



Installation of your new Wheel Worx Rocker Wheels

If you are not completely familiar with motorcycle maintenance have your Wheel Worx wheels installed by a motorcycle dealer or professional mechanic!

Support the motorcycle on a stable lift stand and remove the wheels. Depending on the type of stand it may be easier to remove and replace one wheel at a time.

Clean the axles and apply new waterproof grease on them. Also apply grease around the inside of the new wheel seal lips and a small amount on the wheel spacer where it is inserted into the seal. This will increase the life of the seals and bearings while also making it easier to remove the spacers in the future. Ensure the spacers are seated all the way through the seal and fit snugly into the bearing by tapping with the palm of your hand.

Clean the brake disc and sprocket bolts before mounting the disc and sprocket to the hub, or utilize new bolts. Apply blue Loctite to the bolts before assembly. If you are using new bolts that come with a locking solution pre applied, ensure that they screw into the hub correctly as this type of bolt can strip the threads of the hub if not aligned properly. Tighten the bolts to OEM torque specs.

Mount the wheels on the bike and tighten the axle nuts according to OEM torque specs.

Important! - Spoke tension

New spoked wheels will break-in during the first several rides. It's advisable to fully break-in the wheels before using them for any competition.

Spokes should be checked after the first hour or two of riding. You will certainly find some loose spokes. This is because the spokes and rim will work-in a bit when they are new. Be sure that when you start to tighten your spokes the hub is completely cooled down from braking heat.



We recommend the use of the Excel or Faast Company torque wrench and preset the torque limiter to 4.5 to 5 N.m. or 40-45 inch lbs.

It helps if you raise the wheel with the motorcycle on a stand. Tighten your spokes as follows. Start at the rim lock or inner tube valve stem. Check the first spoke, then every fourth spoke (check / tighten first spoke, then skip 2 spokes so you are now on a spoke nipple that is on the opposite side of the rim that you started on). By doing this your checking / tightening spokes on each side of the rim to prevent taking it out of true.

When tightening turn only $\frac{1}{4}$ turn at a time! After you have gone around the rim, move to the next spoke and continue the procedure until you've gone through all of the spokes. If some are very loose it may take you a few trips around the rim, tightening gradually. If you are not using a spoke torque wrench its best to first find a few spokes that are already tight and get a feel for how much pressure is required to turn the spoke, and do not apply more pressure than this. Those spokes that already feel "taught" should NOT be tightened! You can find the tighter spokes by tapping a wrench on them and hear a sound similar to a tuning fork. Tighter spokes will have a higher pitched sound. Consider those already tight and do not tighten them further. **This is in no way a replacement for a good quality spoke torque wrench!** Even when tight, all spokes will not have the same sound. Spokes that are overtightened can pull the wheel out of true, and are now susceptible to breakage. Spokes that are left too loose will have a similar devastating effect on wheel performance.

A spoke check should be performed after every ride for the next 4 rides or 8 hours of use. You will find that the spokes will stay tightened as they "settle" in the hub and rim.

Check your spokes regularly after break-in. By checking regularly, we don't mean that the spokes have to be tightened every time. You just need to make sure that there are no loose spokes in the wheel. If you tighten the spokes every time you check them the result can be that after a while the spokes are all way too tight. Keep in mind: A spoke needs to have the possibility to "stretch" with big impacts. When the spokes are over tightened the spoke cannot stretch and it can break! Apply some penetrating oil on your spoke nipples periodically to ensure the nipple doesn't seize to the spoke.



Bearings and seals

Remove the spacers and clean the outer bearing surface and seals regularly. Apply new grease under the seal lip to aid with waterproofing. If dirt or moisture is getting past the seal, inspect the spacer for grooving. If it is not badly grooved, the seals should be replaced. If the spacers are noticeably grooved, the spacers and seals should be replaced to prevent the bearings from being prematurely worn.

Check that the bearings turn freely and that there is no wiggle or play (its advisable to check for bearing free play when the wheel is mounted on the bike also). Any free play or resistance means the bearings are worn and should be replaced. A worn or broken bearing can destroy the complete hub and possibly lead to a crash!

Sprocket and disc bolts

Check and tighten sprocket and brake bolts regularly. Use only good quality bolts like OEM and tighten them according to OEM torque specs. If you ride with loose sprocket or brake disc bolts your hub will be damaged or destroyed.

Cleaning your wheels

Use mild dish soap or Maxima Bio Wash to clean your wheels. Strong solvents or water based degreaser can permanently stain or etch the anodizing on the hubs or rims.



Disclaimer

Wheel Worx cannot be held responsible for any damage or injury caused by incorrect product mounting, disregarding specifications, and these maintenance instructions or product mounting by an unqualified third party.

Wheel Worx hubs and spokes are produced from the highest quality materials and we are certain they will provide long trouble-free service if you follow all instructions. We are using the best quality rims, but after hitting a rock or crash you can still bend or break it. Wheel Worx cannot be held responsible for breakage of the rim, spokes, or hub. Loose sprocket or brake disc bolts can also destroy the hub if not monitored and torqued regularly.

Wheel Worx cannot be held responsible for any injury or damage while riding with our products.