

WARNING: Adding or subtracting any flywheel weight will change the performance of your engine. It is highly recommended that you ride slowly until you familiarize yourself with the performance changes, and become comfortable with the way the engine produces power with the new part.

You will need a special flywheel puller, Steahly part number **E-46**, for the installation.

A new gasket may also be necessary.

1. Shut the gas supply off on the bike, then lay it over on its side. A small amount of gas will leak from the overflow tubes when the bike is first laid down.
2. Remove the shifter bolt and shifter.
3. Remove the (4) M6 bolts holding the side cover on.
4. Remove any zip ties securing the stator wires to give the cover some room to move it to the side.
5. Remove side case and lay it next to the main case. **TAKE CARE** - do not allow the two alignment pins to come loose from the side case. They **CAN** stay in the side case or in the main case, but you don't want them to fall out and get lost; or, even worse, dropped in the oil for later consumption by the motor.
6. Use a 17mm socket and impact ratchet to remove the flywheel retaining nut. If an air ratchet is not available, place the bike in 4th or 5th gear and hold the rear brake while removing the 17mm flywheel nut.
7. Use the special flywheel puller to remove the flywheel.
8. Relocate the crank position sensor to the outer pedestals. (See illustration below)
9. Remove the 2 spacers that were under the crank sensor. **NOTE:** if the spacers are not removed they may be consumed by the motor. (See illustration below)
10. Install new flywheel and torque flywheel nut to OEM torque spec. of 44ft lbs. Do not use thread locking compound.
11. Replace the side case. Use a new gasket if necessary. Torque side case bolts to 7ft lbs.
12. Replace the shifter. Make sure the bolt threads in smoothly - cross threading is easy.

