Wheels/Tires

Table of Contents

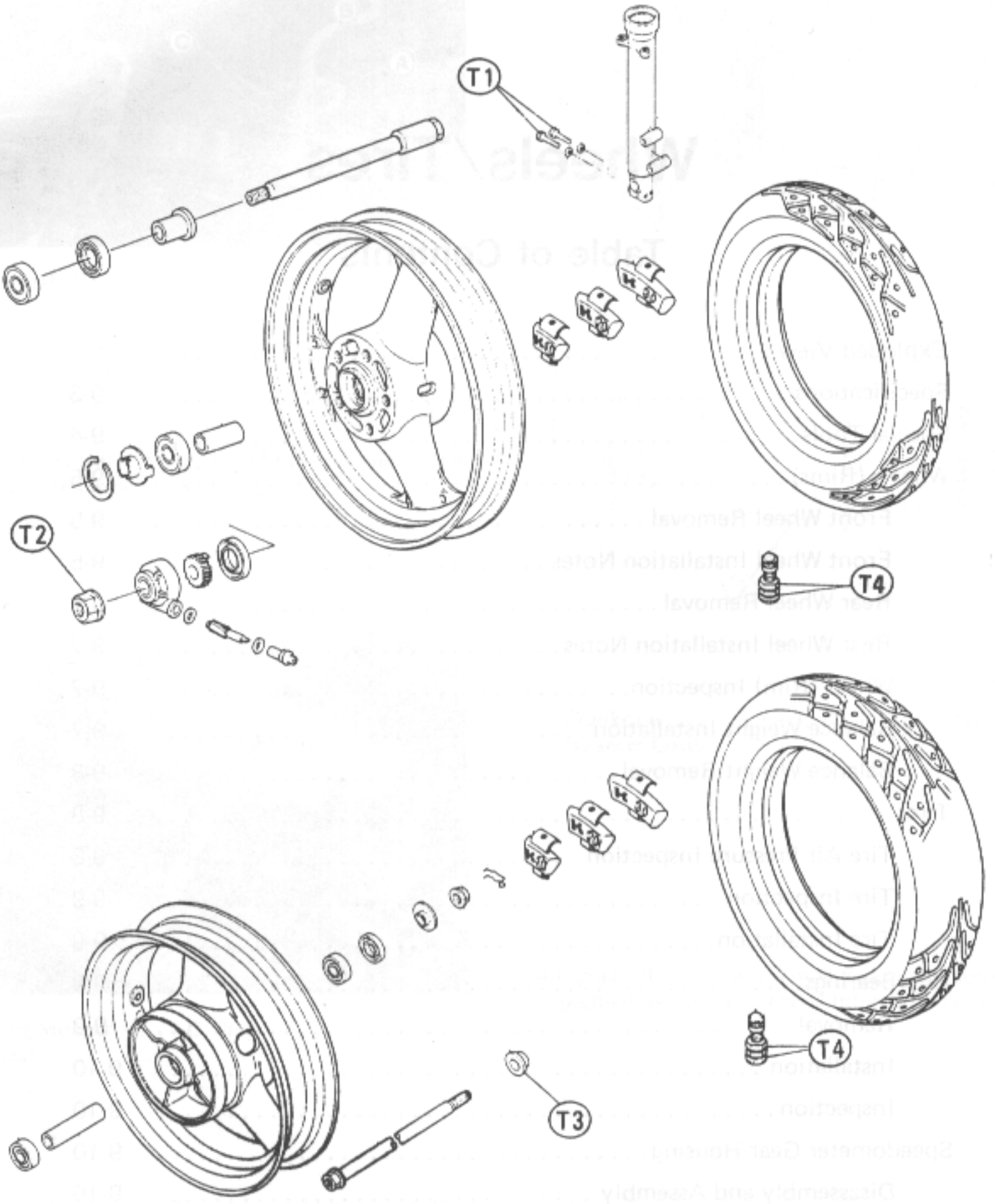
Exploded View 9-2
Specifications 9-3
Special Tools 9-4
Wheels (Rims) 9-5
- Front Wheel Removal 9-5
- Front Wheel Installation Notes 9-5
- Rear Wheel Removal 9-6
- Rear Wheel Installation Notes 9-7
- Wheel (Rim) Inspection 9-7
- Balance Weight Installation 9-7
- Balance Weight Removal 9-8

Tires 9-8
- Tire Air Pressure Inspection 9-8
- Tire Inspection 9-9
- Tire Installation 9-9

Hub Bearings 9-9
- Removal 9-9
- Installation 9-10
- Inspection 9-10

Speedometer Gear Housing 9-10
- Disassembly and Assembly 9-10
- Lubrication 9-10

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

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

* : 88 Model
** : 89 Model

Special Tools

Rim Protector: 57001-1063



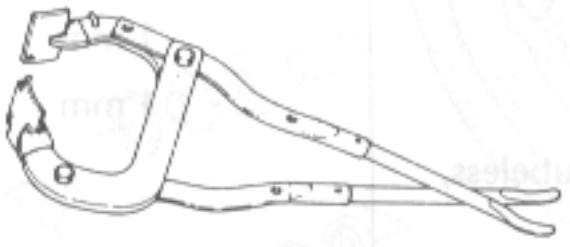
Circlip Pliers: 57001-143



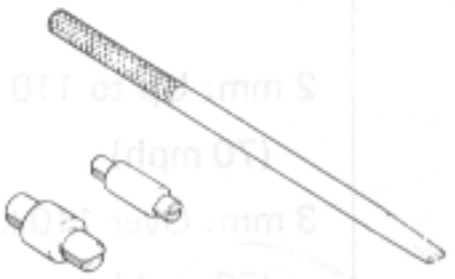
Tire Iron: 57001-1073



Beed Breaker: 57001-1072



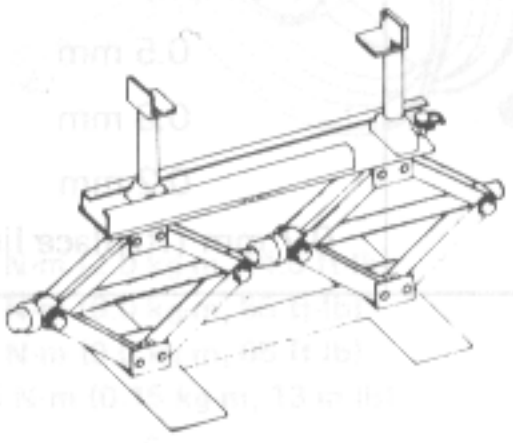
Bearing Remover Set: 57001-1264



NOTE

○ *The tire irons (P/N 57001-1073) are included in the bead breaker (P/N 57001-1072).*

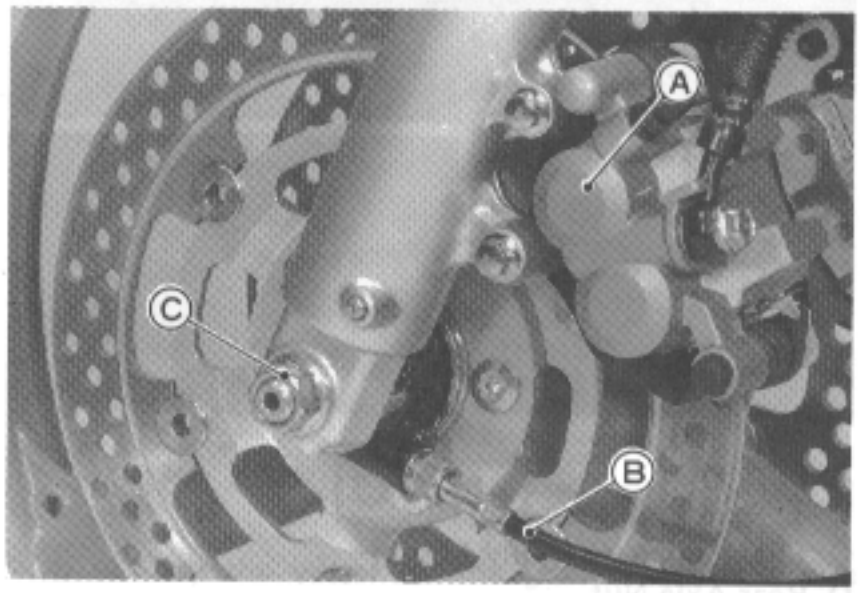
Jack Stand: 57001-1238



Wheels (Rims)

Front Wheel Removal

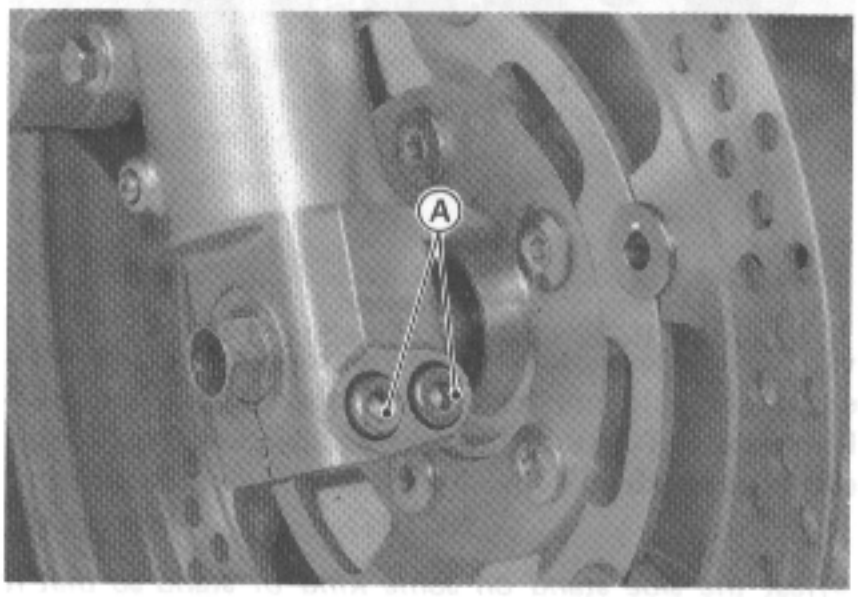
- Remove the following.
  Lower Fairing
  Muffler (see Engine Top End chapter)
  RH or LH Brake Caliper Mounting Bolts



A. Caliper
B. Speedometer Cable Lower End
C. Axle Nut

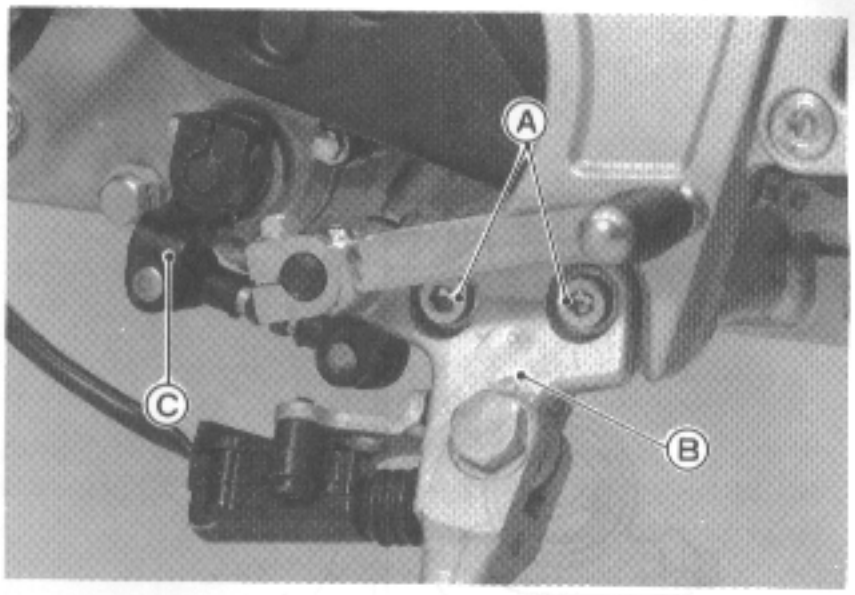
NOTE

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



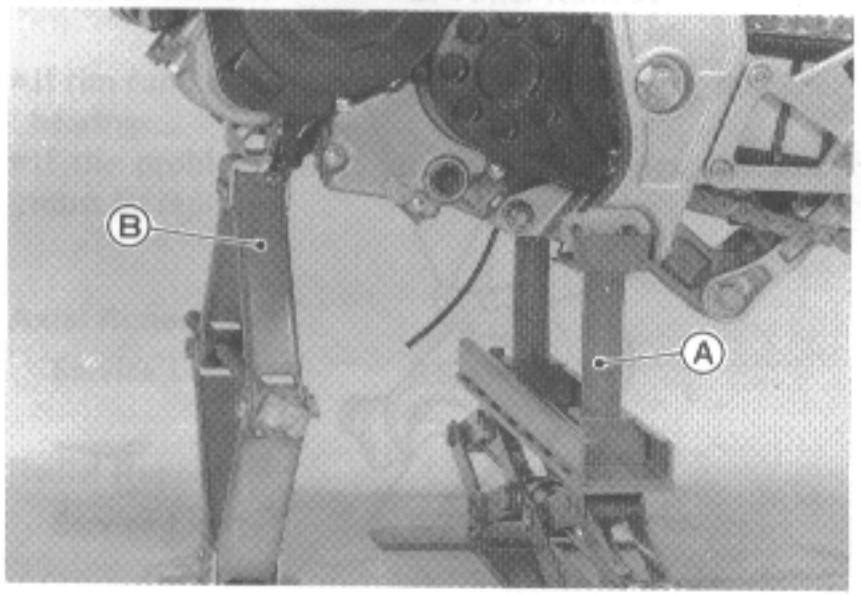
A. Axle Clamp Bolts (Loosen)

Shift Pedal (see Crankshaft/Transmission chapter)



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

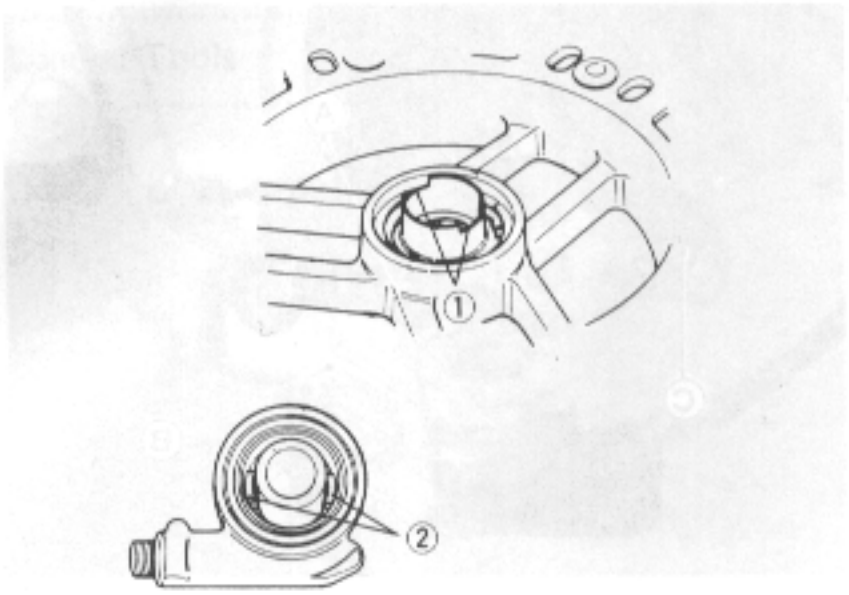
- Pull the axle shaft out and remove the front wheel.

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.**

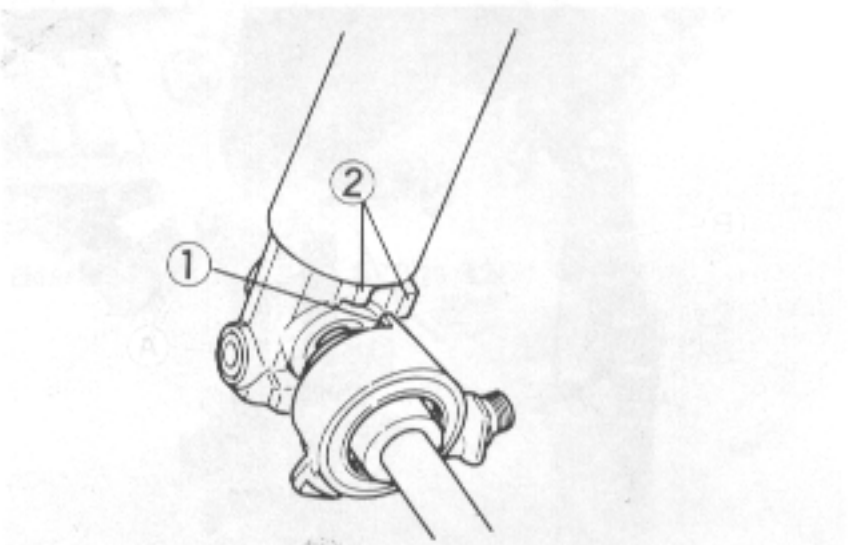
Front Wheel Installation Notes

- Put the speedometer gear drive onto the wheel hub notches, then install the housing so that it fits the drive notches.



1. Notches 2. Projections

●Fit the speedometer gear housing stop to the fork leg stop, and check that the collar is on the right hand side of the hub.



1. Housing Stop 2. Fork Leg Stop

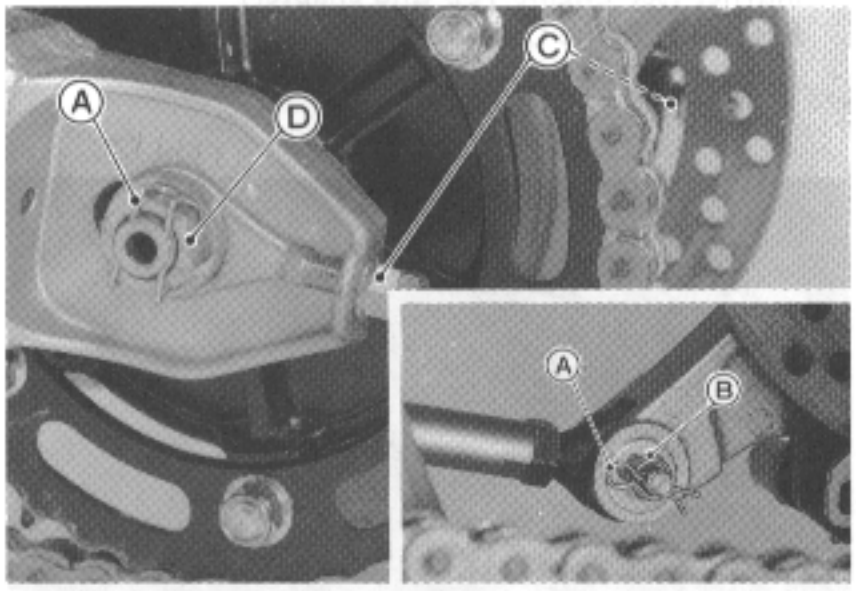
●Apply non-permanent locking agent to the threads of side stand bracket mounting bolts (see General Information chapter).
●Tighten the following parts to the specified torque (see General Information chapter).
Axle Nut
Axle Clamp Bolts
Brake Caliper Mounting Bolts
Side Stand Bracket Mounting Bolts
●Check the front brake.

WARNING

○**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.**

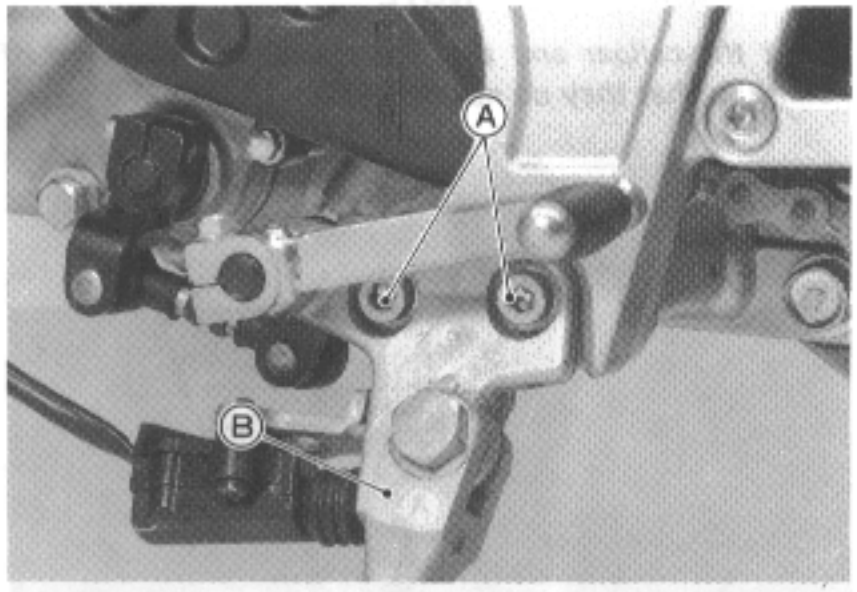
Rear Wheel Removal

●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)

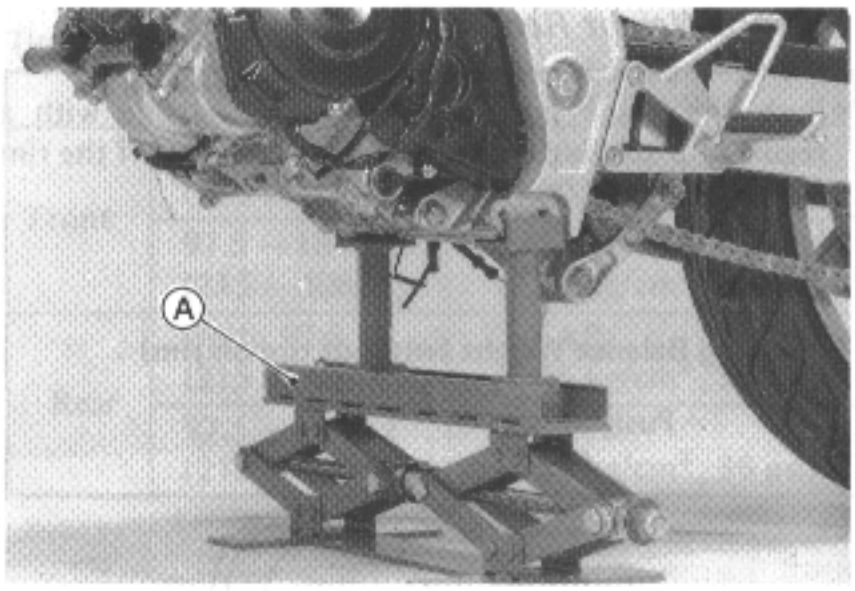


A. Mounting Bolts B. Side Stand

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.



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.

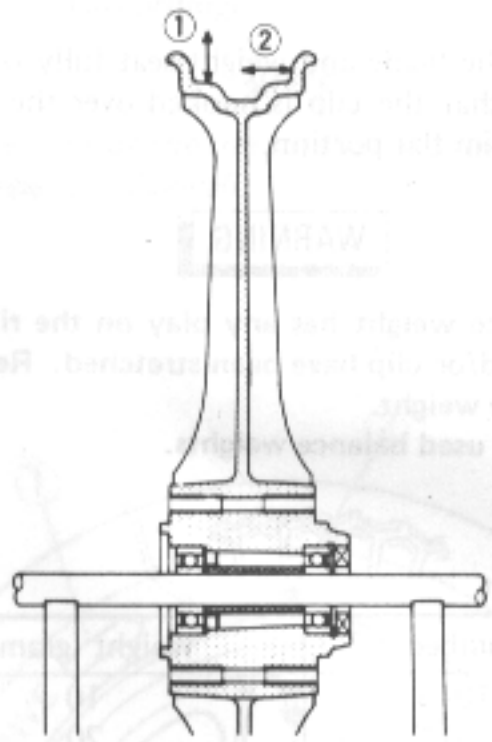
- Tighten the following parts to the specified torque (see General Information chapter).
  - Side Stand Bracket Mounting Bolts
  - Torque Link Rear End Nut
  - Rear Axle Nut
- Check the following items (see Final Drive chapter).
  - Driven Chain Slack
  - Wheel Alignment
  - Brake Function

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.



1. Radial Runout 2. Axial Runout

★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.

CAUTION

○**Do not lubricate the tire bead with engine oil or gasoline because they will deteriorate the tire.**

- 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

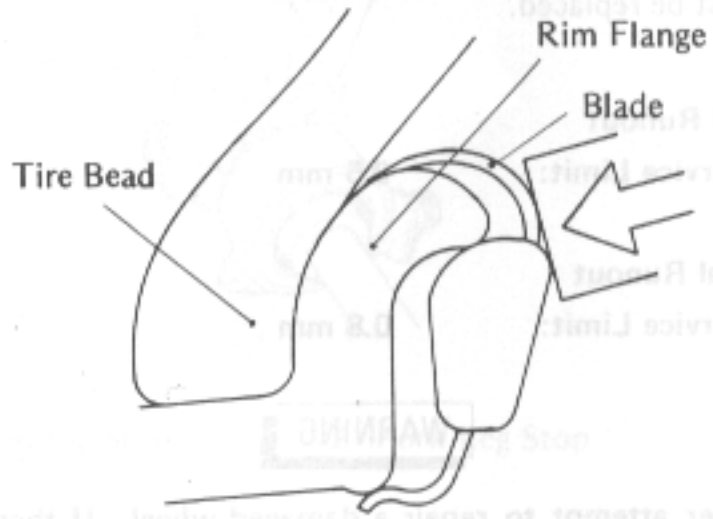
- **If the balance weight has any play on the rim flange, the blade and/or clip have been stretched. Replace the loose balance weight.**
- **Do not reuse used balance weights.**

Balance Weight

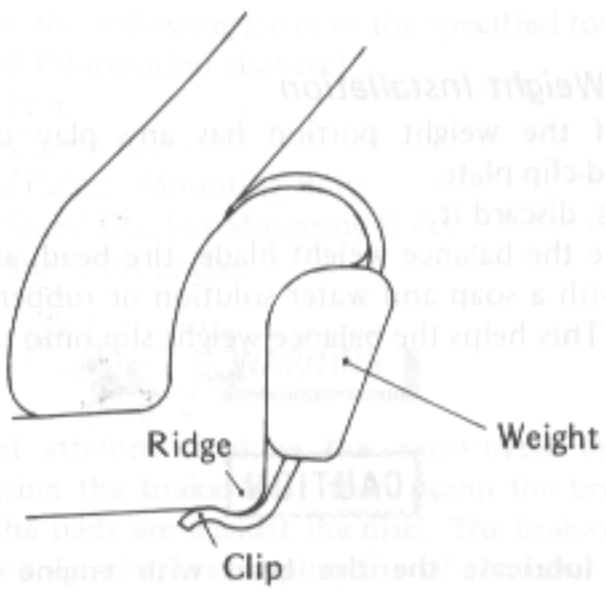
Part Number	Weight (grams)
41075-1014	10
41075-1015	20
41075-1016	30

Installing Balancer Weight

(a)Press or lightly hammer the weight in.



(b)Installation completed.

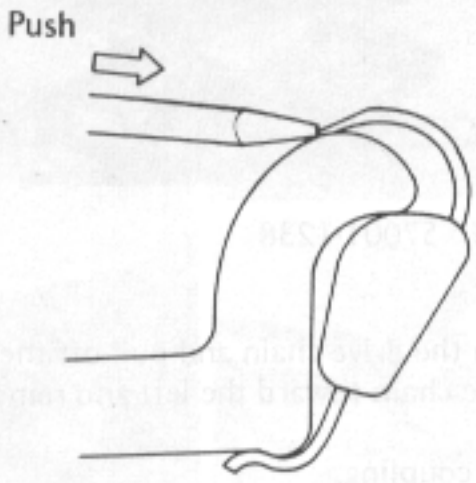


Balance Weight Removal

(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.

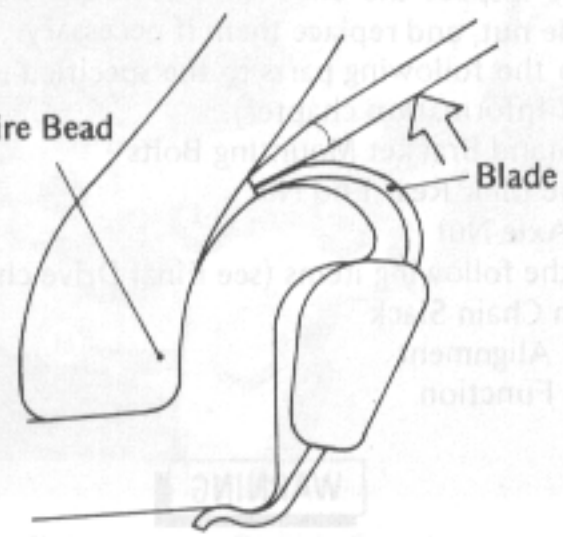
Removing Balance Weight (without tire on rim)



(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)



Tires

Tire Air Pressure Inspection

NOTE

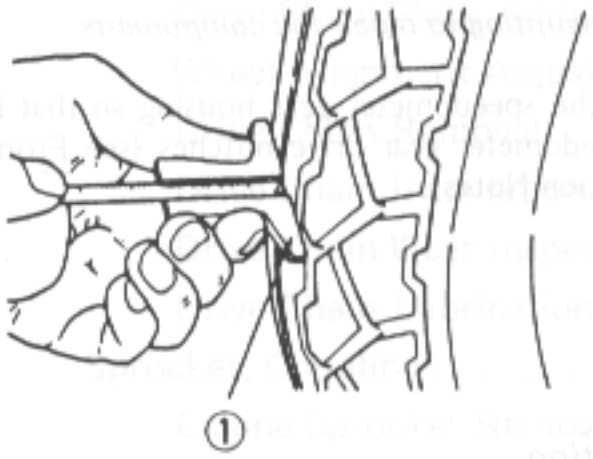
- *Measure tire pressure when the tires are cold (that is, when the motorcycle has not been ridden more than a mile during the past 3 hours).*

Tire Air Pressure (when cold)

	Load	Air Pressure
Front	Up to 97.5 kg (215 lb)	200 kPa (2.00 kg/cm², 28 psi)
	97.5 – 184 kg (215 – 406 lb)	225 kPa (2.25 kg/cm², 32 psi)
Rear	Up to 97.5 kg (215 lb)	225 kPa (2.25 kg/cm², 32 psi)
	97.5 – 184 kg (215 – 406 lb)	250 kPa (2.50 kg/cm², 36 psi)

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.



1. Depth Gauge

★If any measurement is less than the service limit, replace the tire.

Tire Tread Depth

Front

Standard:

(Bridgestone) 3.4 mm

(Dunlop) 3.9 mm

Service Limit: 1 mm

Rear

Standard:

(Bridgestone) 5.8 mm

(Dunlop) 6.4 mm

Service Limit: 2 mm Up to 110 km/h (70 mph)

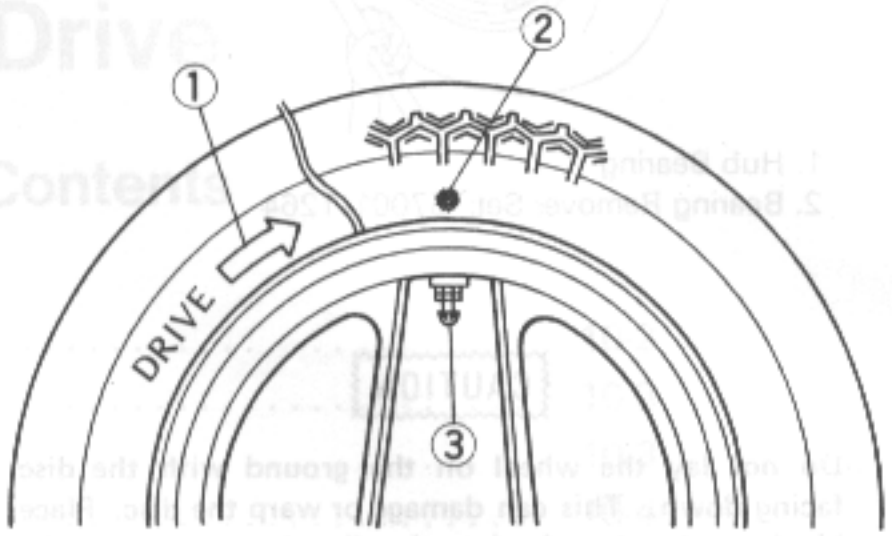
3 mm Over 110 km/h (70 mph)

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)
2. Balance Mark (Yellow Paint)
3. Air Valve

- 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

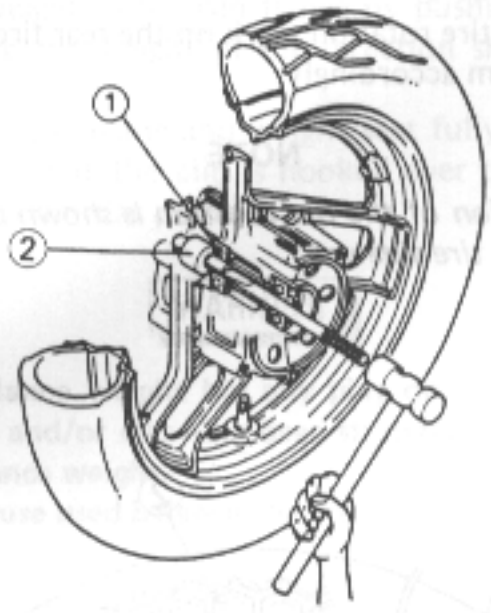
○**To ensure safe handling and stability, use only the recommended standard tires for replacement, inflated to the standard pressure.**

Hub Bearings

Removal

- Using the bearing remover set (special tool), remove the hub bearings.

○Remove the bearing retainer.



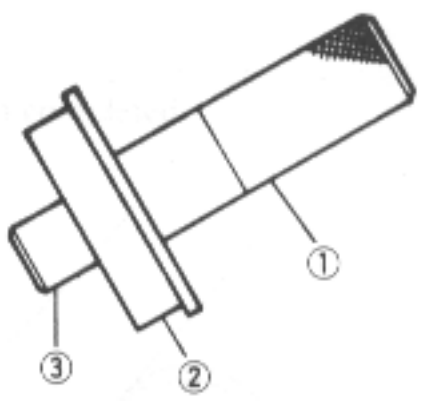
1. Hub Bearing
2. Bearing Remover Set: 57001-1264

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).



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

NOTE

○*Install the bearings so that the marked or shielded sides face out.*

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.

Speedometer Gear Housing

Disassembly and Assembly

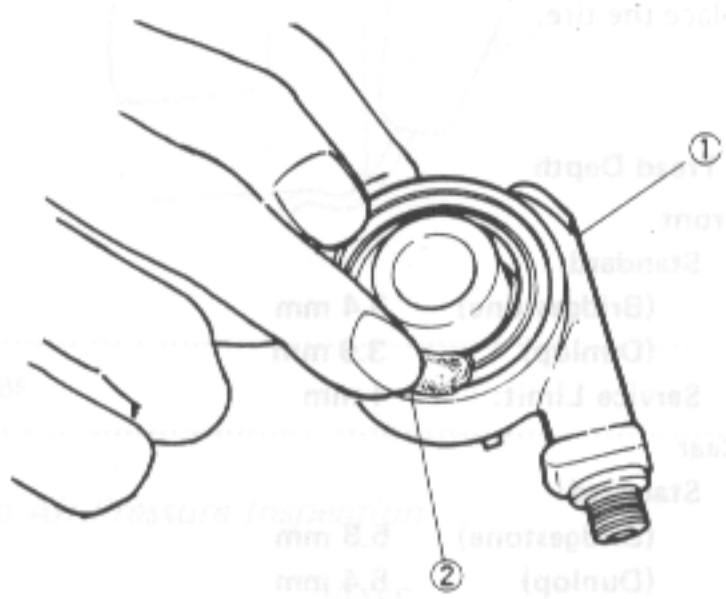
NOTE

○*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.



1. Speedometer Gear Housing
2. Grease.