

Changing the Front Wheel

1) Undo the wheel nut...simple.



2) Loosen the pinch bolts (on some bikes it's necessary to undo the brake side pinch bolts before loosening the wheel nut). When it's all loose push out the spindle from the brake side and remove the wheel. When the front wheel is removed always take the opportunity to clean the wheel spacers and seal lips of any dirt.



3) Using some form of protection on the jaws of the vice, lightly pinch the spindle in position as shown (being real careful not to mark the spindle in any way) and using some pre-oiled Scotchbrite proceed to clean all of the spindle. Finish off with the spindle in your hand to clean the difficult to reach parts, then use a soft cloth to wipe any residue away and then very lightly grease the spindle. Also apply some grease to the inner lips of the seals and pop the clean spacers back into the correct sides.



4) Use spray lube and Scotchbrite to clean the insides of the spindle carriers on both sides of the forks, put the wheel back in position and slide the spindle through and into position. Nip the lightly greased nut into position with the wrench - this will seat

things correctly on the brake side. A common mistake at this stage is to just carry on and tighten the pinch bolts up and crack on... Hold it right there buster!



5) The fork bottom has pulled across and is out of position. If the pinch bolts are tightened now, the forks just won't work properly because the distance between the lower fork legs is not even.



6) The key to getting things set properly is to simply take your weapon off the stand and compress the forks a couple of times.



7) When you've done this all the right bits will be in all the right places as you can see in the pic.



8) Now nip the pinch bolts on both sides to the torque setting in your manual, give the wheel nut a final tightening tweak and go scrambling, safe in the knowledge your forks are gonna at least go up and down...

