BLINGING OUT A FAT BOY

Part II: Installing a new chrome Harley-Davidson 6-Spoke front wheel, polished rotor and a HardDrive Shinko 130/90-16" tire

AS WE SAID IN ISSUE #340, IF YOU WANT TO ADD some instant flash to your bike, just bolt on a nice set of custom wheels! It's a great and easy way to quickly step up the look of the bike without going for a complete overhaul. After all, once the front end and powerplant (engine, transmission, and primary system) are chromed or blacked out, you're done there. However, bolting on a slick set of wheels with matching rotors and pulley totally changes the look of the bike and gives you a lot of bang for your buck!

This time around we're bolting a new Slotted 6-Spoke front wheel from The Motor Company onto our 2006 Fat Boy. The Slotted 6-Spoke wheel series features a combination of polished and textured chrome finishes on the spokes, rim, and hub, which results in a very stylish look. This cast aluminum 16" front wheel (#43918-07/$559.95) requires, as all Harley P&A wheels do, that you also buy a separate H-D wheel installation kit (#43833-07A/$89.95). These installation kits are specific to the year and model of the motorcycle, so make sure you order the correct one for your bike. However, no matter what kit you get, the installation procedure is the same, so you can use this article to do the deed.

As we did on the rear wheel, we also got a new polished brake rotor (#41830-05A/$149.95) since the original one, like the front wheel, had seen better days, and Harley doesn't offer a matching design rotor for this wheel style. Of course, there was no way we

TOOLS NEEDED

- Blue Loctite (243)
- Anti-seize
- T-40 Torx
- 1/2" wrench
- 12-point 10mm socket
- 1/2" socket (deep, altered)
- 3/4" socket
- Wheel bearing installation tool
- Torque wrench (ft-lbs.) ■

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

2 After checking the directional arrow and locating the balance dot to the valve stem, Dan installs the new Shinko 130/90-16" tire onto the H-D 6-Spoke wheel. He then puts a little oil on the edge of the new wheel bearings.

dirty bird

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3 With the front wheel in a lift's wheel chock, Dan uses a wheel bearing installation tool to install a bearing (they're the same) from the H-D installation kit into the left (primary) side of the wheel, as per the H-D instructions.

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

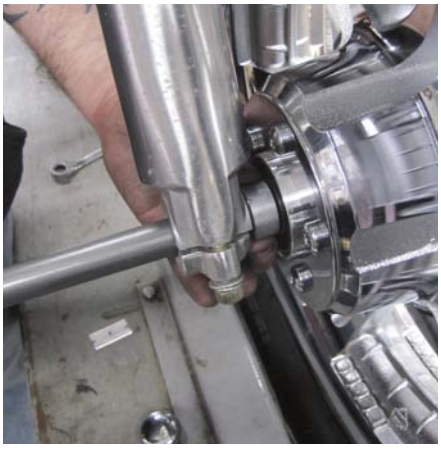
5 Dan then uses the bearing installer to install both the spacer and wheel bearing into the right side of the wheel until the sleeve bottoms on the primary bearing.

6 With blue Loctite on the new chrome H-D rotor bolts, Dan installs the new polished H-D front brake rotor onto the new 6-Spoke wheel using a T-40 Torx. He torques the bolts to 24 ft-lbs.

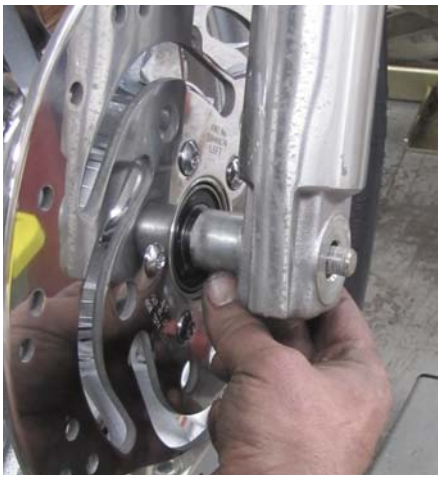
7 With blue Loctite on the new chrome H-D rotor bolts, Dan installs the new chrome H-D hubcap that came with the new wheel onto the new 6-Spoke wheel using a T-40 Torx. He torques the bolts to 24 ft-lbs.

8 Dan can now balance the wheel on the Rob's spin balancing machine. He then removes the stock front wheel from our 2006 Fat Boy.

9 Dan positions the new front wheel between the fork tubes and then lowers the bike so the axle holes on the wheel align with the holes in the fork legs.



10 After cleaning the axle and putting a skin coat of anti-seize on it, Dan positions the right short front axle spacer between the wheel and fork leg, sending the axle through it and partially into the wheel.



11 Dan positions the left long front axle spacer between the wheel and fork leg and sends the axle through it and the left fork leg.

12 Once Dan has reinstalled the stock flat washer, lock washer, and axle nut, he torques the nut to 50-55 ft-lbs. using a 3/4" socket.

13 Dan then slips the stock front caliper around the new rotor and secures it to the left lower leg using the stock bolts, blue Loctite, and a 12-point 10mm socket. He torques the bolts to 35 ft-lbs. Then pump the brake until you get a firm lever.

14 Dan reinstalls the stock axle cap onto the right fork leg using the stock flat washers, lock washers, and nuts, and a 1/2" wrench. He torques the nuts to 11-15 ft-lbs. and makes the front and rear gaps on the axle cup equal.

15 Here's how the finished wheel looks!

were going to reuse the old, beat-up hardware either, as it would ruin the look of our new wheel package. We went with a set of new chrome rotor hardware (#46646-05/$13.95).

As we told you in Part I of this build, when it was time to get 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 130/90-16" (#87-4585/$114.95) for the front wheel. This front tire features a newly redesigned carcass that has a higher load rating thanks to heavier Aramid belting. The result is 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.

As we did for the rear wheel install, we went to see our old buddies Rob and Dan at Rob's Dyno Service. Readers of this magazine know we've done many installs with Rob and Dan. We use these guys a lot because they always do the job right the first time. The accompanying photos and captions show you how to do this installation in your own garage. **AIM**

SOURCES

HARDDRIVE
HDtwin.com

HARLEY-DAVIDSON
Harley-Davidson.com

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

custom cycle

hill country