

Lamonster Installing a 10" rim with a 280 tire on the 109

If you are going to run a 280 on your bike you need to do it on the right size rim. Running a 280 on a stock 8.5" rim will cause premature wear in the sidewalls of the tire if you ride the twisties at all.

That being said it does take a little more work to get a 280 on a 10" rim to fit in the stock swingarm. It's going to sound harder than it is and after you've done it a couple of times it's no big deal. I hope this helps.

This is going to start at the point where you have already installed your bearings and cushdrive. Here's the video for getting the cushdrive out. <http://www.m109riders.com/forum/index.php/topic,10391.0.html>

First thing you need to do is to fish the wheel in with the hubs off of the wheel. You will install the hubs after you get the wheel in the swingarm. What I do is angle the back of the wheel to the left of the bike and fish the front in around the differential. Sorry but I don't have a picture of doing that but I do have one of what it will look like when it's in.

Sorry about the red differential, I had a moment of very bad judgement. I'm all better since these pictures.



You need to drop the lift to where it's pretty close to where it needs to be so you can install the hubs.

If you're installing a Replicator wheel it will have two 1/4-20 holes tapped in the drive hub and two

countersunk holes in the wheel. Those are there to hold the hub in place while you're bolting up the other side of the hub.

This is a RC wheel and it doesn't have that so you need to put the hub on the wheel and line up the bolt holes and then scoot the wheel over so that the diff. holds the hub in place while you put the other side on.

Don't forget this part! More than once I got the whole hub and wheel bolted up and found out I forgot to put the crush tube in. You've got to remember to put this in because that's what ties all the bearings together. Without the crush tube the hubs take all the stress when you torque down the axle. **DON'T FORGET THE CRUSH TUBE!**



Now that I have the crush tube in I'm ready to bolt the right side hub up. What I do is slide the axle in from the wrong side just so it will help to hold the hub and crush tube in place while I install the hub bolts.

Tighten the bolts in a star pattern making sure the hubs are seated in the wheel. Get the bolts good and tight but remember you have to do this all over again when you have to change a tire so it's up to you if you want to use Loctite or not. I don't and have never had a problem.



Now you can pull the axle out and install the dust seal. If yours didn't come with one just rob it from the stock wheel.



Install the axle from the drive side and have it stick out just enough to hold the spacer.



Install rotor and snug all bolts.



Install caliper bracket and run axle all the way through swingarm.



Install caliper and snug bolts.



Now you need to jack the wheel off of the ground and spin it to make sure nothing is hitting and you're not getting any strange noises that shouldn't be there. If all is well go over every bolt and nut and torque them down to spec.

Now sit back and checkout that big fat tire, and then go for a ride. You're going to love it.

