

**Thanks for Ordering
The Vulcan 800B Front Wheel Adapter
from**



READ THIS BEFORE UNPACKING YOUR KIT!

This instruction booklet contains detailed steps for installation of your Vulcan 800B Front Wheel Adapter kit. If you have any questions concerning installation of your Vulcan 800B Front Wheel Adapter kit, please contact us via e-mail at support@scootworks.com. This will ensure you receive the most prompt and accurate reply.

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Instructions for installation of the Vulcan 800B Front Wheel Adapter kit

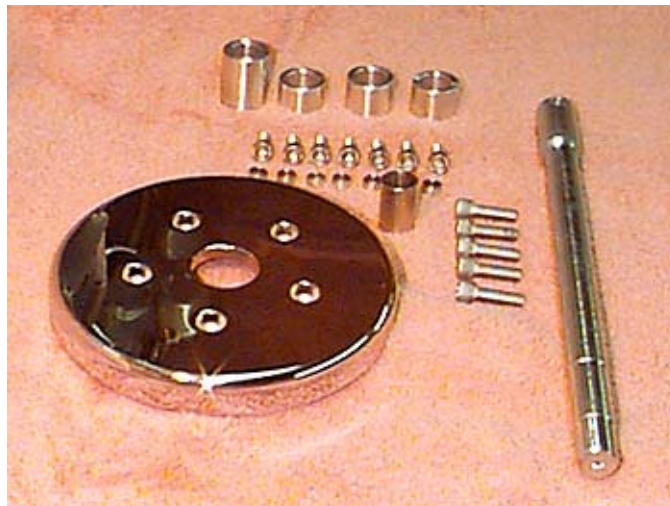
Tools Needed:

- 6mm Allen Wrench
- 8mm Allen Wrench
- ¼" Allen Wrench
- 12mm wrench
- 24mm socket and ratchet/pull bar
- Torque Wrench (recommended)
- Large screwdriver that will pass through hole in RH end of front axle
- Bike lift, or means of raising front wheel from ground
- Blue (semi-permanent or medium strength loctite)
- Small hammer or rubber mallet

Installation of the front wheel adapter kit requires a bit of initial measuring and calculation, so take your time. Be sure to contact us at Tech Support (support@ScootWorks.com) if you have *any* questions about this installation!

UNPACKING!

The shipping container and contents must be inspected by the purchaser for damage to goods immediately upon receipt of goods, and a claim must be filed with the carrier if damage is discovered. The purchaser must Scootworks within 24 hours from receipt of damaged goods to file a claim, and for further instructions. Your Scootworks Kawasaki Vulcan VN800B (Classic) front wheel adapter kit should contain: 1 new Axle, 4 thick wall aluminum axle spacers ranging from 15.845mm to 34.00mm, 5 Stainless Steel 5/16"-18x1" allen head bolts, 7 Stainless Steel 5/16"-18x ½ " allen head bolts, 1 Stainless Steel thin wall spacer tube, 7 small Stainless Steel break rotor spacer bushings, 7 Stainless Steel flat washers, the brake rotor adapter plate (either chrome or Polished Aluminum, depending on model), and these printed instructions.



BEGIN INSTALLATION...

- 1-** Raise the motorcycle's front wheel off of the ground, so the wheel spins freely. Measure the space between the front brake rotor and the inside edge of the lower LH front fork leg. Write this down, as you'll need to reference this later.
- 2-** Using the 12mm wrench, remove the two bolts that secure the front brake caliper to the LH fork leg. Firmly twist the caliper away from the wheel, forcing the brake pads/slave cylinder to become recessed into the caliper for easier caliper removal. Remove the caliper, and tie to motorcycle frame with string to keep it clear of the work area.
- 3-** Using the 12mm wrench, remove the four hex head bolts that secure the front fender to the forks. Remove the fender and place aside for installation later. **NOTE:** I often do these installations without removing the caliper and fender, but have found it to be an easier task for the first time installer with these items removed (and much less likely to scratch your paint!).
- 4-** Insert the screwdriver or round tool you selected through the opening in the end of the front axle, on the RH side. Using your 24mm socket/pull bar, remove the axle nut on the LH side.
- 5-** Using the 8mm allen wrench, loosen the pinch bolt in the lower portion of the RH fork leg. Slip the axle out of the forks, and lower the stock wheel to the ground. Place these items out of the way, and let's get the new wheel installed!
- 6-** Using the 6mm allen wrench, remove the seven allen bolts securing the Kawasaki front brake rotor to the front wheel, and remove the brake rotor. Clean the rotor at this time, in preparation for reinstallation on your rotor adapter.
- 7-** Place a thick, soft cloth on a smooth work surface. Place the Scootworks rotor adapter face down on this cloth, with the seven bolt holes facing upward.
- 8-** Locate the seven, small diameter, thin wall tubular spacers in the kit. Place the rotor on a solid, flat work surface. Gently tap each of the spacers into the seven openings in the rotor, where the bolts originally attached it to the factory wheel. These bushings are hand fitted to size... holes in the rotor vary slightly, and you may find a hole/bushing combination that is a difficult fit. It is acceptable to file or sand the bushing's outside diameter, to optimize the fit.
- 9-** Once the bushings are installed into the rotor, place the rotor onto the Scootworks rotor adapter. Locate the seven 5/16"-18x1/2" allen head bolts and seven stainless steel flat washers in the kit. Place a flat washer on each bolt. Apply a small amount of loctite to the bolt threads, and insert all seven bolt/washer assemblies through the rotor/bushings and into the rotor adapter. Snug these seven bolts firmly to 10 ft/lbs. (slightly beyond hand tight), and allow to cure for 24 hours before placing the motorcycle into service on the highway.
- 10-** Install the rotor/rotor adapter onto the wheel, using the five 5/16"-18x1" bolts supplied in the kit. Apply a small amount of medium strength loctite to the bolt threads, and tighten to 25 ft/lbs.

11- Setting the Stacked Height... This is the most tedious portion of the entire procedure, setting the stacked height of the wheel assembly. The Vulcan 800 has a total stacked height of approximately 200mm. This is to say, the total width of the wheel assembly (LH and RH spacers, wheel bearing thickness, and preload spacing within the wheel) should equal 200mm. The picture below is of a stacked wheel assembly (RC Components wheel, rotor, and spacers), ready for installation. If one would slip a small tape measure or string through the wheel, it would measure approximately 200mm, if the correct spacers are installed.



This is a bit more tricky, than simply selecting the correct axle spacers (four supplied in the kit), to make the wheel and spacers measure 200mm...one has to make sure the brake rotor is in the approximate correct location as well. The factory brake caliper will move about in its mount somewhat, making this task a bit easier. If you have an aftermarket brake caliper by Precision Machine or similar, you may need to shim the caliper in or out a bit for correct alignment.

This kit is now supplied with a selection of spacers that we've found to be optimum in fitting these positions, as well as working with permanently sealed *or* serviceable bearings (we used to supply separate kits, depending on bearing type used in the aftermarket wheel). Below are a couple of examples of axle spacers used for different wheels:

The RC Components wheel seen above, has a large protrusion where the wheel rotor attaches, yet only a small bearing housing on the RH side. We typically use the 15.845mm spacer on the LH (brake rotor) side, and the 20.135mm spacer on the RH side.

Most of the Rev-Tech wheels require use the 34mm spacer on the LH (brake rotor) side, and the 19.40mm spacer on the RH side.

Once you have your total stacked height at 200mm (+/- 10mm), test fit your assembly into the front forks. If your rotor location isn't within the range of motion of the brake caliper mount, change your bushing arrangement for correct caliper/rotor fitment. **MAKE SURE** the rotor adapter doesn't contact the caliper mount, when doing the test fit.

The supplied spacers allow for various combinations of fitment. Thus far, we've not found any that could not be optimized with this spacer compliment. There are, however, many manufactures and models of aftermarket wheels, and I'm sure we'll occasionally run into a wheel design where the supplied spacer compliment doesn't allow for correct rotor/caliper fit while maintaining the desired stacking height. As well, we've found several variations on factory H-D wheels. These aren't anything that can't be compensated for, so don't hesitate to contact us if you have a fitment problem...we are used to the issues that arise when customizing motorcycles! If you should require a special

spacer arrangement for your wheels, this will be provided to you at no charge. Simply contact us at support@scootworks.com with the required spacer width, and we'll take care of your special needs immediately.

12- Lift the wheel into place, and install your new Scootworks axle through the RH fork leg, through the wheel and bushings, and out through the LH fork leg (brake rotor side). ****NOTE** The new Scootworks Axle should slip through the wheel bearings and spacers easily. If not, lightly sand the outside of the axle until an easy slip fit is achieved.** Once the axle is pushed through the LH fork leg, slip the short thin wall axle bushing over the threaded end of the axle, and into the fork leg. Install the axle nut and tighten.

13- Once the correct wheel spacer compliment has been selected, reinstall the wheel, axle, fender, and brake caliper in reverse order. Torque values are:

Front axle nut – 80 ft/lbs.

Front axle pinch bolt – 50 ft/lbs. **(TIGHT!!)**

Front brake caliper – 25 ft/lbs.

Front fender bolts – 15 ft/lbs.

13. Enjoy your Scootworks Wheel Conversion Kit! We'd love for you to send a pic, so please email it to the address below, with info on your specific wheel installation! Any questions? Email ScootWorks Tech Support at support@ScootWorks.com