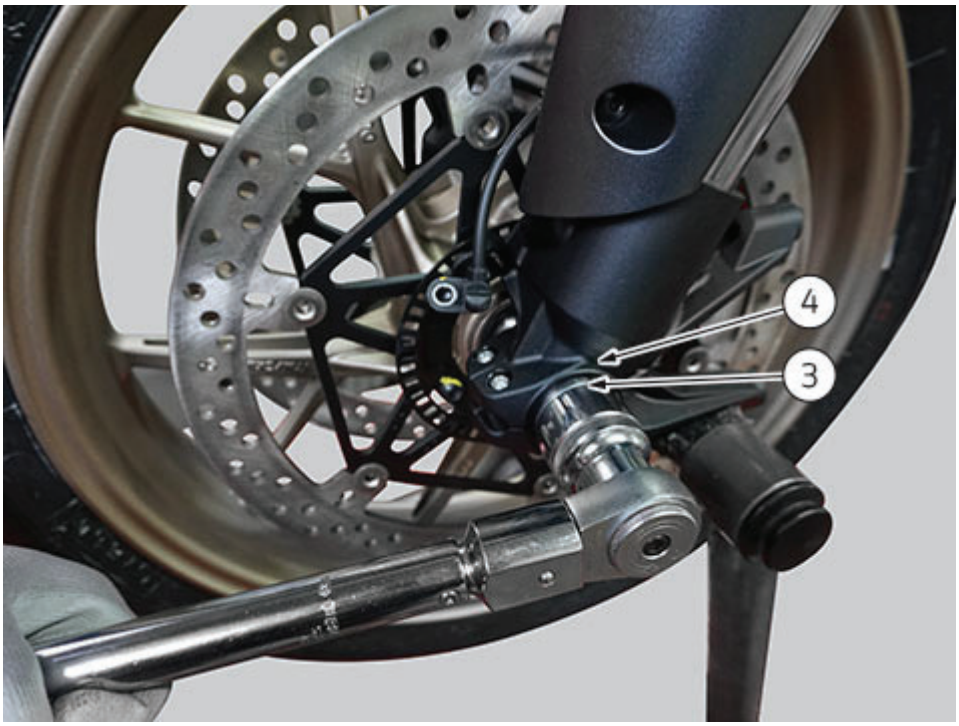
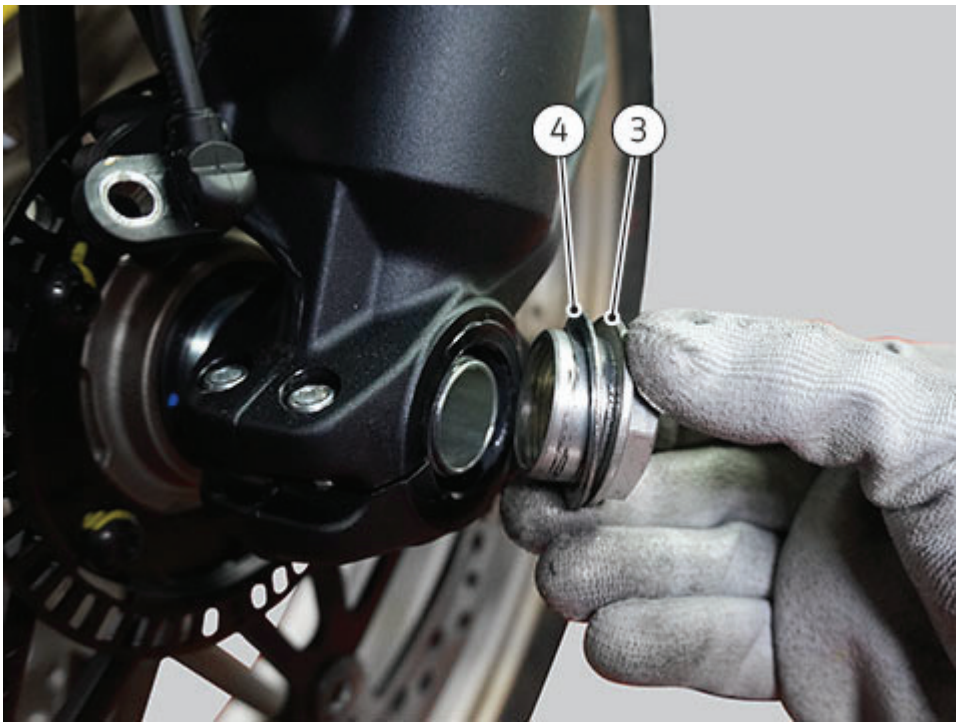


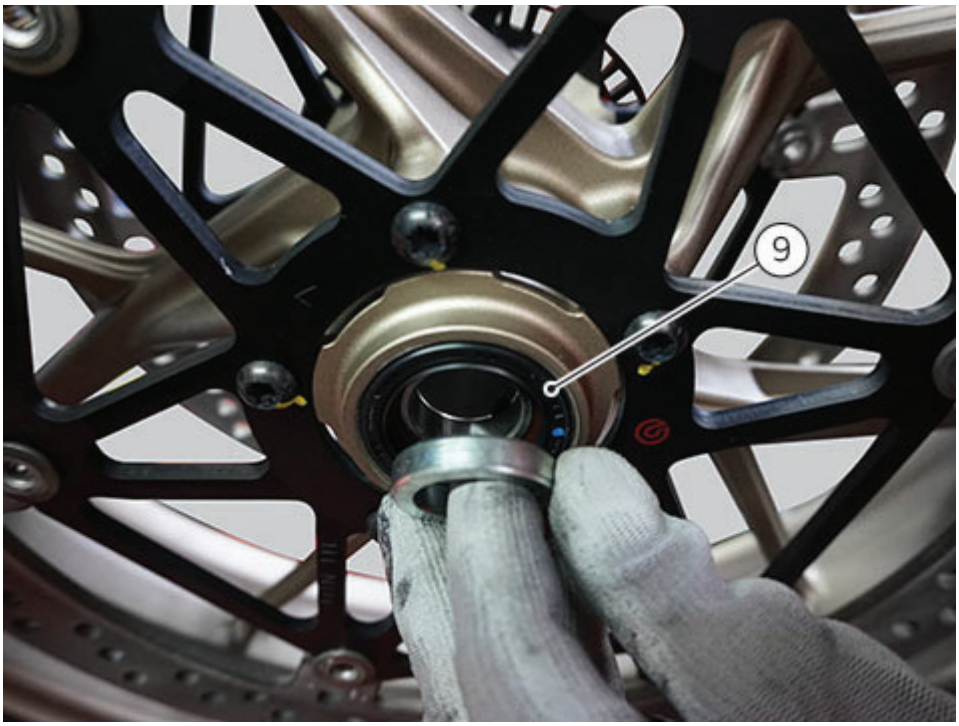


Loosen the wheel shaft retaining screws (5) on both fork bottom ends.

Working from the left-hand side, use a plastic mallet to drive the wheel shaft (6) out from the opposite side and remove it.

Remove the wheel and collect spacers (7) and (8).

Working on both sides, remove the sealing ring (9).

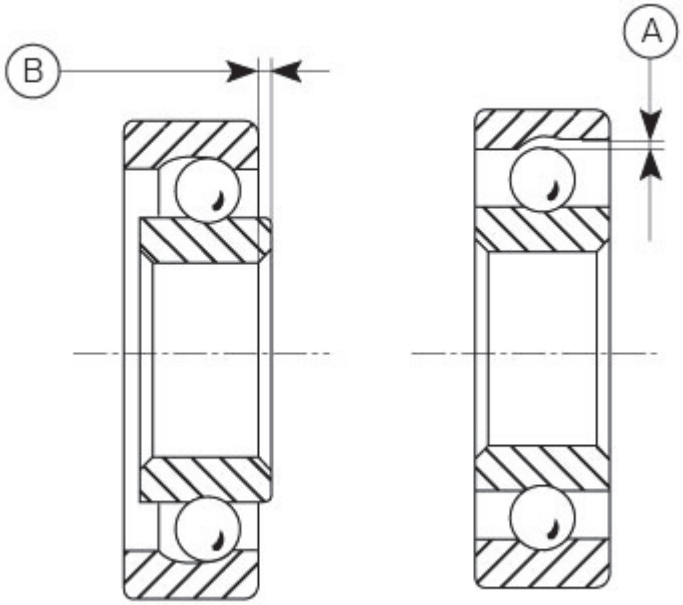

9


9

Overhauling the front wheel

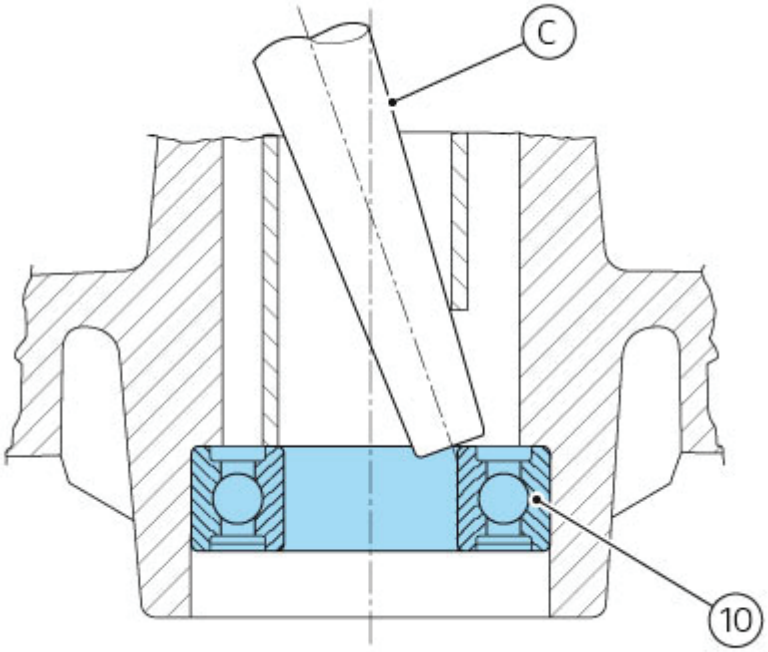
Wheel bearings

Before checking the dimensions, check for wear on wheel hub bearings. Check for wear by hand after cleaning and degreasing the bearings in their seats.
Turn the internal ring and check that the internal balls move freely: any irregularity indicates deformations like those indicated in values "A" and "B".
An excessive wear can cause vibrations and instability of the vehicle and therefore it is necessary to replace them.

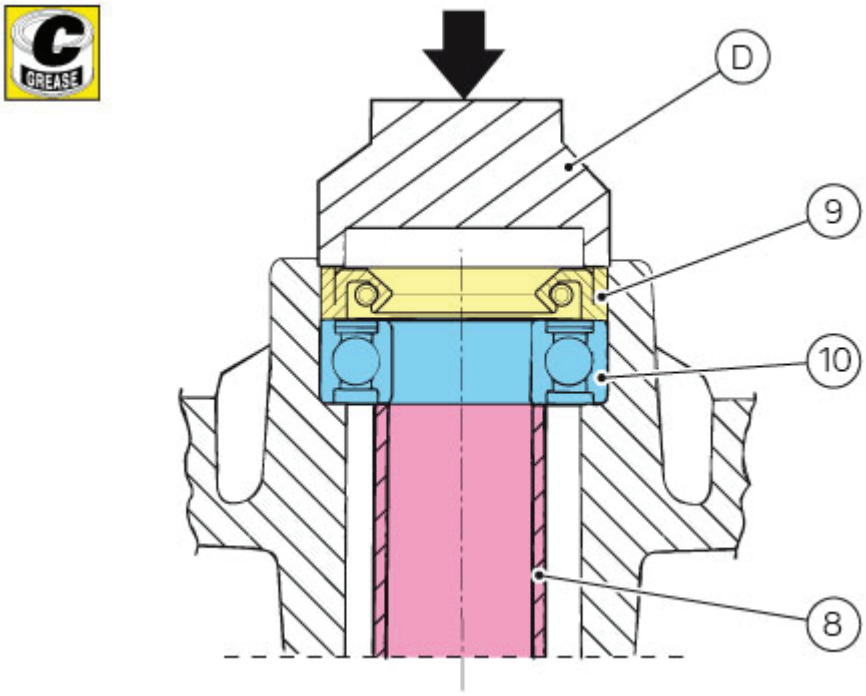


To remove the bearings and the sealing rings from the wheel hub follow the instructions below.
Position a drift (C) against the inner ring of the bearing (10).
Tap with a hammer until removing the bearing (10).
Apply the drift at different points to facilitate the removal.

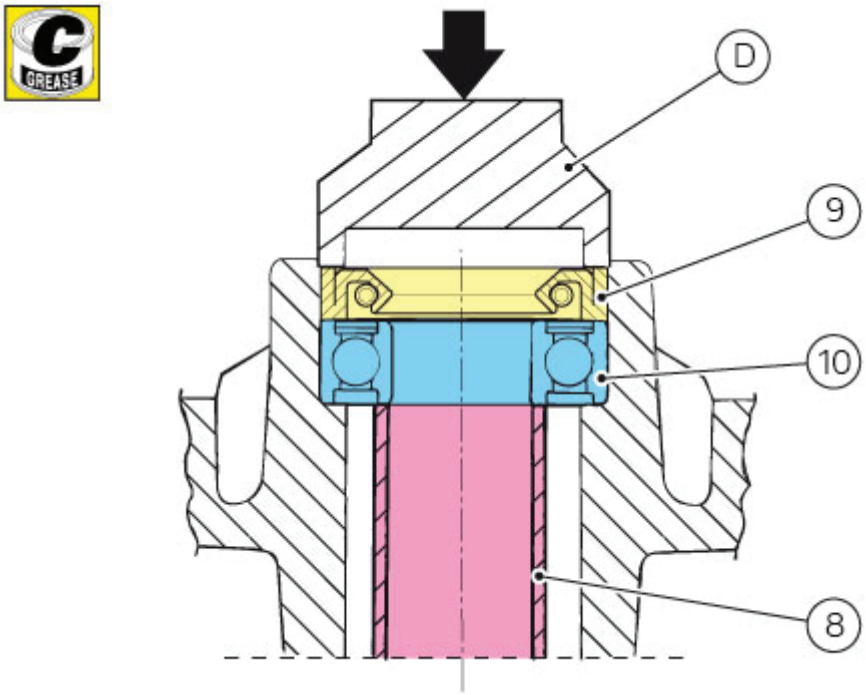
Important
Once removed, the used bearings and sealing rings must not be refitted.



Before fitting new bearings, check that the seat is clean and free from scoring and damage.
Grease the bearing seat and then push the new bearing into its seat.
Using a tubular drift (D) that only bears on the outer ring of the bearing (10) to drive the latter fully into its seat.



Use the same method to install the sealing rings (9).
Ensure that spacer (8) is fitted between the two wheel hub bearings.

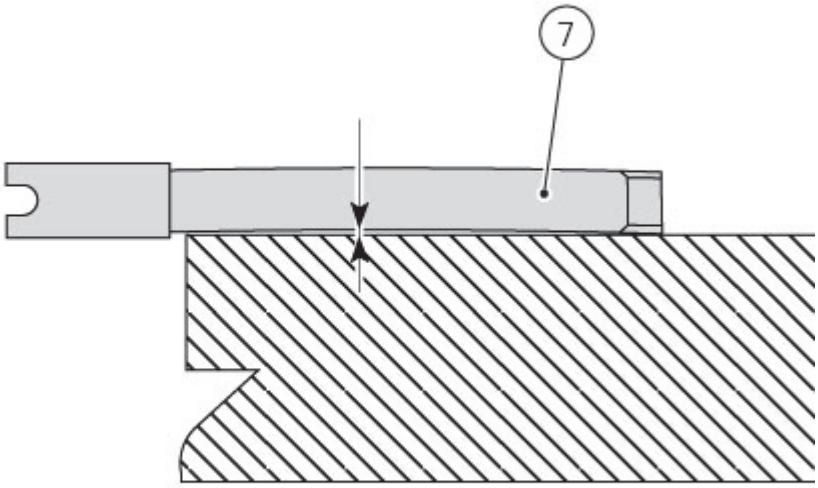


Note
Wheels must be rebalanced after repair, maintenance and overhaul operations.

Inspecting the wheel shaft

For the check values refer to paragraph (Front Wheel).

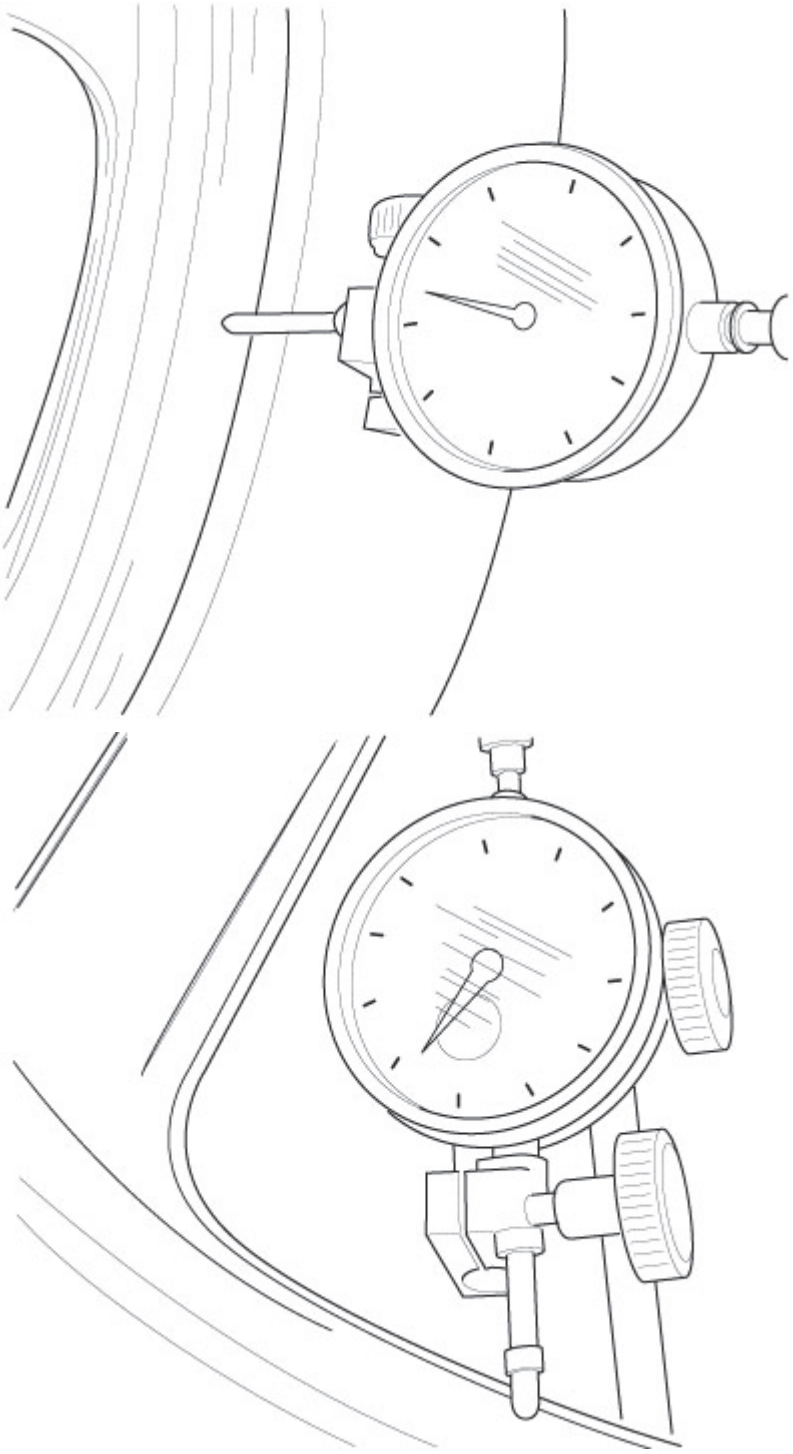
Check the wheel shaft (7) for straightness. Turn the shaft on a reference surface and measure maximum distortion using a feeler gauge.



Overhauling the wheel rim

After you have checked the bearings, check the rim as follows.
Visually inspect the rim for cracks, scoring and deformation: change the rim if damaged.
Insert the shaft in the wheel and position it on two fixed reference blocks.

Using a dial gauge, measure rim run-out and out-of-round with respect to the shaft axis.



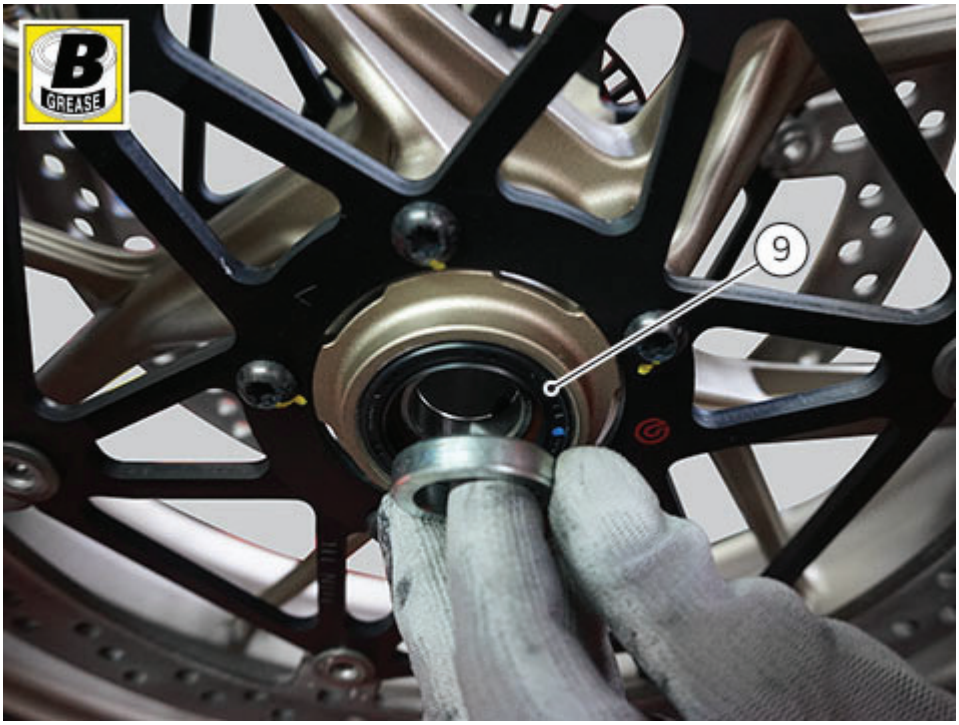
If the values measured are not within the tolerance limits, replace the wheel.

Refitting the front wheel

When all the necessary inspections have been completed, refit the wheel as follows.

Check the central spacer (8) is present on the wheel (see Overhauling the front wheel).

On the right side, lubricate seal (9) using the specified product.

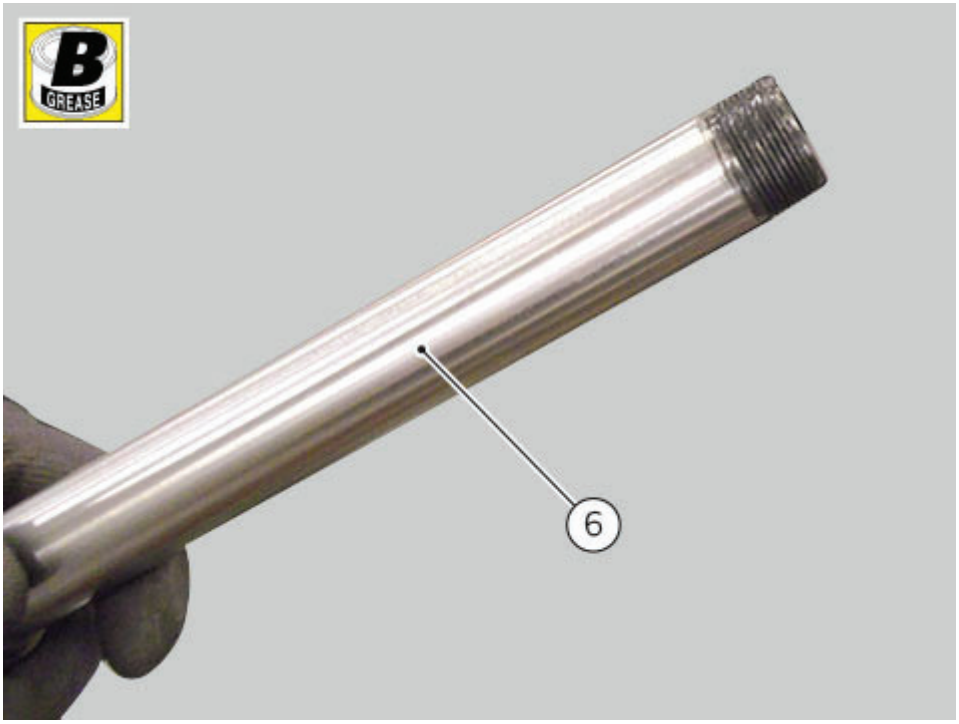


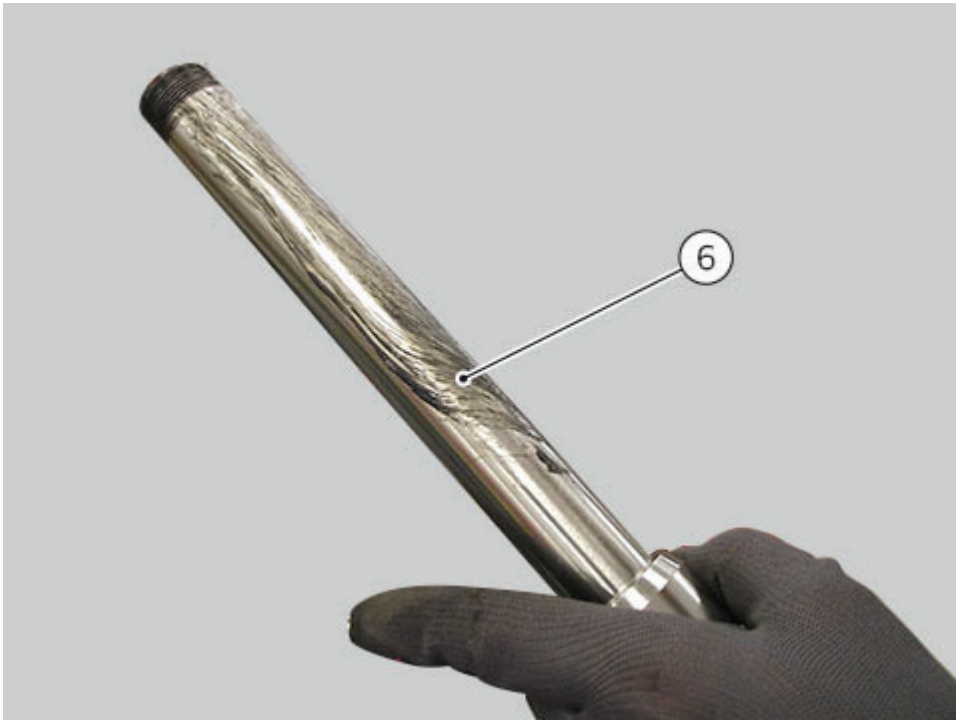
Fit spacer (8).

From the left side, lubricate spacer (7) with the specified product.

Fit spacer (7) in the wheel.

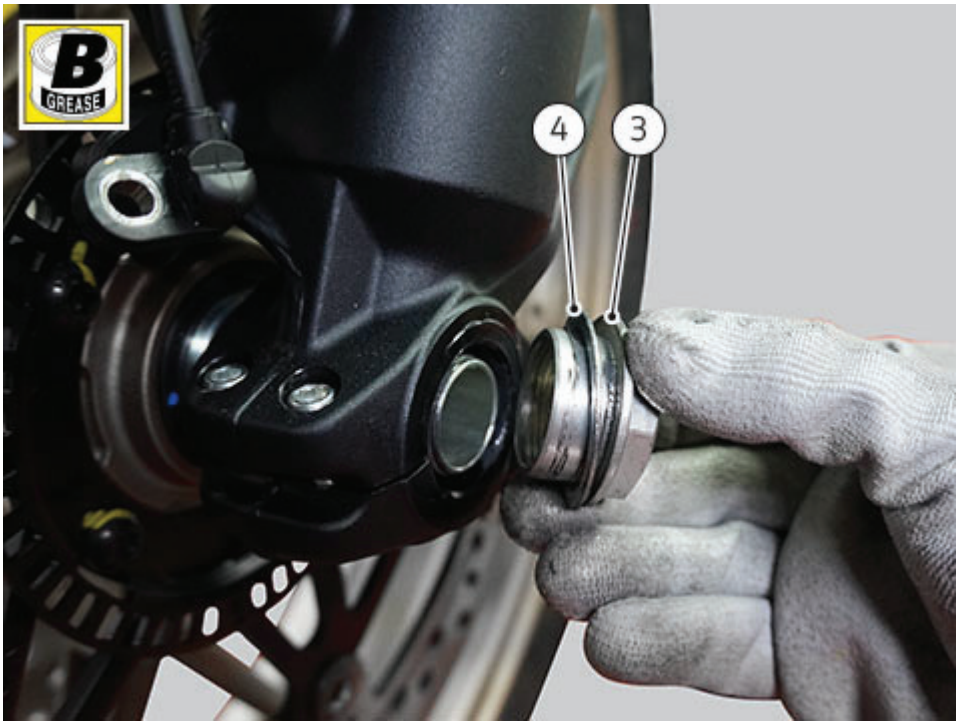
Apply the recommended grease on wheel shaft (6), thread included.





Fit the complete wheel between the fork bottom ends.
Take pin (6) fully home into the wheel hub.

Fit the washer (4) on the end of the wheel shaft.
Use the indicated product to grease the thread and underhead of the retaining nut (3).
Fit nut (3) without tightening it to torque.



Apply the recommended grease to the thread and underhead of screws (2) retaining calliper (1).
Pre-tighten the two screws (2) to a torque of 2 Nm ± 10%.
Pull the brake lever many times.
Hold the lever pulled towards the handgrip and simultaneously tighten the screws (2) to a torque of 45 Nm ± 5%.