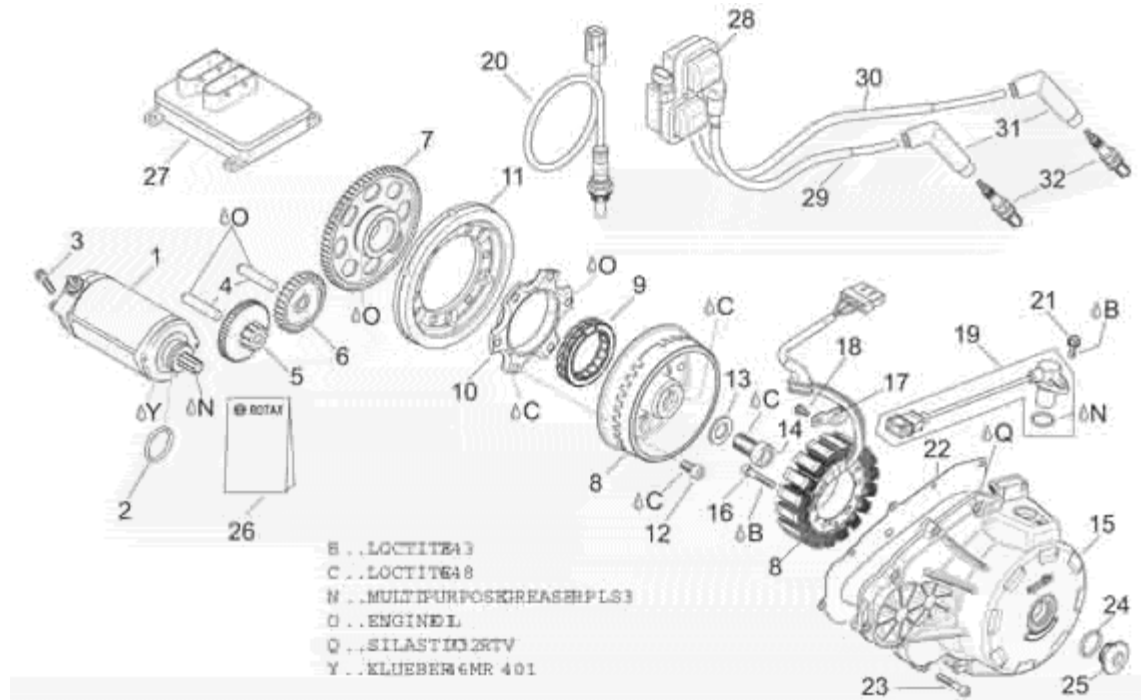


Flywheel Modification

Documented By **UBERCHICKEN**

As instructed by Clarkie49



Okay, when last I left the fairing was off, oil drained, oil tank removed, and the case cover was off.

And this is what I saw.



The next step was to take the **flywheel** bolt out. This is the 14mm allen bolt that hold the **flywheel** in place. I guess an impact gun should work but the one I had borrowed wasn't up to the occasion so all heavy pulling was done with me sitting on the bike, both brakes applied, bike on the ground not on a stand.



Okay, the bolt is out. Before you try and remove the **flywheel**, break loose the six small bolts that hold the weight on. They are the only six bolts inside the **flywheel**. In doing this you will find the most frustrating part of this whole project. The **flywheel** is a strong

magnet! The bolts and your tools stick to the outer wall. Great if you drop stuff but otherwise a P.I.T.A.!

Okay, so the **flywheel** bolt is out and the six smaller allen bolts are loose. Screw the **flywheel** puller tool into the **flywheel** and tighten it down snug. The **flywheel** puller tool requires a 30mm socket. Apply the propane torch, I went 4 minutes one minute each side, top and bottom. Then I went back to the heavy pullin' method of holding the brakes sitting on the bike while wrenching and removed the **flywheel**. During this I was terrified of the stories of stripping the **flywheel** threads and about to quit when it creaked and broke free. NOTE: it's a good amount of hot metal! Have dry rags handy to handle stuff!!





Okay, the gear on the back should come off pretty easy when you get the **flywheel** off. Be carefull of the two smaller gears forward of it in the engine, if the bike is on the side stand you can count on them sliding off.

With the big gear off the back go ahead and finish taking off the six bolts that hold the weight on. Clean the bolts and nuts well and put the bolts back in place and secure them with locktite and the 8 x 1.25 nuts you bought ahead of time. (home depot, \$0.36 per pair) Okay, got those tight? Carefully put the large gear back onto the **flywheel**. IT IS SNUG!

But it will go. I enclosed a top and side view of the bolts so you can see how high the sit. There is a key on the shaft, make sure you like it up with the slot on the **flywheel** .









Okay, so the **flywheel** is back on the shaft. I put some locktite on the shaft also. The bolt is back in place, 130 lb torque, with locktite. Now put the cover back on carefully and don't pinch the neutral wire. It's behind the vent tubes and the other wires.

Another caution, the edges of the case are SHARP. You can slice your finger nicely and it makes typing a bitch. There are a couple tabs around the case you can pull on.

Put the large gear back inside the back of the **flywheel** first then put it back on the shaft together. Don't put the gear on the shaft and hope the **flywheel** will go in place by itself when you tighten the bolt. Probably not gonna happen.

Make sure the oil drain plugs are tight. Put the oil in. Start it up. Once warm, twist the throttle rapidly! No, twist it faster! This thing revs like it's on crack!! Smile!!

Oh yeah, if your neutral light stays on, you pinched a wire.

