



YAMAHA SINGLE SIDED SWINGARM INSTALLATION SHEET

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. Shop or repair manual
2. Shop supplies, (loctite-red and blue, anti-seize, etc.)
3. Assorted hand tools.

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. Disconnect Battery
2. Lift and secure bike
3. Remove brake-side floorboard
4. Remove exhaust.
5. Remove rear fender
6. Remove front pulley cover
7. Remove wheel, pulley, and brake assembly simultaneously. Now remove front pulley from transmission. *(Keep up with the stock nut and lock washer; these will be used during assembly)*
8. Remove Passenger pegs; now remove the plastic covers in the frame that cover the pivot tube bolts.
9. Remove the stock shock bolts *(keep for re-assembly)*
10. Remove the pivot tube bolts.
11. Remove the stock swingarm



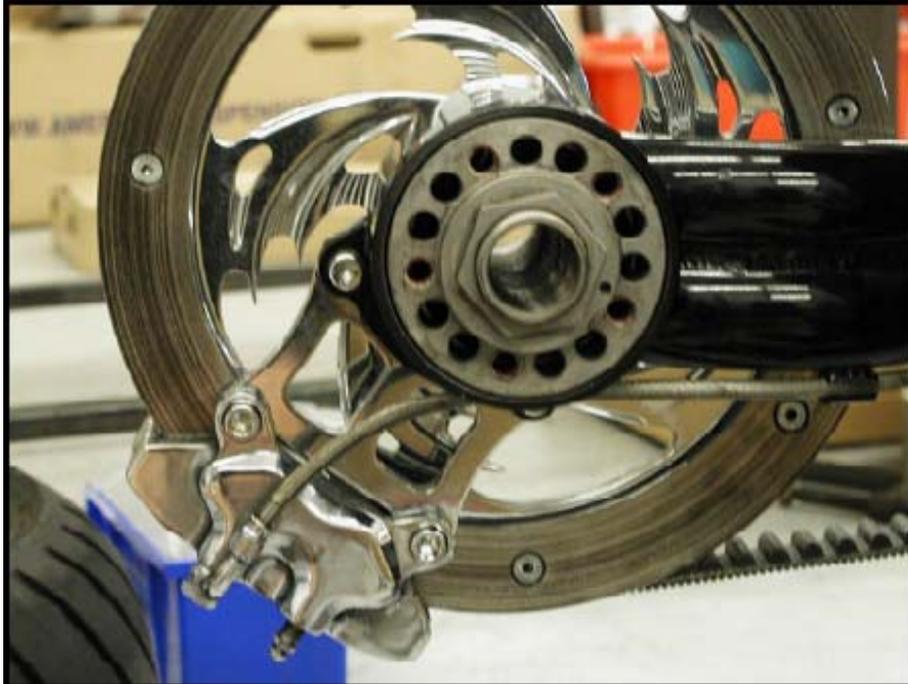
12. Install “new” belt at this time.
13. Install supplied pivot tube, and bearings in RC swingarm.
14. Install shock bolt with red loctite in RC swingarm. (*Do not tighten bolt at this time*)
15. Insert supplied pivot bolts with red loctite through frame and supplied bushings into the RC swingarm. (Right side bushing has flats)



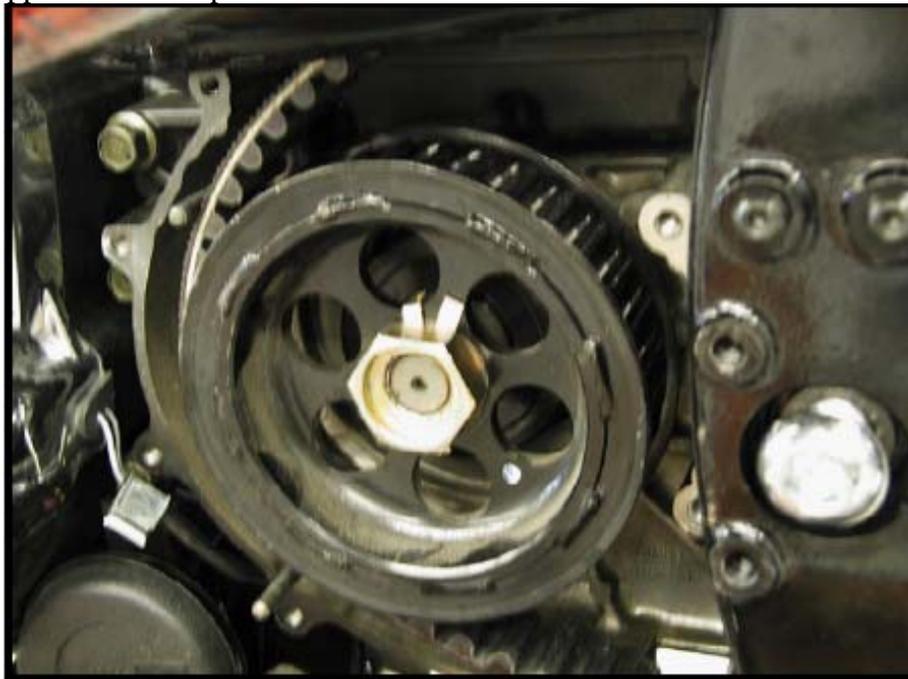
16. Torque shock and pivot bolts to factory specs.
17. Install belt adjustment bolts and single side keys into swingarm.



18. Install single sided part of swingarm using supplied bolts and locking tabs (*Do not tighten bolt at this time*).
19. Install 1/16 shim on hub
20. Install pulley with belt onto hub assembly.
21. Torque pulley bolts to 45 ft. lbs with red loctite.



22. Install front pulley, use supplied 1/8" shim, and stock lock washer. Make sure stock nut is "flipped" over compared to when it was removed.

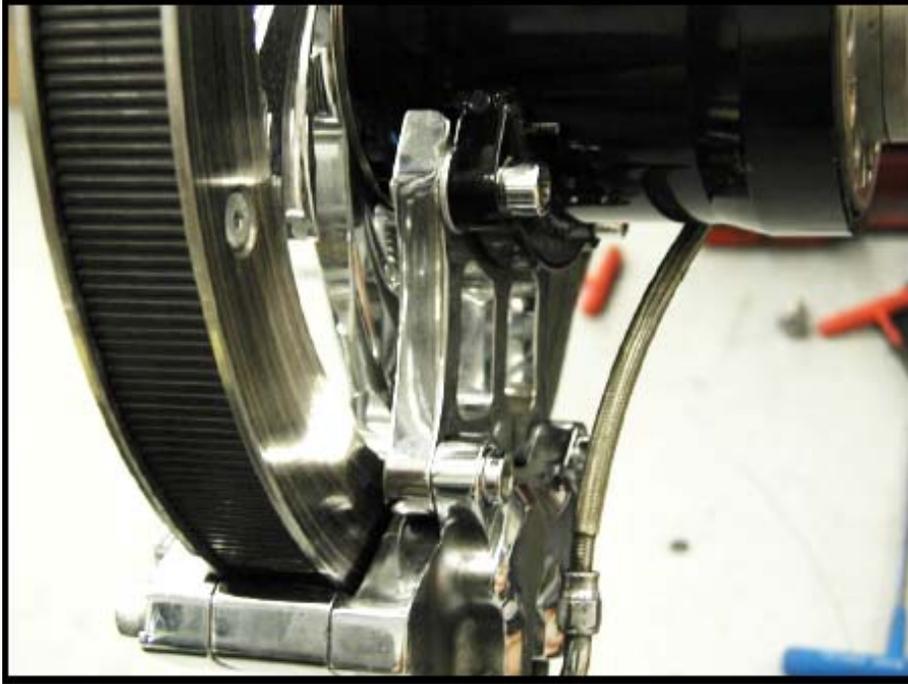


- 23. Install factory nylon belt guides.
- 24. Torque front pulley nut to factory specs with red loctite.
- 25. Adjust belt tension with adjusters on front half of swingarm.
- 26. Tighten (3) 1/2" inner swingarm bolts to 55 ft. lbs. and bend over locking tabs.

27. Track belt to make sure it is in alignment, with tracking screws on front half of the swingarm.

28. Install brake line and caliper. Use supplied shims to center caliper on pulleyrotor.

*Note - when bleeding caliper make sure caliper is rotated to the top of the pulleyrotor.
This allows the air to be removed from the brake line.



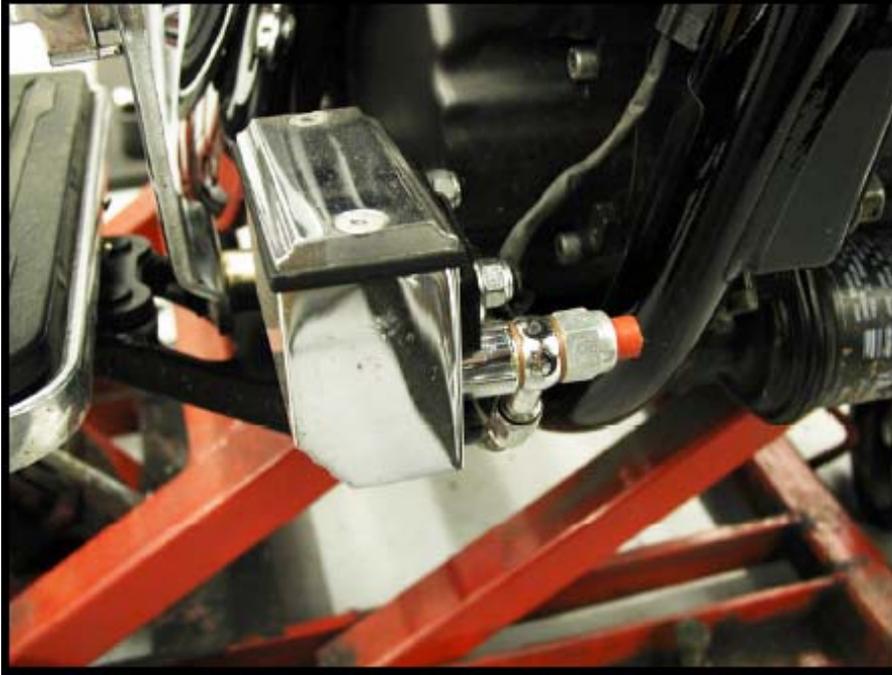
29. Use supplied bracket to install new license plate bracket and tail light assembly.



30. Fit and install the rock guard with supplied hardware.

31. Install the wheel and tire.

32. Torque wheel bolts to 45-50 ft. lbs. with red loctite.
33. Apply a small amount of loctite to the left and right side hub cap and hand tighten each cap and then tighten a 1/4 turn using supplied wrench.
34. Install, align and tighten rear fender.
35. Mount master cylinder with new bracket and supplied brake switch bolt.



36. Bleed brakes and check for correct brake pressure.
37. Use stock rear brake switch wires. You can attach either wire to any terminal on the switch.
38. When wiring the taillight match up each wire to its corresponding color (yellow to yellow, blue to blue, etc.) If turn signals are desired use stock corresponding wires.
39. Re-install exhaust pipes and floorboard
40. Re-install battery cables
41. Re-install seat

Test at slow speeds, checking brakes in short intervals. Visually inspect disc, caliper and wheel before and after road testing. For the first 100 miles use light to medium braking. Avoid unnecessary hard braking. Braking power will progressively increase with less effort as brake pads and disc break in.

If you have any question concerning the installation of this kit please call
(270) 842-6000
or email tech@rccomponents.com