Wheels/Tires

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Exploded View

T1: 20 N-m (2.0 kg-m, 14.5 ft-lb)
T2: 88 N-m (9.0 kg-m, 65 ft-lb)
T3: 88 N-m (9.0 kg-m, 65 ft-lb)
T4: 1.5 N-m (0.15 kg-m, 13 in-lb)
### Specifications

<table>
<thead>
<tr>
<th>Item</th>
<th>Standard</th>
<th>Service Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Wheels:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front tire</td>
<td>Make &amp; type: Bridgestone CYROX-05 Tubeless, Dunlop K510F Tubeless</td>
<td></td>
</tr>
<tr>
<td></td>
<td>*100/70 R17 48H **100/70 R17 49H</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Air pressure: Up to 97.5 kg (215 lb) load</td>
<td></td>
</tr>
<tr>
<td></td>
<td>200 kPa (2.00 kg/cm², 28 psi)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>97.5 – 184 kg (215 – 406 lb) load</td>
<td></td>
</tr>
<tr>
<td></td>
<td>225 kPa (2.25 kg/cm², 32 psi)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tread depth: (Bridgestone) 3.4 mm</td>
<td>1 mm</td>
</tr>
<tr>
<td></td>
<td>(Dunlop) 3.9 mm</td>
<td>1 mm</td>
</tr>
<tr>
<td>Rear tire</td>
<td>Make &amp; type: Bridgestone CYROX-12 Tubeless, Dunlop K510 Tubeless</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tire size: 130/60 R18 60H</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Air pressure: Up to 97.5 kg (215 lb) load</td>
<td></td>
</tr>
<tr>
<td></td>
<td>225 kPa (2.25 kg/cm², 32 psi)</td>
<td></td>
</tr>
<tr>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>250 kPa (2.50 kg/cm², 36 psi)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tread depth: (Bridgestone) 5.8 mm</td>
<td>2 mm: Up to 110 km/h (70 mph)</td>
</tr>
<tr>
<td></td>
<td>(Dunlop) 6.4 mm</td>
<td>3 mm: Over 110 km/h (70 mph)</td>
</tr>
<tr>
<td>Rim runout</td>
<td>Axial: – – – –</td>
<td>2 mm: Up to 110 km/h (70 mph)</td>
</tr>
<tr>
<td></td>
<td>Radial: – – –</td>
<td>3 mm: Over 110 km/h (70 mph)</td>
</tr>
<tr>
<td>Axle runout/100 mm</td>
<td>0.1 mm</td>
<td>0.5 mm</td>
</tr>
<tr>
<td></td>
<td></td>
<td>0.8 mm</td>
</tr>
<tr>
<td></td>
<td></td>
<td>0.2 mm</td>
</tr>
<tr>
<td></td>
<td></td>
<td>0.7 mm (Replace limit)</td>
</tr>
</tbody>
</table>

*: 88 Model
**: 89 Model
Special Tools

Rim Protector: 57001-1063

Beed Breaker: 57001-1072

Bearing Remover Set: 57001-1264

Jack Stand: 57001-1238

Circlip Pliers: 57001-143

Tire Iron: 57001-1073

NOTE

The tire irons (P/N 57001-1073) are included in the bead breaker (P/N 57001-1072).
Front Wheel Removal
• Remove the following.
  Lower Fairing
  Muffler (see Engine Top End chapter)
  RH or LH Brake Caliper Mounting Bolts

NOTE
• Rest the caliper and the side stand on some kind of stand so that they do not dangle.

A. Side Stand Bracket Mounting Bolts
B. Side Stand
C. Shift Pedal

• Using the jack stand (special tool), support the vehicle and lift the front of the vehicle by a suitable jack.

A. Jack Stand: 57001-1238
B. Suitable Jack

• Pull the axle shaft out and remove the front wheel.

CAUTION
• Do not lay the wheel down on one of the discs. This can damage or warp the disc. Place blocks under the wheel so that the discs do not touch the ground.

Front Wheel Installation Notes
• Put the speedometer gear drive onto the wheel hub notches, then install the housing so that it fits the drive notches.

Shift Pedal (see Crankshaft/Transmission chapter)
Rear Wheel Removal

- Remove the following.
  Lower Fairing
  Muffler (see Engine Top End chapter)

A. Clip
B. Torque Link Rear End Nut
C. Chain Adjuster (Fully Loose)
D. Rear Axle Nut

Shift Pedal (see Crankshaft/Transmission chapter)

A. Mounting Bolts
B. Side Stand

NOTE

- Rest the side stand on some kind of stand so that it doesn’t dangle.

- Using the jack stand (special tool), lift the rear of vehicle.

- Do not attempt to drive the motorcycle until fully depressing the brake lever then pump the brake lever until the pads are against the disc. The brakes will not function on the first application of the lever if this is not done.

Apply non-permanent locking agent to the threads of side stand bracket mounting bolts (see General Information chapter).

- Tighten the following parts to the specified torque (see General Information chapter).
  - Axle Nut
  - Axle Clamp Bolts
  - Brake Caliper Mounting Bolts
  - Side Stand Bracket Mounting Bolts

- Check the front brake.

1. Notches
2. Projections

1. Housing Stop
2. Fork Leg Stop
A. Jack Stand: 57001-1238

- Fully loosen the drive chain and pull off the rear axle.
- Pull the drive chain toward the left and remove the rear wheel.
- Remove the coupling.

**CAUTION**

- Do not lay the wheel on the ground with the disc facing down. This can damage or warp the disc.

**Rear Wheel Installation Notes**

- Apply non-permanent locking agent to the threads of side stand bracket mounting bolts.
- Visually inspect the clips on the torque link nut and rear axle nut, and replace them if necessary.
- Tighten the following parts to the specified torque (see General Information chapter).
  - Side Stand Bracket Mounting Bolts
  - Torque Link Rear End Nut
  - Rear Axle Nut
- Check the following items (see Final Drive chapter).
  - Driven Chain Slack
  - Wheel Alignment
  - Brake Function

**WARNING**

- Do not attempt to drive the motorcycle until fully depressing the brake pedal then pumping the brake pedal until the pads are against the disc. The brake will not function on the first application of the pedal if this is not done.

**Wheel (Rim) Inspection**

- Remove the tire from the wheel.
- Measure the rim runout by using a dial gauge.

**CAUTION**

- If rim runout exceeds the service limit, check the wheel bearings.
- If the problem is not due to the bearings, the wheel must be replaced.

**Axial Runout**

- Service Limit: 0.5 mm

**Radial Runout**

- Service Limit: 0.8 mm

**WARNING**

- Never attempt to repair a damaged wheel. If there is any damage besides wheel bearings, the wheel must be replaced to insure safe operational condition.

**Balance Weight Installation**

- Check if the weight portion has any play on the blade-and-clip plate.
- If it does, discard it.
- Lubricate the balance weight blade, tire bead, and rim flange with a soap and water solution or rubber lubrication. This helps the balance weight slip onto the rim flange.

**WARNING**

- Do not lubricate the tire bead with engine oil or gasoline because they will deteriorate the tire.
9-8 WHEELS/TIRES

• Install the balance weight on the rim.
  ◦ Slip the weight to the rim flange by pushing or lightly hammering the weight in the direction shown in the figure.
  ◦ Check that the blade and weight seat fully on the rim flange, and that the clip is hooked over the rim ridge and reaches rim flat portion.

WARNING

○ If the balance weight has any play on the rim flange, the blade and/or clip have been stretched. Replace the loose balance weight.
○ Do not reuse used balance weights.

Balance Weight

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Weight (grams)</th>
</tr>
</thead>
<tbody>
<tr>
<td>41075-1014</td>
<td>10</td>
</tr>
<tr>
<td>41075-1015</td>
<td>20</td>
</tr>
<tr>
<td>41075-1016</td>
<td>30</td>
</tr>
</tbody>
</table>

Installing Balancer Weight

(a) Press or lightly hammer the weight in.

(b) Installation completed.

Balance Weight Removal

(a) When the tire is not on the rim.
  • Push the blade portion toward the outside with a regular tip screw driver, and slip the weight off the rim flange.
  • Discard the used balance weight.

Removing Balance Weight (without tire on rim)

Push

(b) When the tire is on the rim.
  • Pry the balance weight off the rim flange using a regular tip screw driver as shown in the figure.
  ○ Insert a tip of the screw driver between the tire bead and weight blade until the end of the tip reaches the end of the weight blade.
  ○ Push the driver grip toward the tire so that the balance weight slips off the rim flange.
  • Discard the used balance weight.

Removing Balance Weight (with tire on rim)

Tire Air Pressure Inspection

NOTE

○ Measure tire pressure when the tires are cold (that is, when the motorcycle has not been ridden more than a mile during the past 3 hours).
Tire Air Pressure (when cold)

<table>
<thead>
<tr>
<th>Load</th>
<th>Air Pressure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 97.5 kg (215 lb)</td>
<td>200 kPa (2.00 kg/cm², 28 psi)</td>
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<td>250 kPa (2.50 kg/cm², 36 psi)</td>
</tr>
</tbody>
</table>

Tire Inspection

- Visually inspect the tire for cracks and cuts. Reduce the tire if badly damaged.
- Measure the tread depth at the center of the tread with a depth gauge.

Tire Tread Depth

Front

<table>
<thead>
<tr>
<th>Standard:</th>
<th>3.4 mm</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Bridgestone)</td>
<td>3.9 mm</td>
</tr>
<tr>
<td>(Dunlop)</td>
<td></td>
</tr>
<tr>
<td>Service Limit:</td>
<td>1 mm</td>
</tr>
</tbody>
</table>

Rear

<table>
<thead>
<tr>
<th>Standard:</th>
<th>5.8 mm</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Bridgestone)</td>
<td>6.4 mm</td>
</tr>
<tr>
<td>(Dunlop)</td>
<td></td>
</tr>
<tr>
<td>Service Limit:</td>
<td>2 mm Up to 110 km/h (70 mph)</td>
</tr>
<tr>
<td></td>
<td>3 mm Over 110 km/h (70 mph)</td>
</tr>
</tbody>
</table>

Tire Installation

- Check the tire rotation mark on the rear tire and install it on the rim accordingly.

NOTE

- The direction of the tire rotation is shown by an arrow on the rear tire sidewall.

1. Rotation Mark (Arrow)  3. Air Valve
2. Balance Mark (Yellow Paint)

- Position the tire on the rim so that the air valve is at the tire balance mark (the yellow paint mark on a new tire).

WARNING

- To ensure safe handling and stability, use only the recommended standard tires for replacement, inflated to the standard pressure.

Hub Bearings

Removal

- Using the bearing remover set (special tool), remove the hub bearings.
- Remove the bearing retainer.
Inspection
- Turn each bearing back and forth while checking for roughness or binding.
- If roughness or binding is found, replace the bearing.
- If it is noisy, does not spin smoothly, or has any rough spots, it must be replaced.
- Examine the bearing seal for tears or leakage.
- If the seal is torn is leaking, replace the bearing.

CAUTION
- Do not lay the wheel on the ground with the disc facing down. This can damage or warp the disc. Place blocks under the wheel so the disc does not touch the ground.

Installation
- Install the bearings by using the bearing driver set (special tool: 57001-1129).

Speedometer Gear Housing

Disassembly and Assembly

NOTE
- It is recommended that the assembly be replaced rather than attempting to repair the components.

- Install the speedometer gear housing so that it fits in the speedometer gear drive notches (see Front Wheel Installation Notes).

Lubrication
- Clean and grease the speedometer gear housing.

NOTE
- Install the bearings so that the marked or shielded sides face out.

1. Hub Bearing
2. Bearing Remover Set: 57001-1264

1. Bearing Driver Holder
2. Driver (Large)
3. Driver (Small)