



**MAKING YOUR DREAMS A REALITY**

# **FITTING INSTRUCTIONS**

## **NC30/35 Racing Step Kit**

**Part Number: STAA-0003**

**Bike Model: Honda VFR/RVF400 NC30/35**

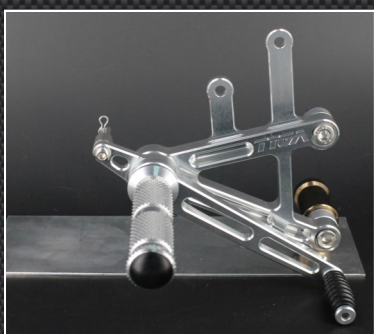


The TYGA Racing Step Kit is designed with racing in mind, dedicated to rider comfort and precise control.

The kit is supplied fully assembled, ready to bolt on.

Use of thread locking compound on step to frame mount bolts is recommended to avoid loosening of bolts due to vibration.

- Remove stock step kit in its entirety. However, this does not include link rod and change arm between gear pedal and gear change shaft in engine. The TYGA step Kit uses the OEM change arm and link rod. On brake side remove master cylinder from step hanger and also exhaust heat shield.
  - Fit left (Gear change) side assembly onto frame lugs and tighten. The two spacer are sandwiched between the step hanger and the frame lugs and secured with the M8x40 cap head bolts.
  - Unwind link rod fully from joint at change arm, and then refit by winding into both the change arm and gear lever joint simultaneously until you have used at least 10mm of thread. Check position of gear lever (rider preference). Note that the position is adjustable either by rotating a full tooth on the gear change shaft spline, or by turning the link rod. You need only get it somewhere near at this stage.
    - Tighten bolt on change arm.
  - Fit right (brake) side assembly onto frame lugs and tighten. The two spacers are sandwiched between the step hanger and the frame lugs and secured with the M8x40 cap head bolts.
- \* Fit rear brake master cylinder push rod to the shaft on the brake lever and fit master cylinder to the inside of step hanger and use original bolts to secure. The split pin in brake link shaft will hold push rod in position



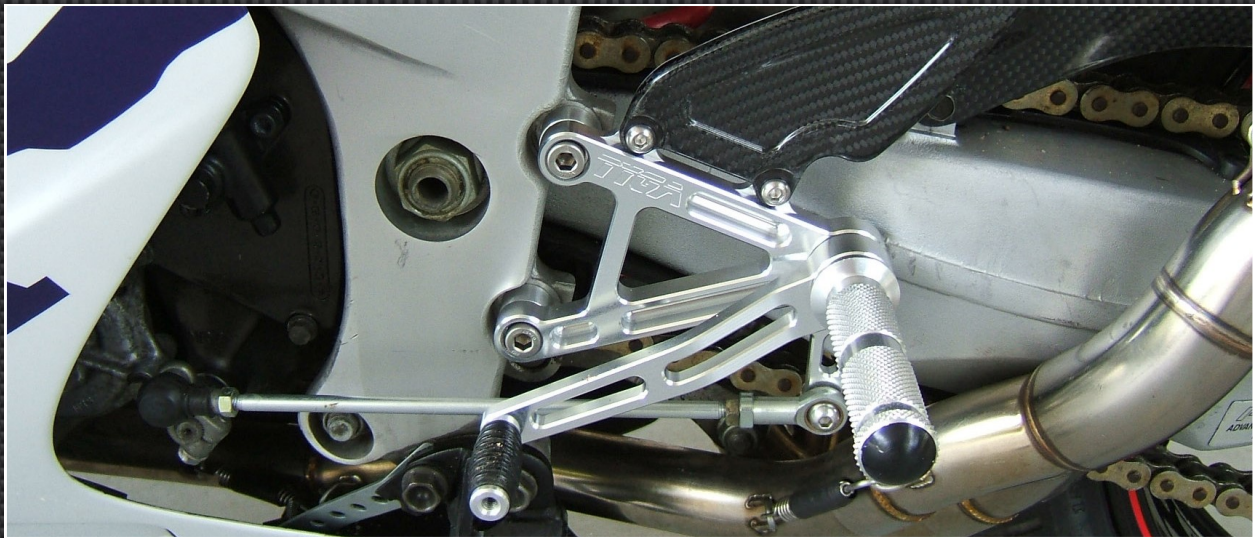
## You're now ready for final adjustment before riding.

The gear lever height can be adjusted by loosening off the locknuts securing the link rod, and rotating the rod. When the desired position is found, retighten the lock nuts.

Note that one locknut is left hand threaded.

The brake lever height can also be adjusted by slackening the M8 locknut on the master cylinder pressure rod and turning the adjuster with a 10mm spanner. Lock up the M8 nut when you've found the best position.

Make one final check that all bolts are secure before riding.



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