

How to Remove the Rear Wheel

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I am not a mechanic and am only explaining the way I removed my wheel. Do so at your own risk.

Some steps I will only describe without major details/photos as they are fairly simple. Feel free to add comments or point out mistakes and I'll correct them.

What you'll need:

- rear stand
- torque wrench
- zip ties
- adjustable wrenches
- 27mm 6 pt. socket
- 22mm 6 pt. socket
- 6mm hex socket

Torque specs:

- Rear axle = 80 ft/lb
- Rear brake calliper mounting bolts = 18 ft/lb
- Rear brake rotor = 20 ft/lb

How to:

1. Raise rear of the bike with a rear stand.

2. Remove the cotter pin and axle nut with the 27mm socket.



3. Remove the rear brake calliper with the 6mm hex socket and secure it with zip ties. DO NOT PRESS ON THE REAR BRAKE LEVER AT THIS TIME!



4. Using adjustable wrenches or the appropriate sized open-ended wrench, loosen the locknuts and alignment adjuster nuts. Kick the wheel forward a little bit.



5. Push out the rear axle and slowly lower the wheel. Pay attention to the spacers and washers and which way they line up on the axle. It's a good idea to put them back on the axle the way you will reinstall them. The rear calliper mount may also become loose at this time: not a big deal just set it aside and put it on later.





6. If removing the rotor for painting or replacement, use the 6mm hex socket. It may take a little bit of force to break the massive amounts of red thread-lock they put on at the factory.



7. You can pull out the sprocket and cushion drive also.



8. Rear wheel removed.



9. Installation is basically reverse of removal. Don't forget to put back on the calliper mount and if you removed the rotor, to use red thread-lock on the bolts. You'll also need to adjust the alignment and chain slack using the alignment adjuster nuts. I find it easier to do this with the axle nut on but only at about 50-60 lb/ft.

The nut against the swing-arm is the nut you'll use to adjust it. After it's adjusted, the outer nut (locknut) must be tightened against the inner nut to keep it from adjusting itself. Move the wheel back in even increments so that both notches on the swing-arm match each other. It's also important to measure your chain slack while aligning the wheel. Don't forget to torque the axle nut when finished adjusting.



10. Double check your work and enjoy!

BRP's Tips

Couple of things, it makes things a little easier, but you do not have to remove the brake calliper from the mount.

And if you apply heat [propane torch] to the area of the wheel, where the rotor bolts thread, it will soften the thread-lock, for easier removal.