

Spokes: Check spoke tension frequently between the first few rides. As the spokes, spoke nuts and rim contact points seat-in, the spokes may need to be retightened.

Once past this initial seating-in period, the spokes should hold their tension. Still, be sure your race maintenance program includes checking spoke tension and overall wheel condition on a regular basis.



- (1) ADJUSTER
- (2) AXLE

Rear Wheel

Removal

Raise the rear wheel off the ground and support it with a block or maintenance stand under the engine.

Remove the following:

- Axle nut and drive chain adjuster
- Drive chain
- Axle, drive chain adjuster and rear wheel

Do not depress the brake pedal after the rear wheel is removed. The caliper pistons will move and make reassembly difficult.

Disassembly/Assembly

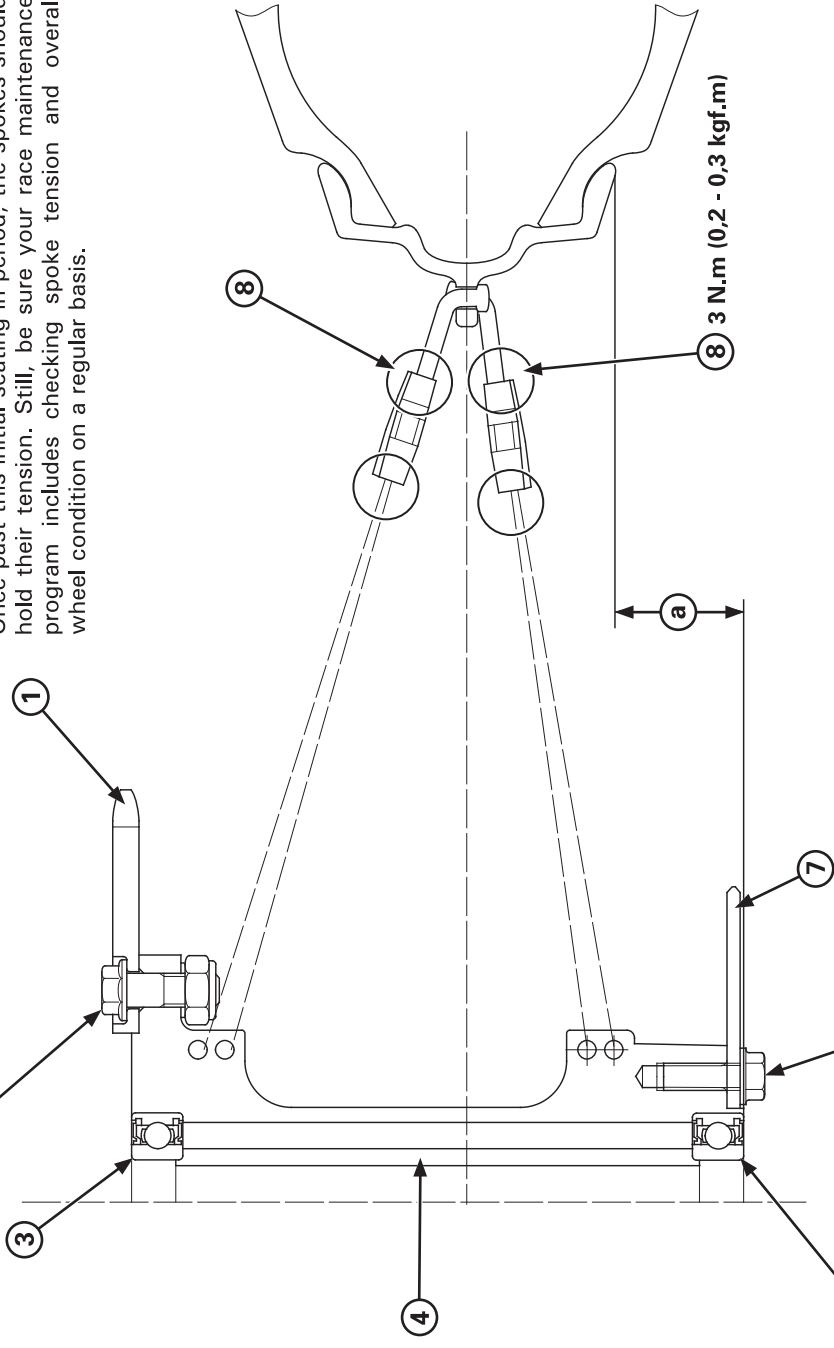


WARNING

A contaminated brake disc or pad reduces stopping power, and can cause a serious injury or death.

Discard contaminated pads and clean a contaminated disc with a high quality brake degreasing agent.

- (2) 27 N•m (2,7 kgf•m) (ED/3E)
32 N•m (3,2 kgf•m) (2E/4E)



- (5) Drive the bearing into the hub until it stops.
- (6) When unassembling change bolt for new one's. Apply a locking agent to the threads

Torque: 17 N•m (1.7 kgf•m)

- (1) DRIVEN SPROCKET
- (2) DRIVEN SPROCKET BOLT/NUT
- (3) LEFT WHEEL BEARING
- (4) DISTANCE COLLAR
- (5) RIGHT WHEEL BEARING
- (6) DISC BOLT
- (7) BRAKE DISC
- (8) REAR WHEEL NIPPLE

(a) 30 ± 0.5 mm