MAKING YOUR DREAMS A REALITY

FITTING INSTRUCTIONS

STAA-0026 Racing Step Kit, (Adjustable), Ninja 400

Designed in-house by TYGA Performance using the latest CAD/CAM software, these CNC machine-made step kits are made from top quality aircraft grade aluminium. Complete with carbon heel guards on left and right hanger.

Fitting Instructions – STAA-0026

Fitting the STAA-0026 step kit to the Kawasaki Ninja 400 is reasonably straight forward. However, due the necessity to remove the swing arm axle, extra caution to ensure the stability of the machine during fitting is advised to avoid possible damage to both you and the bike!

Prepare the bike on suitably stable ground. The use of a rear paddock stand is highly recommended.

You will also need a jack to support the weight of the bike and allow for easy removal of the swingarm axle.

Start on the left...

1) Loosen and remove the swingarm nut.

2) Remove pinch bolt nut from gear shift arm at the engine and remove the shift arm from the shaft.

3) Remove the plastic sprocket cover.

4) Remove the M8 and M10 bolts securing the left hand side footrest main plate, and remove the complete left hand side footrest assembly.

Onto the right side…

5) Remove the right hand side plastic cover.

6) Remove 2x M8 bolts securing the brake master cylinder.

7) Remove 2x M8 bolts (hex wrench) securing the right hand side footrest hanger to the main plate.

8) Remove brake switch and spring.

9) Remove the split pin from the brake master push rod and separate the master from the hanger.

10) Remove the right hand side hanger assembly.

11) Remove the M8 and M10 bolts securing the right hand side main plate.

From this point you will need to place a jack under the suspension linkage to lift the machine slightly. This takes the weight off of the swingarm axle and allows easy removal.

12) Slowly jack up the bike on the suspension linkage until the axle shaft becomes free and easy to slide out. Lock the jack at this point.

13) Remove the swingarm axle and right hand side footrest main plate.

14) Slide a similarly sized bar (~17mm diameter) in from the opposite side to maintain alignment of the holes. I just happen to have a 16mm diameter breaker bar which works perfectly ☺

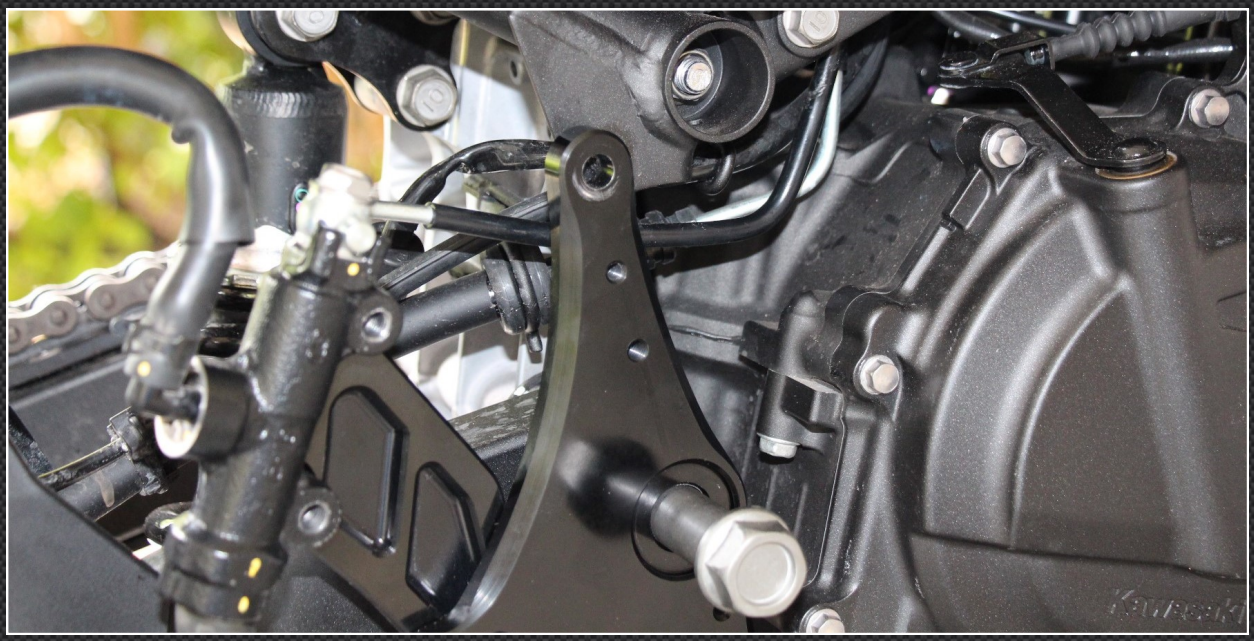
15) Remove right hand side tank infill and locate the brake line holder.

16) Pop out the bottom of the two lines from the holder to allow the line some freedom of movement.

The step kit STAA-0026 is preassembled and ready to use as is after fitting, and we suggest that you try this setting prior to any position adjustments. Position adjustments can be done easily once fitted.

17) Pre-fit the brake master cylinder to the right hand side hanger mounts using the supplied bolts and bushes before fitting the complete right hand side assembly to the bike.

18) Slide the swingarm axle through the center hole on the main plate, followed by the 13mm bush and then fit the axle back onto the bike. The axle will also push out the 'alignment tool' fitted at step #13.



19) Loosely fit the M8 button head bolt (provided) into the top hole of the main plate.

20) Loosely refit the M10 bolt into the lower hole of the main plate, followed by lower fairing mount stay and 33mm bush. The fairing mount stay is located between the main plate and bush.

Back to the left side…

21) Slide the 13mm bush onto the axle.

22) Fit the left hand side step assembly complete and secure loosely with the axle nut.

23) Loosely fit the M8 button head bolt (provided) into the top hole of the main plate.

24) Loosely re-fit the M10 bolt into the lower hole of the main plate, followed by the 26mm bush.

Time for a quick check that all parts are fitted correctly before finial tightening…

25) Lower the jack and allow the bike to rest its full weight on the stand.

26) Now tighten the M8 and M10 bolts fully (on left and right), followed by the swingarm axle nut.

27) Tighten the brake master mounting nuts and bolts

28) Refit the left and right plastic covers.

29) Refit the gear change arm.

30) Now is a good time to just go through all the nuts and bolts again to make sure everything is secure.

31) Take a short test ride and check that the gears select smoothly and that the rear brake functions correctly.

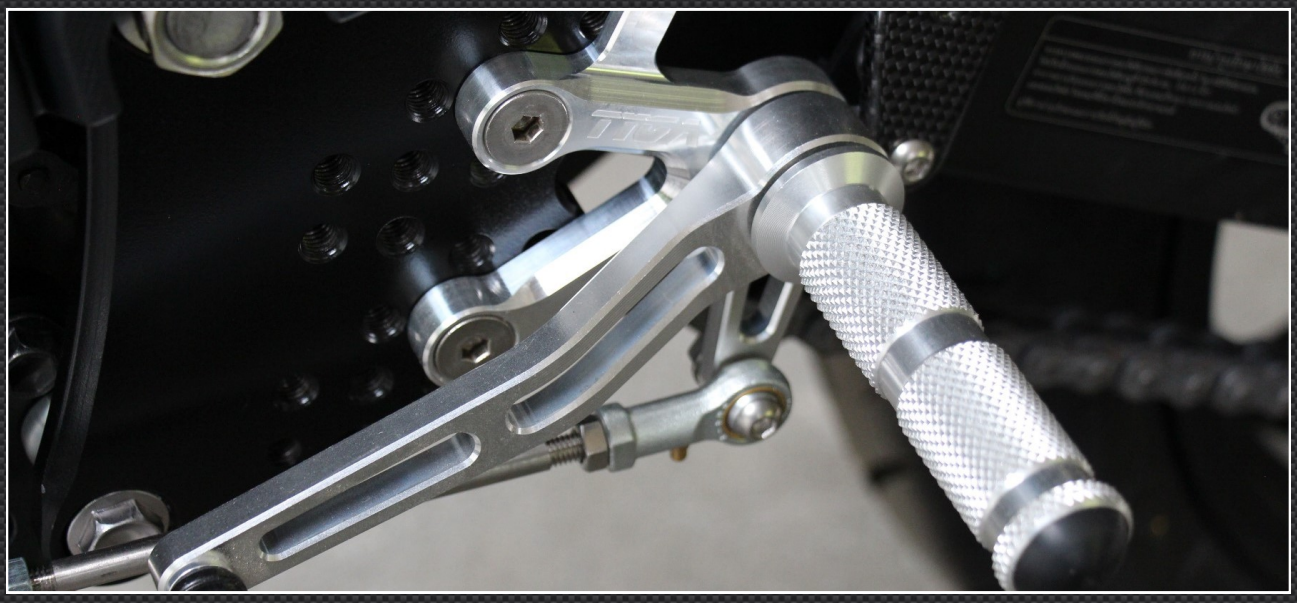
32) Job done!

Note that this step kit is designed for race use, and as such does not operate the brake light switch. If a brake light switch is required, then we recommend the use of a pressure switch.

Multi positions are available, but some adjustments may be necessary, such as use of the standard link rod to replace the TYGA link rod for lower, more forward positions.

Note also, the standard rear brake line is rigid, but by removing the line from the holder on the frame, the line can be persuaded into all positions. Most racers will want to remove these and fit bespoke braided lines anyway, so in most cases this won't be an issue.

Enjoy!



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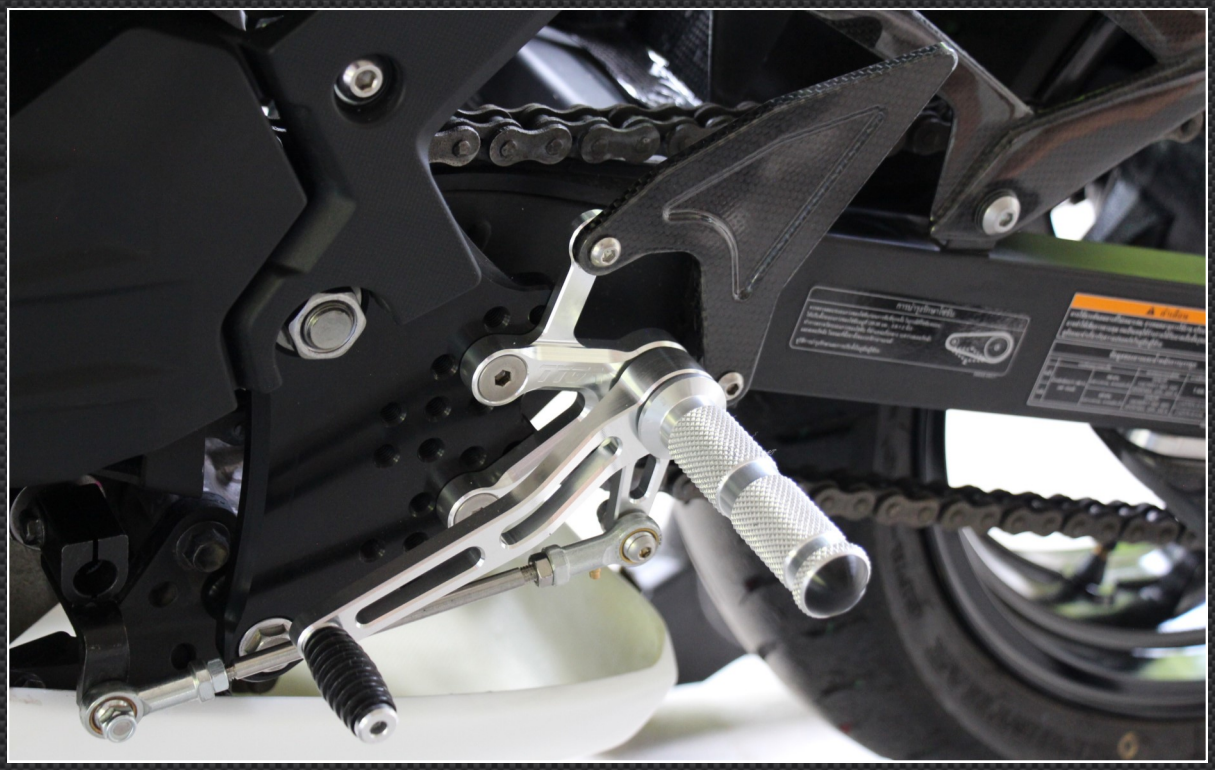

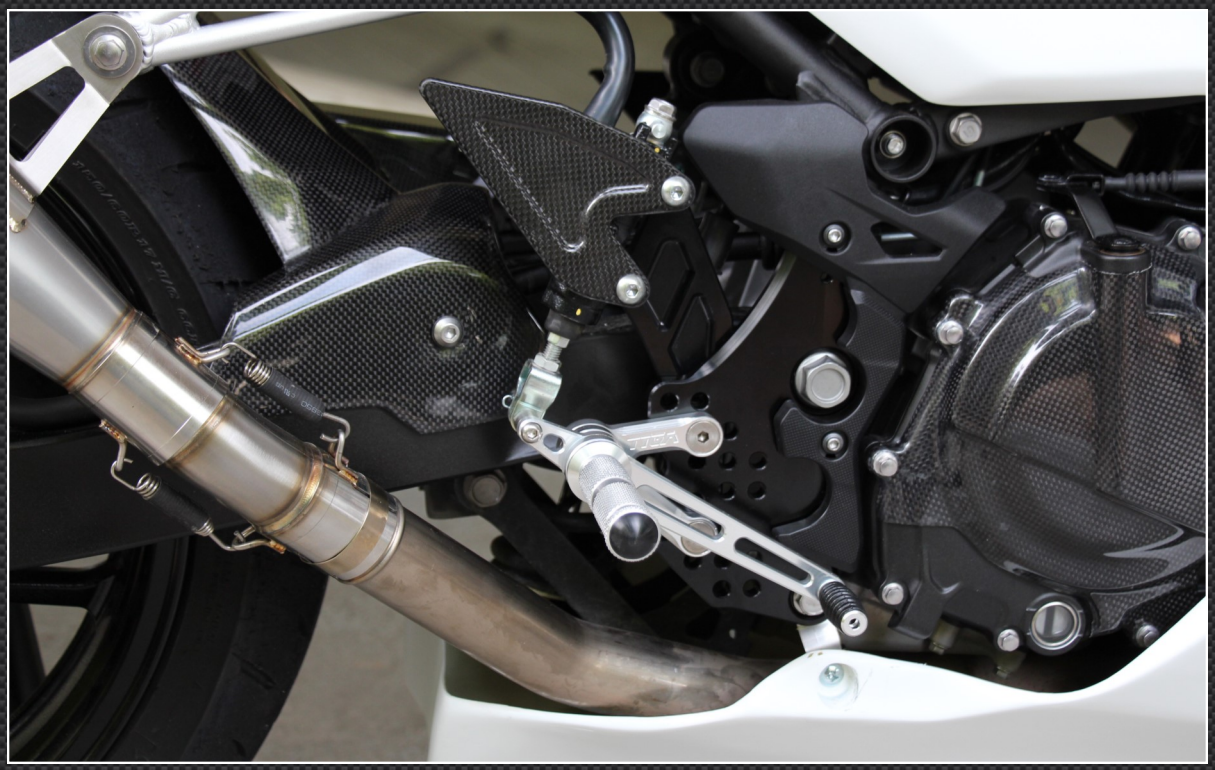

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