

First, you've got to take the weight off the bike using some kind of lift--preferably an adjustable one. But you should still leave just a little on the tire (approx the weight of the tire/wheel. Just guess). I recommend doing the front wheel first.

Place some soft rags along the tops of the brake rotors, so when the wheel is free, it won't scratch anything.

The front needs a 5mm allen wrench to loosen the pinch bolt (the one facing forward, way down low, on the right fork).

Then you just unscrew the axle from the right side (it threads in to the left side). If you have the right amount of weight on the tire, the axle should slide out without any binding.

Then you just roll the tire a little forward, and crank the lift higher and higher until the tire is free.

There are metal spacers on each side of the wheel, be careful not to loose them as the wheel comes out.

To get the rear wheel off, you'll need to take the lower, black plastic belt guard off or loose I think (I'm not sure I took mine off years ago). Remember to have some rags handy to protect surfaces again.

You must loosen a single, 14mm bolt that secures the rear brake caliper bracket to the swingarm, on the right side of the wheel. It is the one with the bolt-head that points straight up.

Then you just hold wrenches on both sides of the rear axle and unscrew the nut from the right side. Depending on what pipes you have, you may have to use a box wrench or even a crescent wrench on the right side.

At this point, assuming you've got the right amount of weight on the rear wheel, the rear axle will slide out easily. Be careful of several things as you do this:

- * Those same kind of spacers as on the front wheel
- * A big washer on the right side, under the nut
- * The alignment adjusters on both sides. They'll fall out, unless you catch 'em before they do.
- * The rear drive pulley. Yes, that great big pulley for the belt. It is only on there with some rubber bushings. Be careful not to have it come part way loose and then jam in to something as you try to work the wheel out... or worse, have it fall out on the concrete while you wheel it around the garage.

Then just raise the lift until you can walk the tire out the rear area.

The only difference in getting everything back together properly is aligning the rear wheel so the belt tracks properly. Go to RoadStarClinic.com, and click on "Tech Tips" at the top of the page. Then type in "rear alignment" in the FIND box. Several articles will pop up that cover this topic nicely.

Be careful as you put everything back, that you don't force the brake rotors as they slide back in between the calipers. Also, if you don't press any brake lever/pedal while it's apart, you shouldn't have any trouble getting the rotors back in.

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