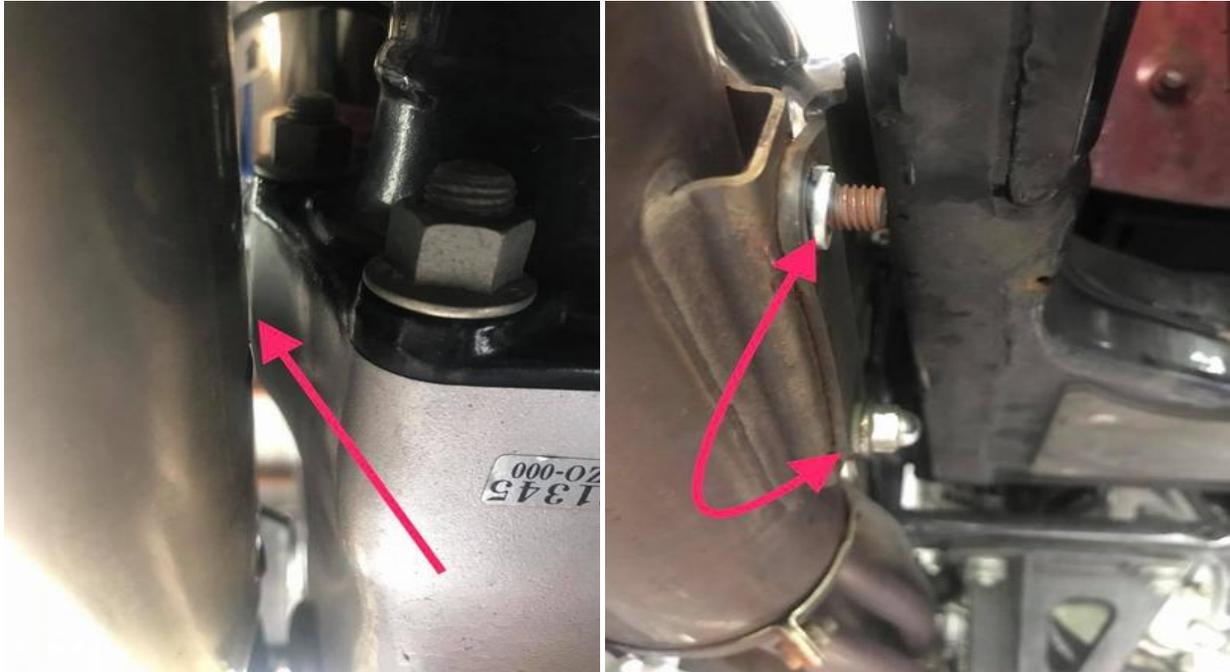


Rear wheel and final drive removal and maintenance, Part 1

Links to all 4 parts at the end of pictures

Again I'm limited to 40 pics per post so gonna have to do the rest on the re install and hope I can get them all in. This will get it apart to clean up and will do another post for clean up and reinstall.

Comments in the pics. Add your tips, tricks or questions in the comments.



(left) This is looking up from the bottom. If I remove the shocks and let the swing arm down it will hit the exhaust.

(right) So I remove the cap nuts from the exhaust hangers.



(left) I pry the mufflers out and stick a box end wrench in between the hanger and muffer to shim it out away from the swing arm slightly.



(right) With the weight of the bike on the rear wheel and bags removed I remove the bolts from the shock bottoms.



(left) I take both side shocks bottom bolts out



(Right) Then remove the top bolts



(left) Pry the top of the shock off the frame stud. It helps to take some of the weight off the wheel so it isn't under pressure and will come off easier.

(right) Once the shocks are off, check the shock bushings for wear. These gone bad can make for a squirrely ride in the curves. These look good



(left) Same with the bottom bushings

(right) I stick the shocks in some old socks to keep them from scratching. No they ain't my socks 😂



(left) Then I loosen the top driveshaft housing nuts. I don't remove them just loosen them so they still have a few threads left before coming off

(right) Then I remove the brake calipers mounting bolt from the left side swing arm.



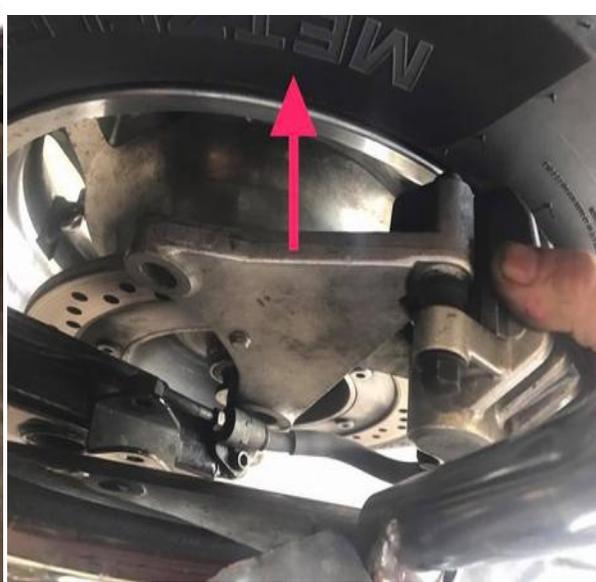
(left) Then I raise the bike so the tire is just barely setting on the floor and remove the axle nut.

(right) Sometimes you have to hold the other side with an Allen wrench to keep it from spinning.



(left) I remove the bottom 2 nuts from the driveshaft housing but still leave the top as they were just loosened.

(right) To slide the axle out it helps to play with the weight bearing on the floor so the axle isn't binding and will slide right out. You can start the nut back on and tap it lightly to get it started then remove the nut.



(left) Slide the axle out the right side

(right) Once the axle is out the brake caliper bracket will lift out.



(left) I bungee it on top of the bag mounts to keep it from hanging

(right) Remove the spacer so it doesn't fall out while moving the wheel around and roll off somewhere.



(left) Pull the wheel to the left side until it comes out of the final drive splines

(right) Raise the rear of the bike enough to roll the wheel out from under the fender.



(left) This bike was supposedly just done so we get to check out someone else's work. Looks pretty good so far.

(right) Now remove the top 2 nuts we loosened earlier and pull the final drive and driveshaft out.



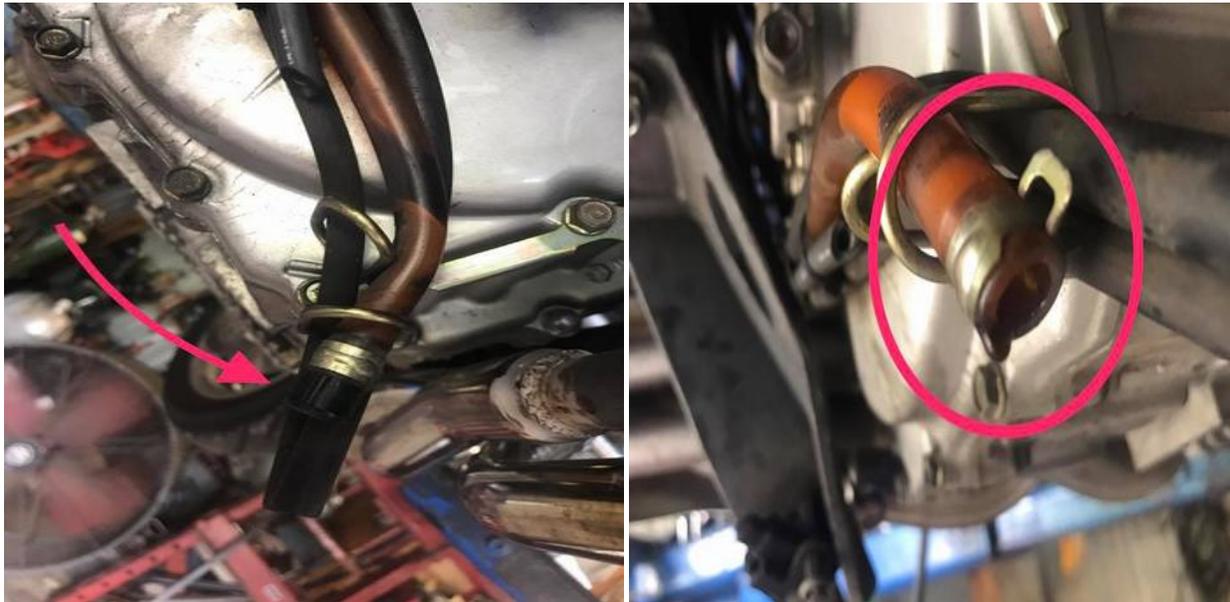
(left) Separate the driveshaft from the final drive, by giving it a quick jerk out. Sometimes it's a little tough to get out but it will come. Push it in all the way then jerk out on it.

(right) This is the pinion cup, looks pretty good almost too much grease causing the holes to be plugged in the bottom but not bad.



(left) Next push loosen both ends of the u joint boot, push it back away from each end so it's just floating

(right) Raise the swing arm up so it's almost level so the u joint will come out the front.

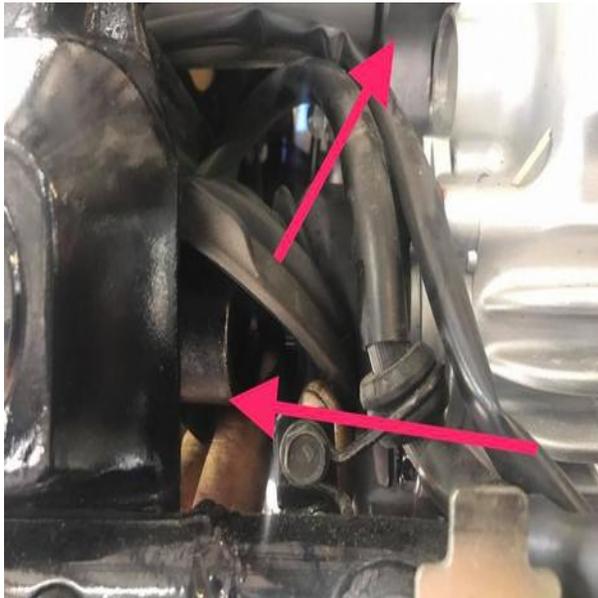


(left) While you under there, remove this cap off this hose.

(right) the Dragon drool tube that needs to be drained each time you service the final drive.



(left) Remove the rear brake master cylinder cover and mounting bolt. (right) Swing it down out of the way.



(left) Push the boot forward and then push the u joint back off the output shaft.

(right) Then slide the boot out between the u joint and the output shaft.



(left) Many a men have cussed this little boot when reinstalling but we've learned a secret from past members on how to do it easier.

(right) Then pull the u joint up out of the hole. You may need to slightly lower the swing arm to clear enough for it to come out but it will to come out.



This one looks really good, remember which end goes to the front ?
Out of room for pictures so gonna go clean up some parts and start the lube and re install.