

EUROCOMPONENTS

Mounting instructions for sprocket-rotor kit for softail type and rigid frames

Assembly should be performed by an authorized motorcycle technician

A couple of simple modifications are required when fitting the sprocket-rotor kit on your bike. You may have to remove any interfering mounting tabs from your frame. You will have to fabricate some spacers for the disc and caliper unit. Make a couple of mock-up assemblies prior to final installation to make sure everything fits properly.

If necessary, remove any frame tabs that interfere with the installation of the caliper, like the stock mechanical drum brake bracket if you have got one. Our sprocket-rotor comes with 51 teeth and is designed to fit on hubs without a locating flange or hubs with a pre-1999 type locating flange. You may be able to fit it on hubs with a 2000-up type locating flange, but you will have to enlarge the center hole on our sprocket-rotor. Please note that the diameter of center hole on our sprocket-rotor is 1.9685" (=50mm) and can be bored to maximum 2.1260" (=54mm).

Try to put the rear sprocket and caliper in place on the bike, without tightening anything, just to check the clearance between spokes and caliper. If the spokes hit the caliper, simply shim the sprocket assembly outward. When the spokes clear the caliper, tighten the sprocket to the hub.

Test fit the caliper unit on the rear axle (our caliper bracket comes drilled for 1" axles, but we include in the kit two bushings for installation with 3/4" axles). Now you have to fabricate the caliper bracket spacers. Measure the distance between hub bearing and caliper bracket and fabricate a wheel axle spacer to put the caliper in its proper position on the sprocket-rotor. Now measure the distance between caliper bracket and frame / swingarm and fabricate a wheel axle spacer. Sorry, we cannot make these spacers ourselves because the variations between different frames and hubs are virtually endless.

Next you will have to weld the supplied caliper mounting tab on the frame. Cut the supplied tab to match the angle of your frame / swingarm tube (for proper caliper adjustment the slot must be horizontal to the ground). Measure and double-check everything before you start welding! It is very easy to forget about necessary rear chain clearance.

You must remove the caliper in order to bleed your brake system. Make sure the bleed screw is pointing straight up, or you will not be able to get all the air out. Put a piece of flat metal about the same thickness as the sprocket-rotor between the brake pads, or the pistons will get pushed out too far.

