



Instructions for 240 tire V-Rod kit for stock swingarm.

Notes for fitting wide wheel and tire

- A degree of mechanical skill is required to properly install this kit. If after reading these instructions you have any doubts, we strongly recommend that you have a professional install it for you. If you install the kit yourself, we recommend that you also use the applicable shop manual for your motorcycle.
- Whenever installing wheels and tires that are wider than original equipment, please ensure that there will be sufficient clearance throughout the suspension range in the frame, swingarm, fender, and fender struts, and that there is no interference with the belt, belt guard, brake caliper, or exhaust system.
- Motorcycles can be dangerous if not properly maintained and ridden safely. RC Components has no control over the usage of any of its parts. RC Components expects its customers to exercise good judgment as to the proper selection, installation, use, and maintenance of any parts. RC Components assumes no responsibility for damage or injury of any kind because of the misuse or improper application of any parts in any way by any person. RC Components expects the end user to exercise good judgment.
- Before installing this kit, read through these directions completely. This will familiarize you with the way in which the parts fit together and the tools needed to complete the job.
- Before performing any installation steps, disconnect the motorcycle's battery to eliminate any possibility of electrical damage or personal injury due to a short circuit.



Recommended Parts and Supplies

1. Sawzall or comparable cutting tool.
 2. Cut-off tool or jigsaw.
 3. Shop or repair manual
 4. Shop supplies, (loctite-red and blue, anti-seize, etc.)
 5. Assorted hand tools.
 6. 4-1/2" grinder.
 7. Drive pulley seal HD part # 11354K (qty.1)
 8. Copper cap locking plate HD part # 35451-01K (qty.1)
- (The seal and locking plate can be re-used if not damaged during removal)

Stock component removal

To install the 240 kit, it will be necessary to raise the motorcycle off the ground on a suitable lift. **WARNING** – Be sure to center the motorcycle on the lift so that it does not fall over when you raise it up or when you are working on it.

Installation of the 240 kit begins with the disassembly and removal of the rear end of the bike. Start with the simplest and most obvious components. For detailed information on removal of these parts, consult your factory manual.

1. Remove rear wheel assembly and brake.
2. Remove swingarm.
3. Cut brake tab on swingarm (as pictured).

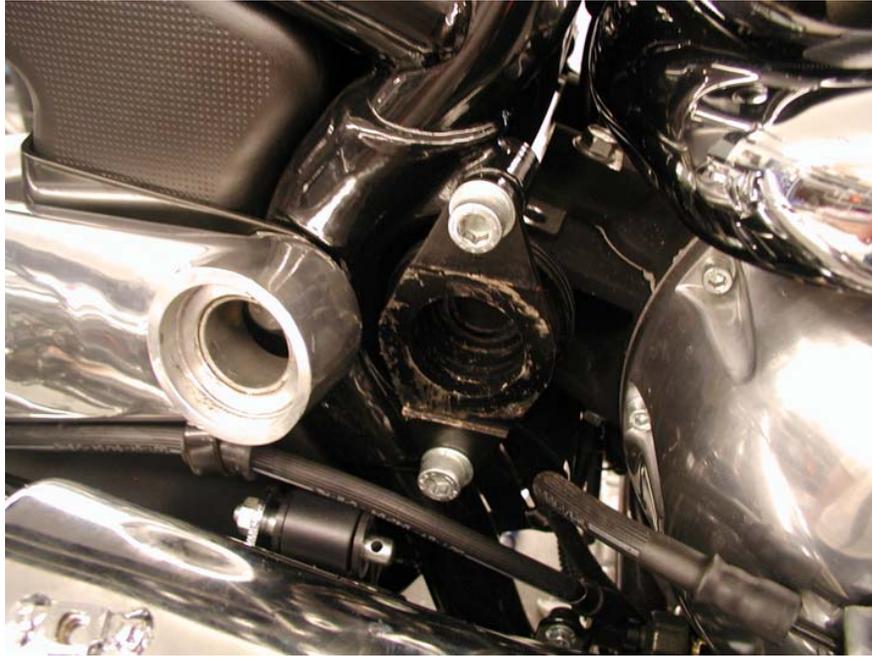




4. Clean up casting mark on inside of swingarm in pulley area (as pictured).



5. Remove and replace right side swingarm mount with mount included in kit.



6. Install swingarm with new supplied pivot shaft.
7. Install stock spacer on left side of shaft, use supplied stepped spacer between stock spacer and swingarm. (Small step toward bearing).



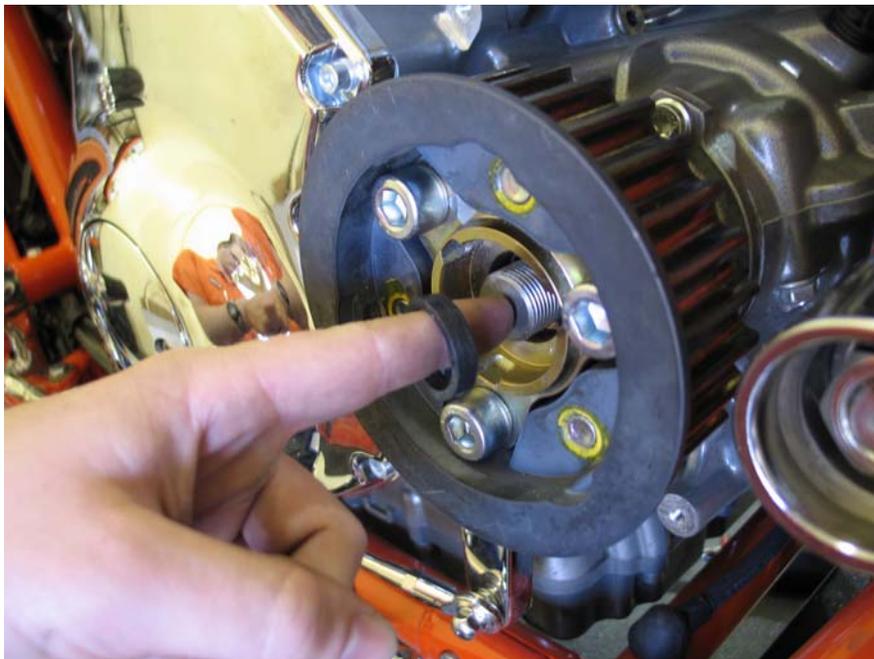
8. Remove front pulley, and disassemble.
9. Test fit 1/2" allen bolts in hub before removal. Some models require drilling for bolts to fit. If necessary, use 1/2" bit and drill before removing, minimal material will be removed. Take caution not to drill too deep and hit case.

10. Install supplied adapter on the back to space pulley out. (Use loctite on bolts, and assemble as pictured).





11. Re-install pulley to factory specs with new outer seal. (Don't forget to lube case seal before assembly).



12. Trim taillight assembly left and right rear. (As pictured).



13. Remove rear fender.
14. Remove factory support struts. (These will not be re-installed to allow for sidewall clearance.)



15. Use supplied washers behind shock bolt to replace the thickness of removed struts.
16. Re-install rear fender.
17. Remove shocks and disassemble, (or cut nylon bushings in half and squeeze through spring). Slide rebound dampener down and install bushings above dampener.
18. Re-install shocks with top right spacer on left top, and left top spacer on right.
19. Install pulley on wheel, use red loctite and torque to 40-45 ft lbs.
20. Carefully slide wheel in swingarm (it's a tight fit).
21. Slide stock caliper on swingarm brake tab.
22. Carefully slide rotor into caliper and onto wheel, install one rotor bolt to hold rotor.
23. Install axle using supplied drive side axle spacer, and stock brake side spacer.
24. Install remaining rotor bolts and torque to 30-35 ft. lbs. with red loctite.
25. Install drive belt, and tighten to factory spec.
26. Tighten axle to factory spec and replace c-clip.
27. If belt guard is retained modify as pictured.



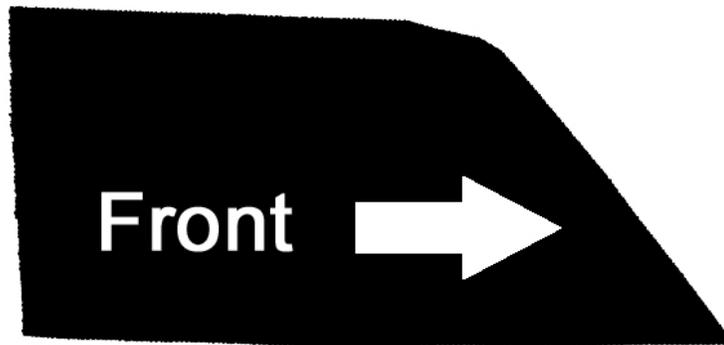
28. If belt-guard isn't used mount left shock with supplied thin nylock nut as pictured.



Consult factory manual for assembly of remaining parts.
Road test and inspect bike before making a trip.
Enjoy your new custom 240 tire V-Rod.

For best results, use paper templates to make cardboard templates for modification.

Brake Tab Template



Right and Left Side License plate bracket Template

