# EUROCOMPONENTS

## *Mounting instructions for v-rod wide tire conversion using Eurocomponents wheels*

Assembly should be performed by an authorized motorcycle technician

We recommend the assembly to be performed by a specialized workshop as wheels, brakes and driving unit are vehicle parts that are relevant for safety. To install the system, it may be necessary to modify parts. If you have to modify parts, respect manufacturer's tolerances.

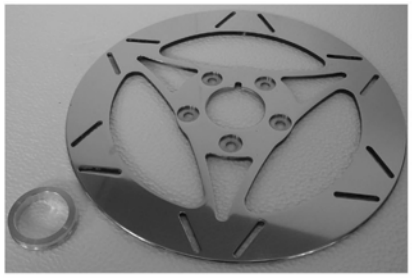
**List of parts supplied when using Eurocomponents wheels, pulleys, rotors and swingarm:**

A) Front wheel with bearings, two alu center rings for front brake rotors, brake rotors and two stainless axle spacers.
B) Rear wheel with bearings, brake rotor spacer and brake rotor, five drive side damper units, two stainless axle spacers and one steel axle tube to go between pulley and drive side wheel bearing.
C) Rear pulley with bearing and pins.
D) Front offset pulley.
E) Extra-wide swingarm with wheel axle and axle caps, brake support, suspension bolts and spacers, belt guard and hardware, spacer plate and two special nuts for exhaust offset.

*Most hardware is included in the kit. Your bike and our components have metric hardware.*
*Rotor bolts are not included. In order to install the rear rotor, you will have to enlarge the bolt holes by 1/16"*

**Front section:**

Disassemble the original front fender calipers and wheel. Mount new tire on new wheel.
Install new brake rotors on new wheel, using the alu center ring under each brake rotor on both sides. You need to use 10 bolts 5/16 unc (bolts are not included in the kit) to fasten the brake rotors (use blue loctite). Hold new wheel between fork legs; put left and right stainless axle spacers in front of wheel bearings before you insert the OEM axle through the wheel. Tighten the axle as usual. Mount calipers and check the clearance to the brake rotors. If necessary modify stainless axle spacers to get it right. Make sure that brake rotors do not touch calipers.

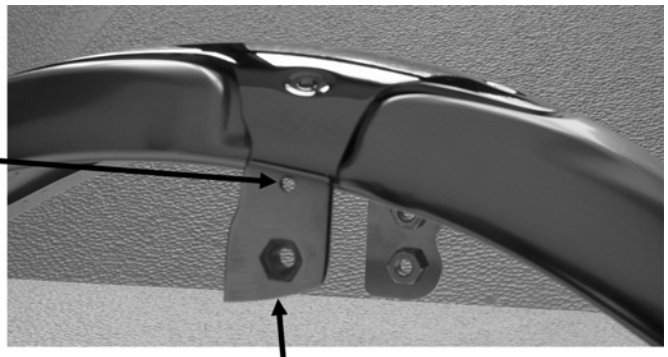

alu center ring and brake rotor


one alu center ring on both sides

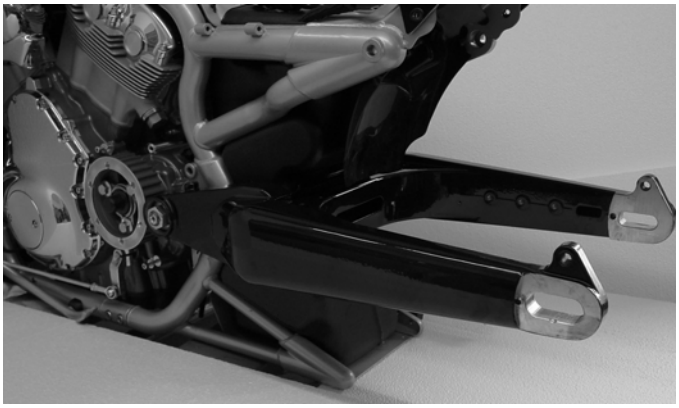

install brake rotors with 5/16 unc bolts

Now modify the stock front fender. To lower the fender drill new holes and cut threads as shown on pictures below. Then cut the fender support as shown on picture below.


cut threads and lower fender at this position

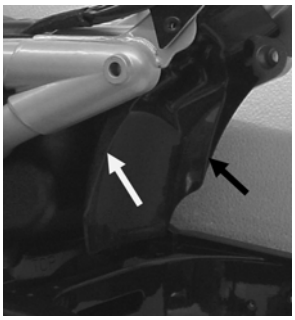

cut fender support at this point

**Rear section:**
Disassemble original rear fender with under-structure, wheel, swingarm and front pulley. For easier access and also for the final step, we disassemble the exhaust muffler too. Reuse original swingarm axle nut to install new extra-wide swingarm. Reuse original swingarm bearing kit if possible or replace with original OEM. Install front offset pulley (see service manual for procedure).



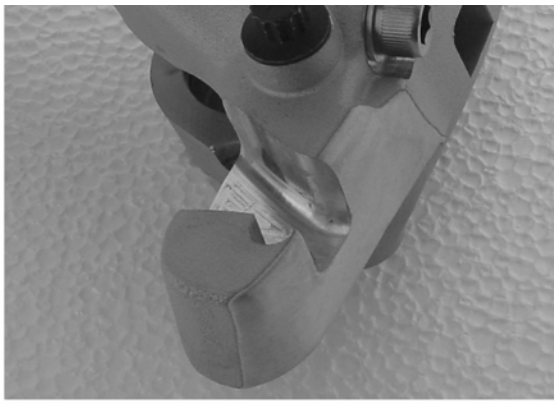
Modification to rear fender to fit up to 250 tire (for 280 tire you need our wider fender). Modify original fender under-structure (as shown on picture below) to get necessary clearance for new tire.

We recommend to fix the license plate light on the fender under-structure with car body glue (as shown on pics below). To replace the original license plate holder we have available a new alu bracket for license plate and turn signals (sold separately). You cannot reuse the original unit with the new wide rear tire.



Cut original plastic splash guard for tire clearance.

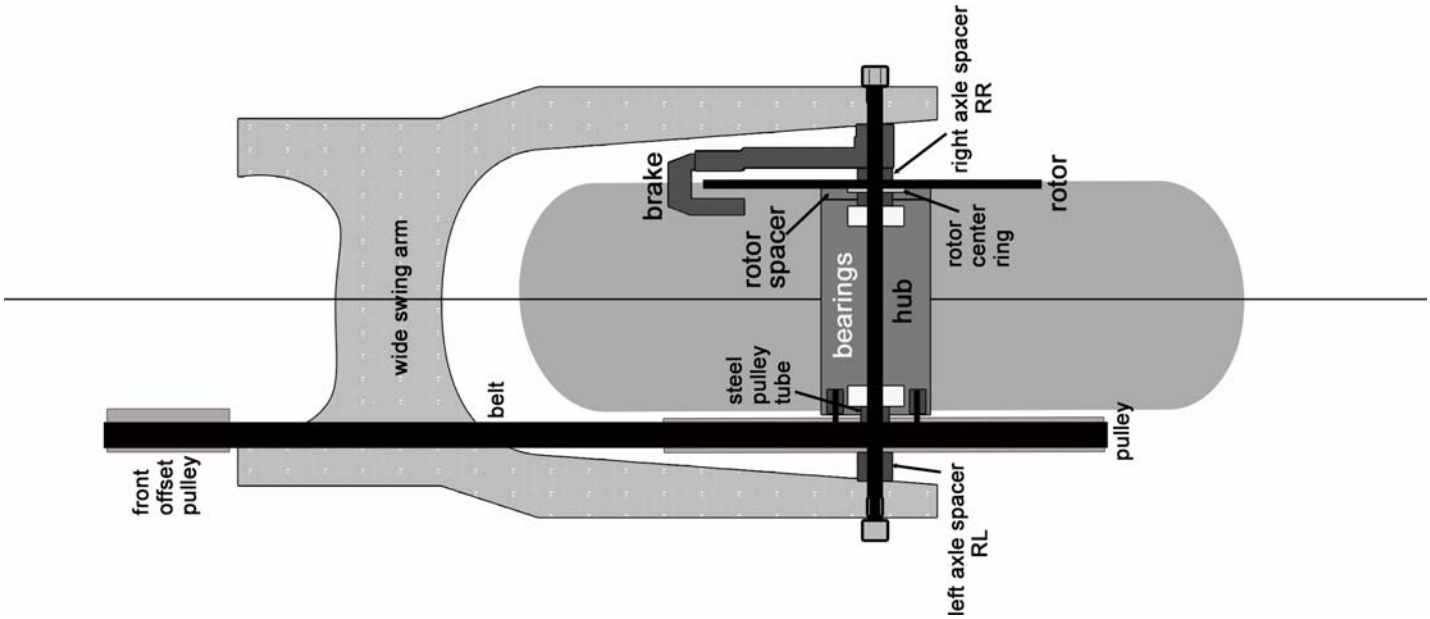
Before mounting the wheel you have to cut a portion of the rear caliper bracket, because with a wider rim the caliper bracket is much more inside the rim and therefore it is too big. See pictures below.

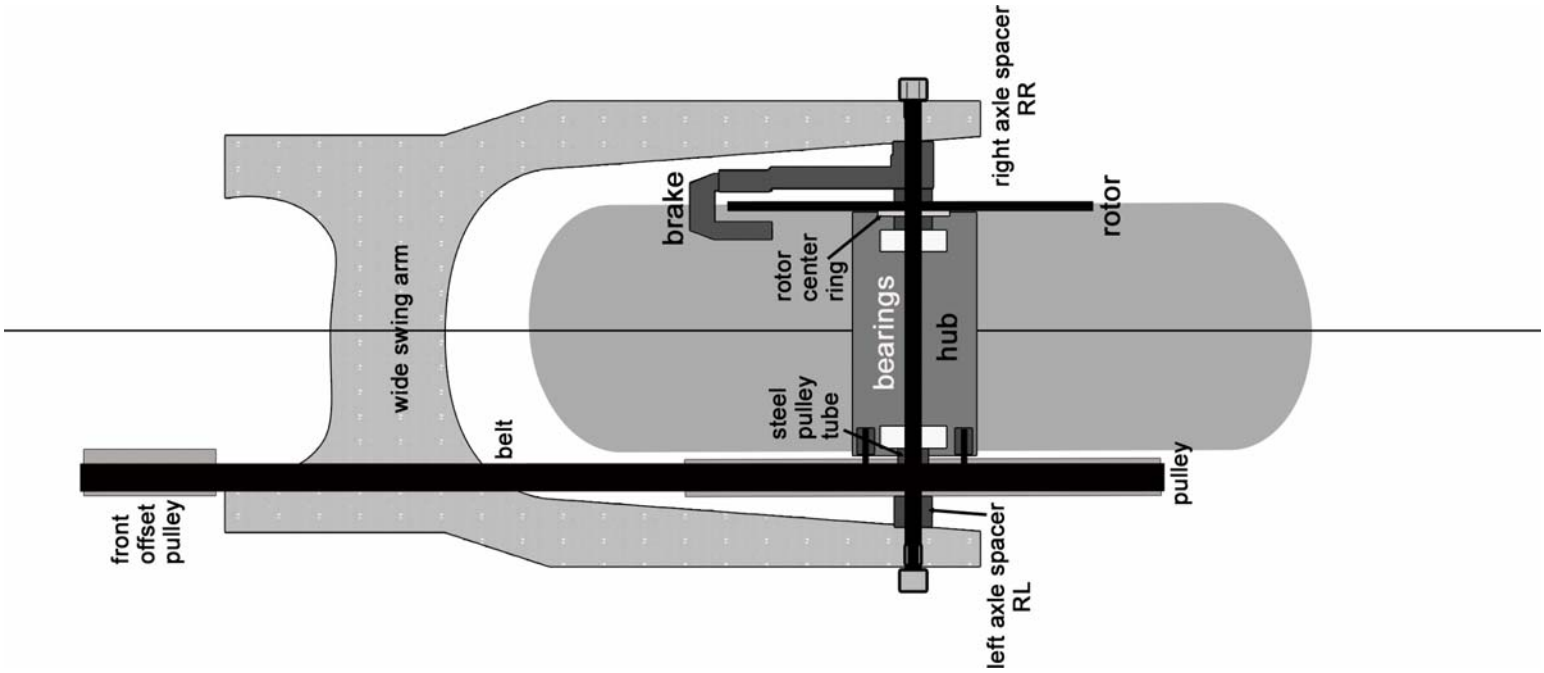
Now take new rear wheel with tire.
Do not forget to put the steel axle tube between pulley and damper and make sure that there is one millimeter clearance from the pulley underside to the top of the damper body. The pulley should never touch the damper body. The five pins inside the damper are the only connection.
Install brake rotor on the opposite side of the wheel hub (right side). Use brake rotor spacer between rotor and hub to get the correct position for the rotor in correspondence to the caliper. You need to use 5 bolts 3/8 unc (bolts are not included in the kit) to fasten the brake rotor (use blue loctite). In order to install the rear rotor, you will have to enlarge the bolt holes by 1/16". Because caliper and caliper bracket are one piece, it is necessary to mount the brake rotor together with the caliper outside the swingarm. Otherwise you will not be able to bring the caliper over the brake rotor when you install the wheel in the swingarm. Make sure that the caliper does not damage the wheel.

This is the correct order of parts when you make the first test assembly, from right to left:
caliper, stainless spacer, wheel, steel tube, pulley, stainless spacer.
In order to have more space, we suggest to do the mock-up assembly without the brake support in the swingarm. At this stage you have to make sure that every clearance is o.k. Check that the wheel spins properly, the brake rotor is in the center of the caliper, the belt has enough clearance to the tire and runs on the same line of the front pulley.
***If you have to modify parts, respect manufacturer's tolerances.***

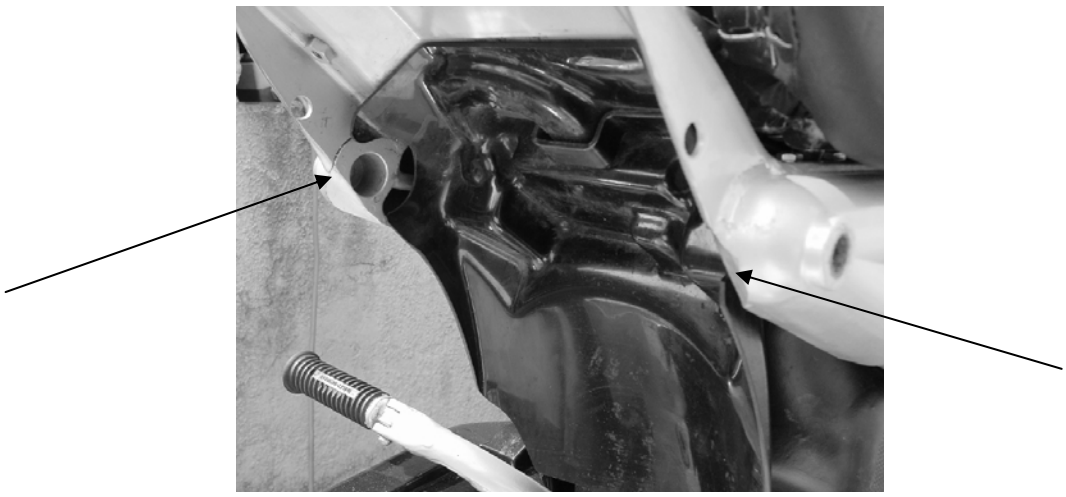
**18x9 wheel with OEM brake**



**18x10.5 wheel with OEM brake**



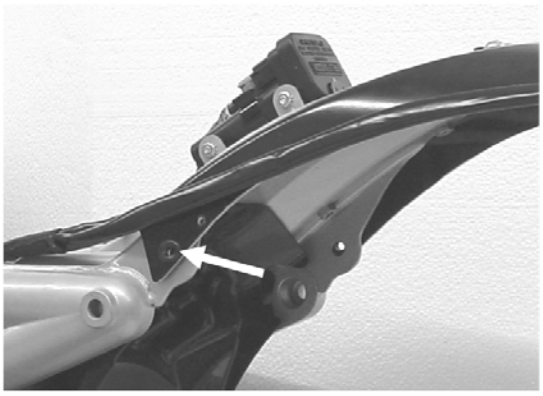

We prefer to modify our frames as on the picture below, so that the fat tire cannot be damaged (especially with 280 tires).
Set the spring rate to the stiffest setting or get aftermarket stiffer shocks.



After the test assembly and when everything is in correct position, install the brake support with its three M8 bolts. Then install the whole wheel unit again.

We include in the kit new longer M12 bolts and a stainless spacer, so you can install the suspensions in the proper position. Use the longer stainless spacer on the top left side between frame and shock, and the shorter one on the top right side. Now install the new stainless belt guard. Then install the transmission pulley cover. For the pulley cover use the three washers supplied with the kit, which help to keep the cover at the correct distance from the front pulley.
Now you have to install the exhaust system spacer plate under the exhaust bracket (between frame and original bracket) to space out the mufflers from the new swingarm. Fasten it with the new special nuts. If you did not disassemble the whole exhaust system up front, now you have to loosen a little bit the pipes from the cylinder heads to make sure that later there is no stress on the exhaust system.

Finally you have to reinstall the rear fender. Since it is made of very thin aluminum, you can widen it by hand a little bit so that the wider tire can fit underneath (only for 240 or 250 tire conversions). We recommend to put some rubber pieces in the holes of the under-structure (as shown in the picture). This helps to make the fender stay permanently in the wider shape.



**The torque values on bolts and nuts are the same of those on the original parts (see factory service manual). On other bolts and nuts always use blue loctite. The tension of the belt has to be identical to the one on a stock bike (see factory service manual).**