

A few wanted to know how to remove & replace the rear wheel. I've done it a number of times and it's not particularly hard once you've done it the first time. Don't let the shaft drive scare you off as that makes it a lot easier and quicker than a chain bike IMHO and no adjusting required.

Before we start, if you have saddlebags, remove them so you can get access to both sides of the bike easily.

What you need:

- Motorcycle Jack.
- One tie down.
- Something to hold the front brake on.
- 27mm socket or use the 27mm wrench in the toolkit.
- 17mm wrench.
- 8mm hex key or socket.
- Good quality spline grease.

What I do is only jack the rear of the bike up so the front stays on the ground. So I use a bungy cord (not tight) or a piece of double sided velcro so the front back acts like a parking brake. With the jack under the bike and just touching the frame, secure the tie down from one side of the jack to the other. See pic.



Be careful about the springs on the sidestand. I have the jack behind them and also leave the sidestand down so the springs will not get touched by the jack. See pic.



Ok, ready to start....

Remove the axle caps each side if you still have them. Fortunately I have the RH pipes so I can use a 27mm socket to loosen the axle nut. For those with other pipes which block access to the axle nut, you can use the 27mm wrench in the bikes tool kit. You may need to use a cheater bar as the axle nut is usually very tight. See pic.



Remove the axle nut. Then use the 8mm hex socket or allen key along with the 17mm wrench to remove the top caliper frame bolt. See pic.



Use the jack to raise the wheel slightly off the floor and then lower it slightly. You need to get zero weight on the axle and I've found that the best method.

You may need to give the axle a tap from the right side but it should move freely if you have the jack at the right height.

As you move the axle back through the wheel, first the washer behind the axle nut will fall out, place it with the axle nut. Next, the caliper frame will come loose. Grab it and place it in the swing arm if this is a quick job, else bungy it to the swing arm for longer jobs. Next the spacer will come loose. See pic.



Now that the spacer and caliper frame are out of the way, grab the wheel and pull it slightly to the right of the bike. This will disengage the final drive. Go around to the left side and pull the axle through. See pic with final drive disengaged and axle nearly out.



So now we're ready to jack the rear of the bike up high enough so the wheel can be brought out the left side. Those with the RH Doolies will have to raise it a bit more. See pic.



OK, the wheel is off. Pretty easy isn't it???? :-)

So take the opportunity to clean bits (final drive, swing arm etc) that are normally hard to get to. Also give the wheel a good clean and polish - much easier now that it's off the bike!! :-)

Putting the wheel back on:

Firstly, grab some good quality spline grease as you should add grease to the final drive splines. I put it on the splines on both the final drive unit and the splines on the wheel.

Tip: The little wooden stirring sticks from Starbucks are really good for this!!

OK, it's pretty much a total reversal of the removal procedure with this one exception....

Use a thin cloth or even a plastic shopping bag to cover the final drive unit until the sidewall of the tire is past the final drive unit. There is plenty of room without the spacer etc. What this does is prevents grease potentially getting on the sidewalls and this is more important for those with **WWW** tires as any grease is hard to remove.



Start lowering the jack gradually until the final drive moves past the sidewall of the tire, then remove the cover from the final drive. See pic.



Gradually keep lowering the jack until you can see through the swingarm, wheel and final drive unit. You may need to wrestle it a bit but it lines up pretty easy. Insert the axle from the left side and it should proceed smoothly through the final drive and wheel.

Leave about 3" on the left of the axle so you can slip the spacer on the axle. The wide flange goes against the rear wheel bearing.

Grab the wheel and push it to the left with a slight turn. This will mate the spline gears of the wheel and final drive unit. Check the left side to see they are flush.

Push the axle a little more so it stops at the end of the spacer. Lower the caliper over the rotor, you may need to slightly open the pads if they are a bit loose. Align the caliper frame with the spacer and push the axle fully home. See pic.



Replace the top caliper frame bolt and tighten. Replace the washer and axle nut and tighten. Release tie down and front brake and fully lower jack making sure the side stand is still down of course. Check tightness of caliper bolt and axle nut again.

Replace axle caps if you have them. And you are DONE!!! See pic.



I hope this helps those were a bit wary of doing it yourself. Once you go through this and have done it once, you won't need these note again as the procedure is that easy. And it save quite a few bucks if you've used a dealer to do this previously.

As this was a quick change for me (just the rotor), total time was @ 1.5hrs and I took my time for notes and pics etc.

Cheers - Leigh