

BLINGING OUT A FAT BOY

Part I: Installing a new chrome Harley-Davidson 6-Spoke rear wheel and pulley, with a new H-D polished rotor and Shinko 150/80-16" rear tire

I Here's Dan installing the new metal valve from the H-D wheel installation kit into the new chrome H-D 6-Spoke rear wheel using a 1/2" deep socket he ground down for this purpose.

WANT TO ADD SOME INSTANT FLASH TO your bike? Bolt on a nice set of custom wheels! When I had my bike shop, back in the day, guys would come in before the new riding season and ask how they could change the look of their bike without going for a complete overhaul. My answer was to change the wheels and paint job. After all, once the front end and engine are chromed or blacked-out, you're done there. But bolt on a slick set of wheels with matching rotors and pulley, and you'll totally change the look of the bike. And, though not cheap, you get a lot of bang for your buck!

And that's exactly what we decided to do to step up the look of a 2006 Fat Boy. Though those iconic solid wheels are a trademark of the Fat Boy, the stock units were dull,

pitted, and, in short, needed replacing after many miles of hard service. Since the original Harley-Davidson components had served the owner well, he decided to go back to The Motor Company for its replacements. He

TOOLS NEEDED

- Blue Loctite
- Red Loctite
- Anti-seize
- T-45 Torx
- Plastic hammer
- 1/2" wrench (two)
- 1/4" socket (12-point)
- 1/2" socket (deep, altered)
- 5/8" socket
- 15/16" socket
- Torque wrench (in-lbs.)
- Torque wrench (ft-lbs.)
- Bike jack
- Wheel bearing installation tool
- H-D belt tension gauge ■



2 After checking the directional arrow and locating the balance dot alongside the valve stem, he installs the new Shinko 150/80-16" tire onto the H-D 6-Spoke wheel.



3 With the rear wheel in a lift's wheel chock, he uses a wheel bearing installation tool to install a wheel bearing (both the same) from the H-D installation kit into the right (primary) side of the wheel, as indicated by the lines on the wheel hub.



4 Dan slips the new wheel bearing and the proper center wheel spacer (spacer C #43608-00 for our application), both from the H-D installation kit, onto the shaft of his wheel bearing installation tool.



5 With a little oil on the edge of the new wheel bearing, he uses the bearing puller to install both the spacer and wheel bearing into the right side of the wheel.

metro blaster

marlins

lindby



6 With blue Loctite on the new chrome H-D rotor bolts, he installs the new polished H-D rear brake rotor onto the new 6-Spoke wheel using a T-45 Torx. He torques the bolts to 40 ft-lbs. in a crisscross pattern.



7 With red Loctite on the new chrome H-D pulley bolts (with washers), he installs the new chrome H-D pulley (align the pulley and wheel patterns) onto the new wheel using a 5/8" socket. He torques the bolts as per the H-D procedure.



8 Dan can now balance the wheel on the Rob's Dyno Service spin balancing machine. He then jacks up the rear of the bike and removes the stock rear wheel from our 2006 Fat Boy. He also removes the brake pads from the rear caliper.



9 Dan then positions the new rear wheel in the swingarm and wraps the rear drive belt around the pulley. He has covered the outer face of the pulley with tape to protect it and loosened the bottom belt guard hardware.



10 He can then position the rear brake caliper around the rear rotor with the mount section by the axle hole in the wheel.

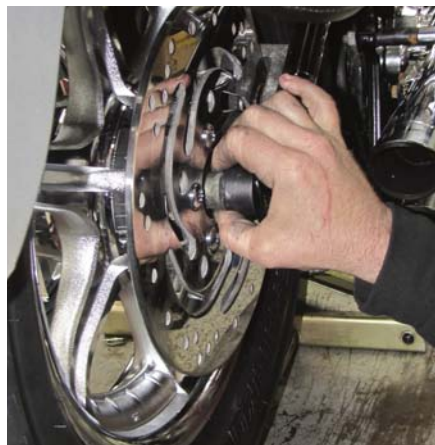


11 He places the long left wheel spacer between the swingarm and wheel. He then drops the bike down a little bit. He also cleans the stock axle, puts a skin coat of anti-seize on it, and sets it aside on a clean rag.

pingel

crank & stroker

mikuni



12 After cocking the wheel slightly sideways in the swingarm, he positions the short right wheel spacer between the wheel and rear brake caliper.



13 Dan positions the stock right rear wheel adjuster collar on the axle and next to the adjuster. He then sends the stock axle through the adjuster, frame, spacers, and wheel using a plastic hammer.



14 Once the axle is fully through, he reinstalls the stock left rear wheel adjuster collar on the axle, followed by the stock flat washer and nut, using a 15/16" socket. He just snugs the nut for now.



15 After dropping the bike down from the bike jack, he uses the H-D belt tension gauge (#HD-35381) to check the rear belt deflection. Ours is still correct even after changing out the rear wheel and pulley.



18 To make sure he has adequate clearance between the lower belt guard and pulley, he folds a piece of typing paper eight times (0.050") and slips it between the pulley and guard.



16 After torquing the rear axle nut to 60-65 ft.-lbs., he retightens the lower belt guard hardware using two 1/2" wrenches. Don't forget the one buried behind the swingarm.



19 He can now slip the brake pads back into the caliper, steel side against the caliper, noting his marks as to which pad goes on the inner and outer side of the rotor.



17 Dan then pops in the stock rear axle nut clip using a plastic hammer. If you had to move the axle adjusters to adjust the rear belt and realign the rear wheel, don't forget to tighten the lock nut on both adjusters.



20 Using a 12-point 1/4" socket, Dan torques the two stock caliper brake pad bolts to 180-200 in.-lbs. He then checks the operation of the rear brake system. You'll have to pump the rear brake a few times to get it back to normal.

selected a set of H-D's Slotted 6-Spoke wheels that feature a combination of polished and textured chrome finishes on the spokes, rim, and hub. We also got a matching rear pulley and new standard rotors all around. In this article, however, we'll just be installing the rear wheel setup, and we'll do the front wheel in a future issue.

This cast aluminum 16" rear wheel (#43930-08/\$559.95) requires, as all Harley P&A wheels do, the purchase of a separate H-D wheel installation kit (#43854-08A/\$89.95). These kits

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21 Here's how the new rear wheel looks on the bike. Nice!

WHEN INSTALLING THE NEW bearings in the new wheel hub, put a little oil on the edge of the new wheel bearing.

When you remove the brake pads from the caliper, so you can remove the caliper from the rotor and wheel, be sure to mark which brake pad went on the inside of the rotor and which was on the outside.

If you had to move the left wheel adjuster to get the correct tension on the rear drive belt, you must turn the right wheel adjuster the same amount of turns to keep the wheel aligned with the frame. ■

TIPS & TRICKS

big city

tsukayu

TECH

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are specific to year and model bikes, so be sure to order the correct one for your bike. However, the installation procedure is the same. For our matching cast aluminum textured chrome rear pulley (#40447-01/\$399.95), we also got a set of chrome bolts and flat washers (#94773-00A/\$29.95). There's no way we were going to reuse the old, beat-up hardware. When installing this pulley onto the wheel, make sure you properly align its spoke pattern with the wheel's pattern. Our rear rotor (#41832-05A/\$149.95) is a polished version of the stock unit since, like the hardware, the original had seen better days and would ruin the look of our new wheel package. Of course, we went with a set of new chrome rotor hardware (#46647-05/\$13.95).

When it came to getting a new set of tires, the bike's owner decided to go with a pair of Shinko 777 tires, which are available exclusively from the HardDrive catalog. We got a 150/80-16" (#87-4597/\$129.95) for the rear wheel. This tire features a newly redesigned carcass that has a higher load rating thanks to heavier nylon belting. This results in ample load capacity, while also giving more stability and longer tire life. The 777 series is specifically designed for cruiser machines and is available in a multitude of sizes for many V-twin models.

We went to see our old buddies Rob and Dan at Rob's Dyno Service to do the install. We've done many articles with these guys, and they always do the job right, the first time. Check out the photos and captions to see how to do this installation in your own garage. In a future issue, we'll bolt on the new matching front wheel and new rotor, as well as another new Shinko tire. **AIM**

SOURCES

HARDDRIVE
HDtwin.com

HARLEY-DAVIDSON
Harley-Davidson.com

ROB'S DYNO SERVICE
978/895-0441
RobsDyno.com