

Rear Wheel removal and final drive maintenance, Part 2

Got everything apart ,cleaned up and the 3 o rings swapped out. Changed the OEM fake metal stem to a all metal stem.

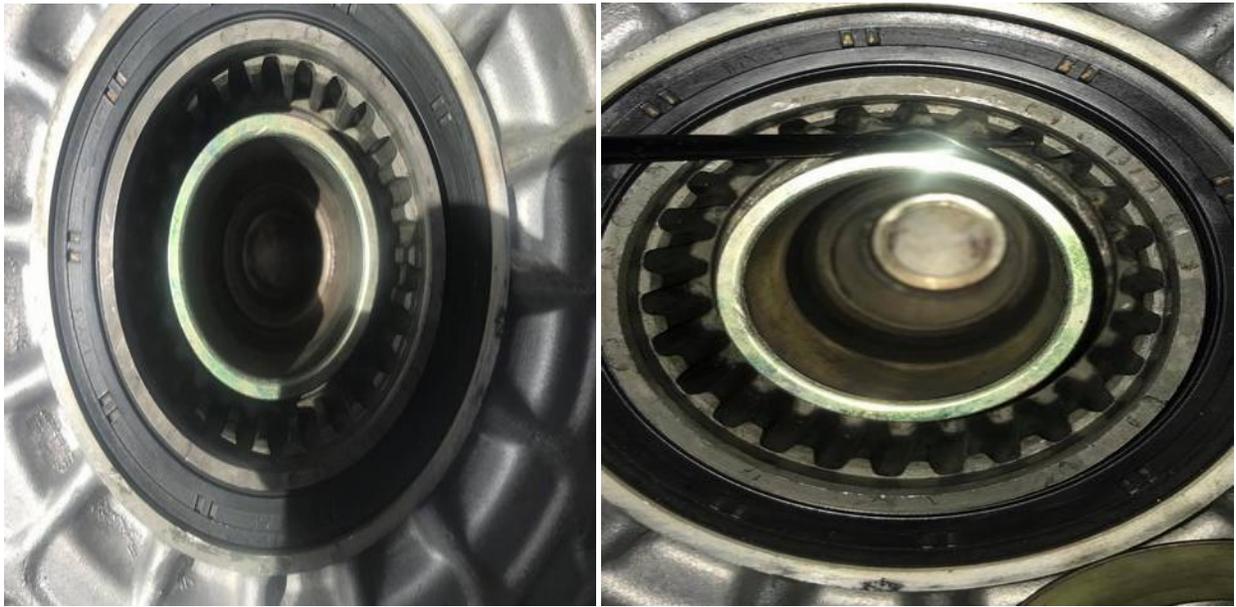
Limited to 40 pics per post so gonna throw this on here to show the splines, clean up and o ring placement. Your tips and tricks are welcome I'm just showing my methods of doing these. Next post will be lubing the splines and pinion cup and reassembly.



(left) Got the wheel off and notice quite a bit of grease leaking out around the splines. My first thought was the last guy didn't change the 3 o rings?(right) Trying to work it back and forth to see if there is any wear or movement in the wheel dampers. These are really tight.



(Left) Pins were really dry which made it hard to get the drive flange off. The pins seat into the wheel dampers to cushion the jerk on and off the throttle. The dampers are about \$35 for new ones and very easy to change but these are really good.(right) The thrush washer is here and need to be sure it goes back on, if it shows wear replace it. I do mine every other tire change.



(left) Clean up the splines real good with some brake cleaner and compressed air.

(right) Here's the reason I believe for all the grease leaked out of the drive flange. The o ring is all the way at the bottom of the splines and it should be at the top in the groove. There was nothing in the top groove and after searching found it in the bottom.



(left) Put a little grease on the new o ring and put it on the shaft in the groove at the top

(right) Clean up the splines on the drive flange real good. These splines look really good but the bike only has 16,000 miles on it.



(left) Here is our 3rd and final o ring to change out

(right) When you're all done you should have replaced these 3 o rings



(left) After pulling the driveshaft out of the final drive I inspect the shaft and pinion cup splines.

(right) I remove the pinion cup to clean it.



(left) I use a 7/8" socket



(right) And an impact wrench. Hold the cup and let er rip



(left) Once the nut is removed you can pull the pinion cup off



(right) This had quite a bit of grease in it but one of the holes was still open.



(left) Clean the cup up real good and be sure the holes are open and clean.

(right) All 3 holes, there is one on the side of the cup you can't access unless you remove the cup.



(left) Remove the fill plug with a 17mm socket

(right) Remove the drain plug with the same 17mm socket



(left) I like to look at what comes out for metal particles and use a funnel into a water bottle

(right) I pour the gear oil out of the final drive into the funnel to completely drain it.



(left) Pretty dirty just a few little metal particles, the last guy definitely didn't change this when he just serviced it. I'd bet this is the original factory oil.

(right) Clean the driveshaft splines on both ends real good and check for wear. These still look new.



(left) Look up the driveshaft housing for anything that shouldn't be there.

(right) Can't let these stay on there. Friends don't let friends ride on OEM stems.



(left) I change it out for an all metal stem from Jakewilson.com

(right) So after all the parts and pieces are cleaned up and the final drive is drained we can start filling and lubing everything back up. Gonna start by putting the fluid back in the final drive. I've got a big syringe I use. Lucky I've farmed most of my life and had to give my own shots, have a few of these around. This particular one holds 2 oz. we need 5.2 oz. or 150 ml. of fluid to fill the final drive.



(left) I use Lucas 75w-90w synthetic, you can choose what you like. Lucas is a great product and exceeds all the Honda service codes.

(right) The syringe makes it pretty easy to fill it up



(left) I put a dab of oil on the o ring before I install it back on

(right) Put the drain plug and fill cap back on and we're ready for the next step.

