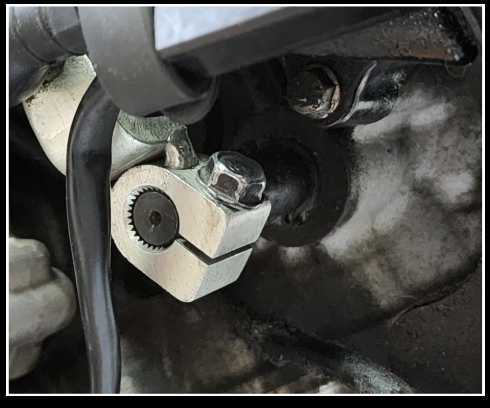
No mods to engine covers are required, but if using the quick shifter then please note that the quick shifter body is close to the frame once the shifter arm is flipped. With the pinch bolt fitted to the arm but before final tightening, just pull the arm out a little until the pinch bolt stops the arm coming out any further and tighten the bolt. This gives about 3mm clearance between the quick shift body and the frame. There is no such issue with the normal shift link rods.



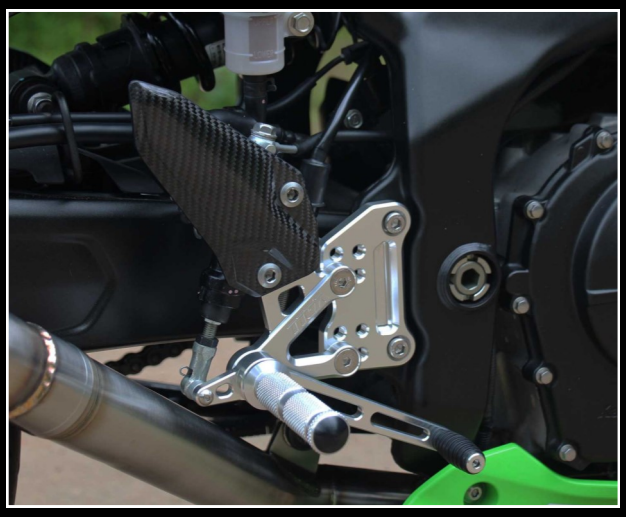
**Normal Shift, Race**

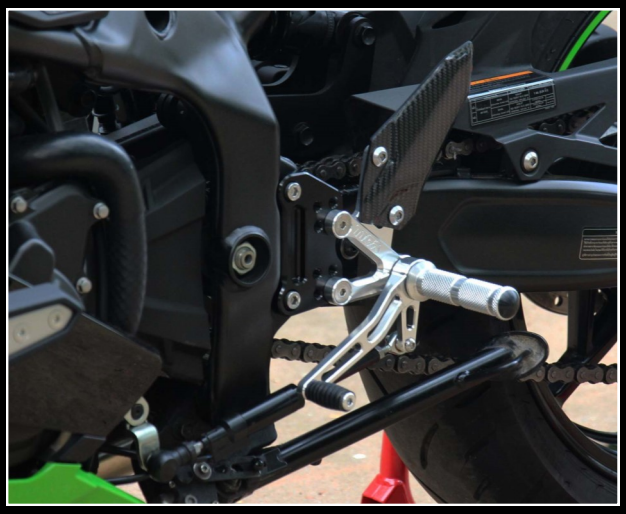


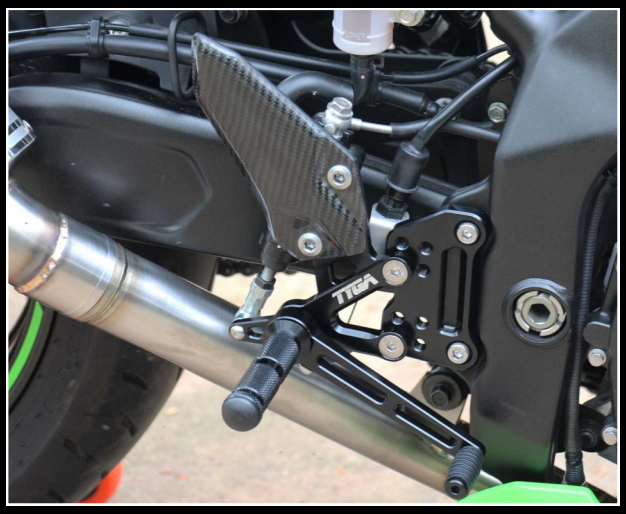
**Quick Shift, Race**



**Quick Shift, Race**







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