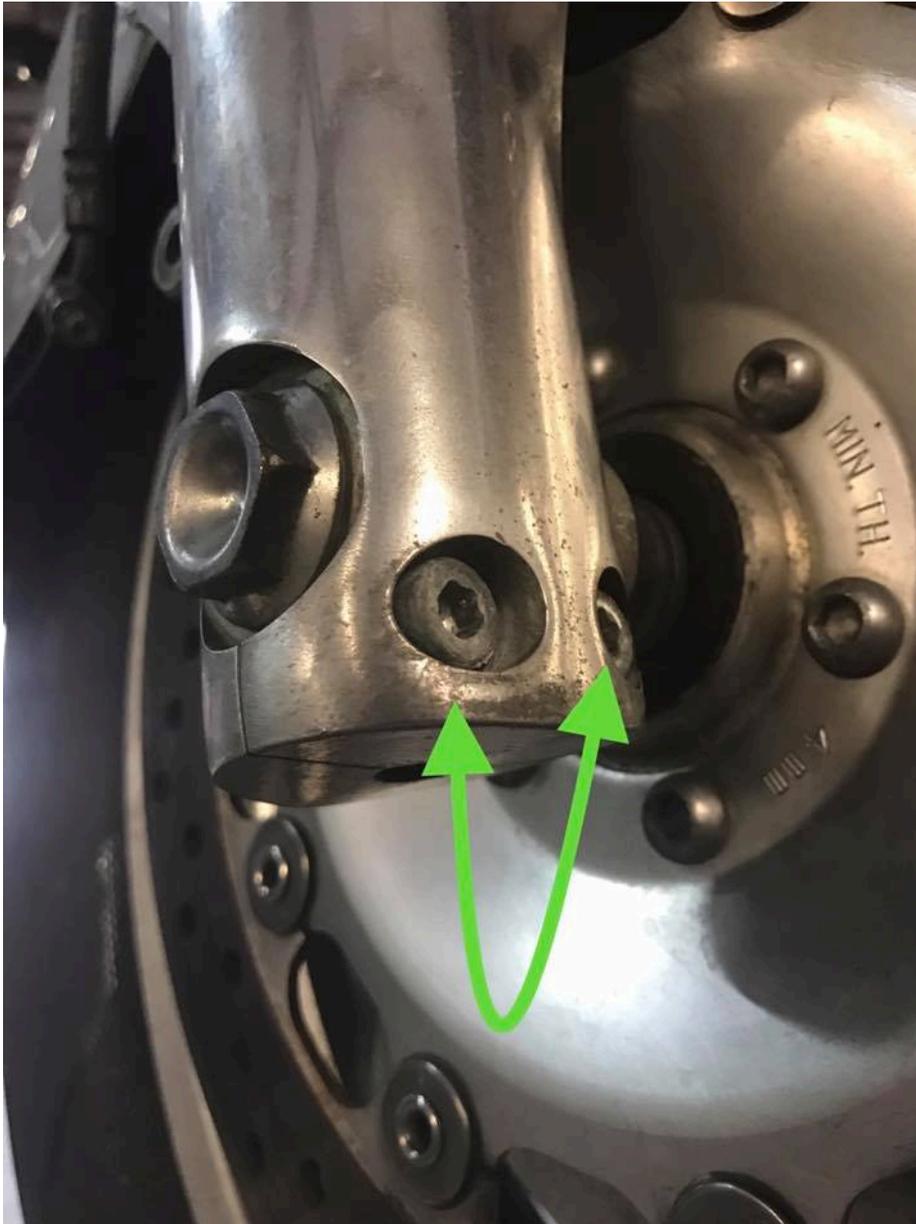


Installing the front wheel

Sure there will be some argument here as the manual I guess says to tighten the right side pinch bolts last. Right or wrong, not the way I do it. This is my method and I'll try and explain why I think the manual is wrong. I'm gonna start after the brake calipers have already been removed and leave showing putting them back on so I can stay within the 40 picture limit per post.

Follow along with the comments in the pictures. I'm sure there are different methods used but this is the way I've found works best for me.

Loosen right side pinch bolts. No need to remove just loosen them good. By right side I mean setting on the bike your right side.



Remove the 22mm Axle bolt



Don't take it all the way out like I just did, leave a few threads started on it



I knew there was a reason I took it out I wanted to show you the space here that allows the axle bolt to pull the axle to it and bring everything to this side.



Now loosen the pinch bolts on the left side and Tap the bolt to push the axle out the other side then remove the bolt when you can't tap it in any farther



Now you can get a screwdriver through the hole in the axle and wiggle it on out the rest of the way



I couldn't take pictures of the next step cause I was holding a tire and pulling the axle out. No hands left to take pictures. But when you pull the axle out the tire will be free.



This is the spacer that goes on the right side and gauges the distance between the tire and the fork leg so it will center on the caliper on the right side.

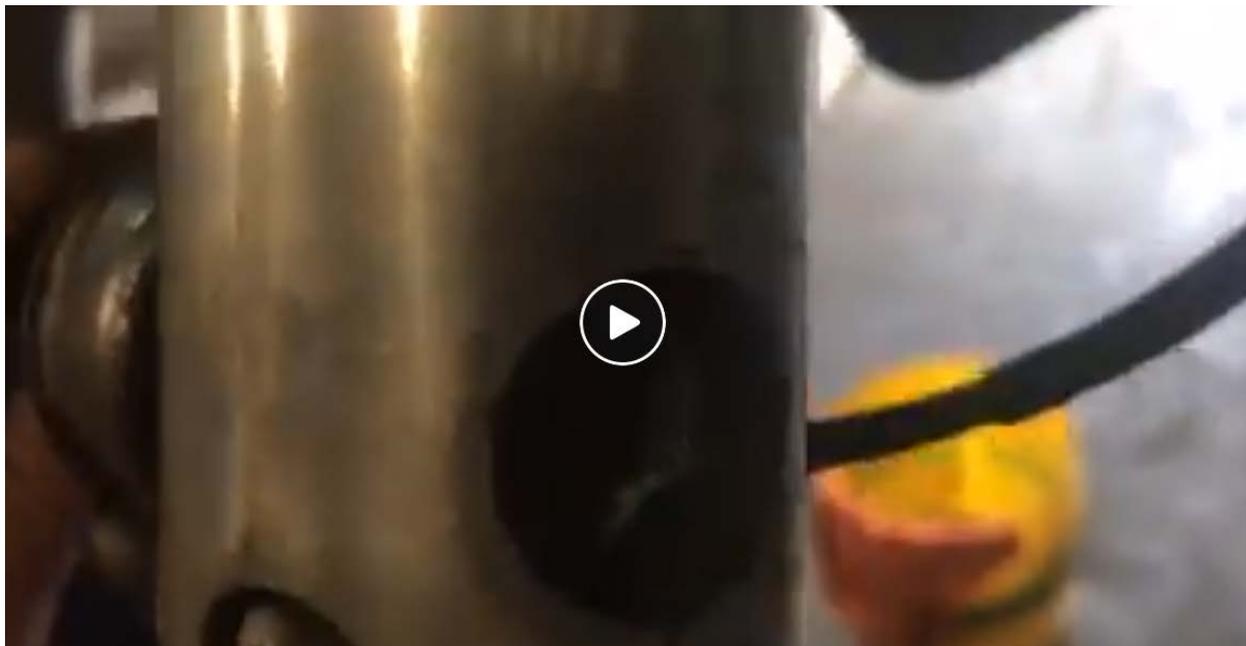


This is the speedometer gear and housing



On the left side the axle has a shoulder that catches the speedometer housing and when you tighten the axle bolt on the right side it draws this housing, the wheel and the right side spacer all toward the right side fork.

<https://www.facebook.com/100009305045927/videos/1962685450718271/>



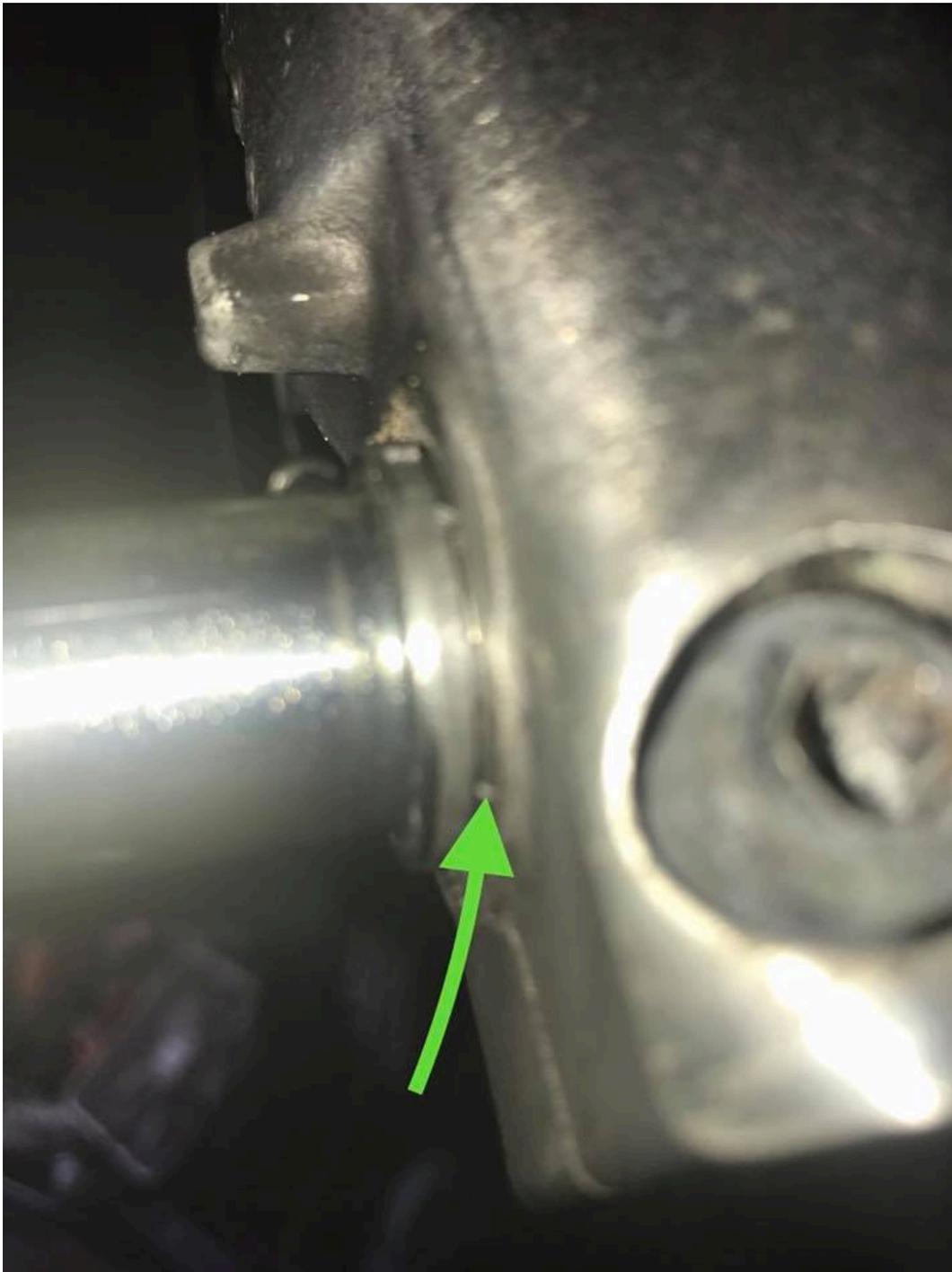
There is nothing on the left side fork to catch the shoulder. The axle will pull completely through the left side fork.



You can even stick the axle through the left fork backwards and nothing will stop it. The only thing that holds the axle on the left side is the pinch bolts. The left fork floats on the left side until you tighten the pinch bolts.



There is a line on the axle for a reference of where the fork is supposed to line up with but very hard to see when installing the wheel and is easier to just slide the fork in or out so it centers on the brake caliper and doesn't drag



So a good reference to start with is to flush the axle with the outside of the left fork it will be really close to right when done.



It's hard to say where flush really is on a rounded head axle so telling people to put the axle flush doesn't always mean the same to different eyes and which part starts being called flush. So I'm just gonna get it close and we'll adjust it in the end.



Ima stick a little grease inside the lip of the seals for the spacer and speedometer to run on



Install the right side spacer as shown



Start the axle in from the left side



This is the gear that runs the speedometer there is also a shim washer in behind it I take out and clean and regrease



Cleaned up the plastic gear and ready to reinstall



Shim washer goes in first with some grease on it



Then some grease on the gear and insides



The 2 little plastic tabs will fit against a metal tab washer in the wheel that catches the tabs and makes the speedometer turn



Here is the tab washer I'm talking about. The tabs of this and the tabs of the plastic gear need to go opposite each other so they catch and turn the gear



Dang, I forgot an arrow here. The speedometer housing has a lip on it that has to go behind the little nub you see sticking out of the fork so it can't get past it when the tire rotates forward



Here's a spot you missed a step because again I was stuck with 2 hands and a wheel in one hand and pushing the axle through the wheel with the other



So if you don't have a big enough Allen wrench to fit the axle we have to improvise a bit. We have the axle flush with the fork on the left and we're gonna tighten one of the left side pinch bolts just to hold the axle while we torque the axle bolt on the right side



Install the axle bolt on the right side



Torque the axle to 67 ft lbs.



Now you can loosen the left side pinch bolt back up



Tighten the right side pinch bolts now because nothing else can move on this side. When we torqued the axle bolt we pulled everything from the shoulder on the left side of the axle that won't pull through the speedometer housing so it brought the speedometer, wheel and spacer right over tight against the right side fork. I'm not showing pictures here but now is time to put the brake calipers backon. Now our right side brake caliper is in alignment and everything is where it's suppose to be except we need to check the left side fork and spin the wheel or bounce the forks if you like but unless you removed the forks and fender and had all the pinch bolts loose you can probably leave the bouncing out. We just want to make sure the wheel spins freely without dragging on one side or the other of the left caliper.



You can see in this video the left fork can slide in or out and needs to be the fork that gets set last to align the caliper.

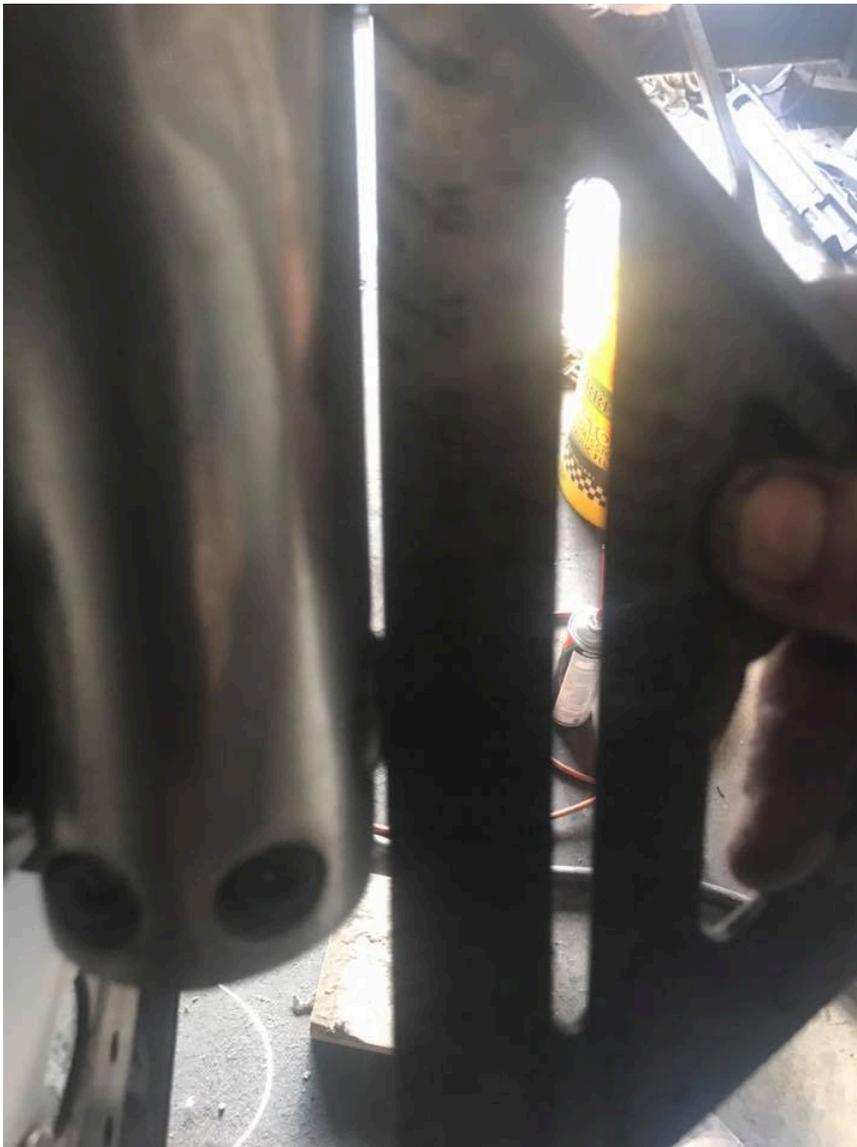
<https://www.facebook.com/100009305045927/videos/1962686034051546/>



After spinning the wheel and getting the left fork where it's not scraping on the left side pads we can now tighten the left side pinch bolts.

<https://www.facebook.com/100009305045927/videos/1962686074051542/>

So as far as flush? Well I'm sure it's flush with some part of the round head on the axle but more accurately set by moving the fork to the caliper rather than a position on the axle head? Hope this helps and not confuses.



Added this to show how the speedometer housing lip needs to be on the back side of the nub on the left fork. Forgot the arrow above and couldn't figure out how to edit it.

