

# Thanks for Ordering the Rear Wheel Covers from



## Instructions for Installing the Scootworks Rear Wheel Covers

The installation of the Scootworks Rear Wheel Covers is a very easy procedure. However, Scootworks wanted to assist you as much as possible with the installation process, and developed this instruction package. If there are any steps you feel need improvement in instructions, please email [support@scootworks.com](mailto:support@scootworks.com) and specify the area you are having trouble with.

### **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 contact Scootworks within 24 hours from receipt of damaged goods to file a claim, and for further instructions.

**Please Note: the valve stem must be turned towards the LH side of the bike (as per Kawasaki's original installation), towards the chain or belt drive. If this is incorrect, have your shop remove the tire and turn the valve stem to the correct position (to the left hand side of the bike).**

### **Let's Get Started**

Included in the kit are: 2 covers, rubber insulators (to eliminate the possibility of rattle), button head chrome bolts, aluminum spacers, Locktite, valve stem extension (in some kits, where needed), and complete instructions.

1. Take note of your rear wheel adjustment location, so you can return the wheel to its correct setting for chain or belt tension. Remove the wheel making sure that you can put it back on easily. If not, ask your dealer to install the covers for you.
2. Install the rubber insulator around the outer perimeter of both LH and RH covers, on the wheel covers' interiors, so they won't have any contact with the rim.

3. Install the spacers on one of the two covers using the bolts provided. Make sure to put locktite on each of the bolts before threading them into the spacers.
4. Remove all of the balancing weights from your wheel. This way, if balancing is necessary, it can be done once the covers are installed. [On the Kawasaki Vulcan 800, the factory 90 degree valve stem-type inner tube is required. Some customers had substituted a straight valve stem-type inner tube during previous tire changes, and this is unacceptable. The factory Kawasaki inner tube is best. Also, the valve stem must be turned towards the LH side of the bike (as per Kawasaki's original installation), towards the chain or belt drive. If this is incorrect, have your shop remove the tire and turn the valve stem in the correct direction.]
5. Install valve stem extension, if supplied.
6. Install the cover with the spacers installed on the wheel from one side (through the spokes), and install the second cover from the other side. Make sure to use locktite on each of the bolts.
7. Make sure the wheel covers are well centered, and tighten all bolts securely.
8. Have your wheel balanced again. [Scootworks note: if the tire has a colored spot on the sidewall, be sure to install the tire with the spot in alignment with the valve stem. This spot represents the lightest part of the tire, and when matched up with the valve stem, often balances with no weight. Thus far, not a single customer has actually needed to rebalance, including the installation on one of Scootworks' demo bikes.]
9. Re-install the wheel on the motorcycle, and make sure that there is no obstruction. After the first 500 miles, double-check all Allen head fasteners for tightness. [Scootworks note: Thus far, there have been no reports from customers of fasteners working loose. I've checked our demo bike, and after about 1000 miles, all is still very secure and looks great!]

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