



INSTRUCTIONS

-J01156

REV. 9-1-86

Kit Numbers: **REAR WHEEL:** 40935-80, 40951-82, 40952-79, 40953-79, 40953-79A, 40955-81, 40973-82, 40983-83A, 40983-86, 40986-74, 40999-78, 41002-78, 41005-82, 41015-82, 41015-86, 41041-77, 41048-83, 41057-83, 43229-82 **FRONT WHEEL:** 43300-82, 43309-83, 43311-78, 43312-84, 43315-78, 43320-80, 43322-83, 43335-80, 43461-78, 43483-77A, 43485-75, 43557-87, 43613-82

WHEEL ASSEMBLY

REAR WHEEL

Part Number	Used On
40935-80	80 to 84 — FXB, FXSB
40951-82	82 to 85 — XL, XLS, XLX; 85 — FXRS
40952-79	Early 79 — XL, XLCH
40953-79	79 & 80 — XLS; 80 — XL
40953-79A	79 & 80 — XLS; 80 — XLH
40955-81	81 — XL, XLS
40973-82	82 to 84 — FXB, FXSB
40983-83A	83 to 85 — FXSB, XLS, XLX; 84 & 85 FXRS
40983-86	86 to * — FXRS, XLH 883
40986-74	81 to 84 — FXE-80; 74 to 81 — All Models except FXWG, FXB
40999-78	54 to 78 — XL, XLCH
41002-78	54 to 78 — XL, XLCH
41005-82	82 to 84 — FXB, FXSB
41015-82	82 to 85 — FXR, FXRS; 82 to * — XL, XLS, FXS-80; 83 to 85 — FXSB, FXEF;
41015-86	86 to * — FXRT, FXRD, FXRP, FXR, XLH-1100
41041-77	Late 77 to 80 — FX, FXE
41048-83	83 to * — XLS
41057-83	Late 83 to * — FXDG, FXRDG, FXSTC
43299-82	82 — FLT, FLT Classic

FRONT WHEEL

Part Number	Used On
43300-82	82 & 83 — FLT, FLT Classic
43309-83	82 & 83 FXR, FXRS; 83 — XLS; 82 to FXR, FXRS
43311-78	77 to 80 — FXS; 78 to 84 — All Models except FXB, FXSB, FXWG; 78 — XL, XLCH, XLS; 82 & 83 — FXR, FXRS
43312-84	84 to * — XL, XLS, XLH; 84, 86 — FXRS; 85 — FXEF
43315-78	78 — All Models
43320-80	78 — All Models; 78 — XL, XLCH
43322-83	83 to * — XLS
43335-80	80 & 81 — FXB
43461-78	78 — XL, XLCH; 77 & 80 — FXS; 78 to 80 — FX, FXE
43483-77A	73 to 84 — FL, FLH, FLH-80, FLH Classic
43485-75	73 to 79 — FL, FLH, FLH-80, FLH Classic
43557-87	87 to * — FXLR
43613-82	82 to 84 — FXB, FXSB

*Indicates current model year

WARNING

Tires, tubes and wheels are critical safety items and servicing of these items requires special tools and skills. We recommend you see your dealer for these services.

Refer to the applicable Service Manual for wheel removal and wheel disassembly procedure. Remove wheel and brake disc as described.

CAUTION

Do not operate brake when wheel is removed because the brake caliper piston may be forced out of the bore. Reseating the piston requires complete disassembly of the brake caliper.

WARNING

For your own personal safety, tires and tubes must be correctly matched to wheel rims. See your Harley-Davidson dealer. Always refer to the label on the wheel rim for the proper tire series. Never use a tire from a series different than that called for on the label. For example, you should never put a WTW series tire on a wheel that calls for an SSS or TTT series tires. Mismatching tires, tubes and rims may result in damage to the tire bead during mounting or may allow the tire to slip on the rim, damaging the tube, causing tire failure. In addition, using tires and tubes other than those specified may adversely affect motorcycle stability. Do not use tubeless tires on cast wheels designed for tube type tires unless, an inner tube is installed. Cast wheels designed for tubeless tires are marked "tubeless".

WARNING

Replacement tubes and tires from tire manufacturers may require different pressures than specified in original equipment manuals. Harley-Davidson recommends only Dunlop tires be used as replacements. Using another brand may adversely affect handling. Harley-Davidson gives Dunlop recommended tire pressures in only the latest edition Service Manual. Always consult authorized Harley-Davidson dealers for recommended tire pressure when using other than original equipment.

If a brand of tire other than Dunlop is used, refer to that tire manufacturer for pressure specifications.

Installation

1. Lubricate tire and rim with a mounting lubricant.

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2. Mount tube and tire on the wheel with the balance mark (colored dot on tire sidewall) located at the inner tube valve stem.

CAUTION

Some tires have directional arrows. Make sure arrows on tires are mounted in the direction of rotation or tire damage can occur.

WARNING

Extreme care should be used when mounting the tire on the rim so the inner tube is not pinched or damaged during installation.

3. Tire should be inflated to pressure specified in the latest applicable Owner's Manual or Service Manual. Tire should then be completely deflated to allow the inner tube to correctly position itself inside the tire. Reinflate tire to specified pressure.

WARNING

Do not inflate over 40 psi to seat beads. Inflating the tire beyond 40 psi to seat the beads can cause the tire rim assembly to burst with force sufficient to cause personal injury. If the bead fails to seat at 40 psi, deflate and re-lubricate the bead and rim. Then reinflate to seat the bead but do not exceed 40 psi.

Wheel Balancing

Wheel balancing is required to improve handling and reduce vibration, especially at road speeds. Special wheel weights for the cast aluminum wheel can be ordered under Part No. 95590-77 (1/2 oz. weight) and Part No. 95591-77 (1 oz. weight.)

1. See Figure 1. Self adhesive wheel weights should be mounted on flat surface of rim. Make sure that area of attachment is clean, dry and free of oil and grease.
2. Remove paper backing from weight and press firmly on rim so that arrow on weight points in the direction of tire rotation.
3. If 1 oz. or more of weight must be added, split the amount so that half is applied to each side of the rim. Let the rim stand for 48 hours before mounting on the motorcycle. This will give the adhesive a chance to cure and help to prevent them from loosening during operation.

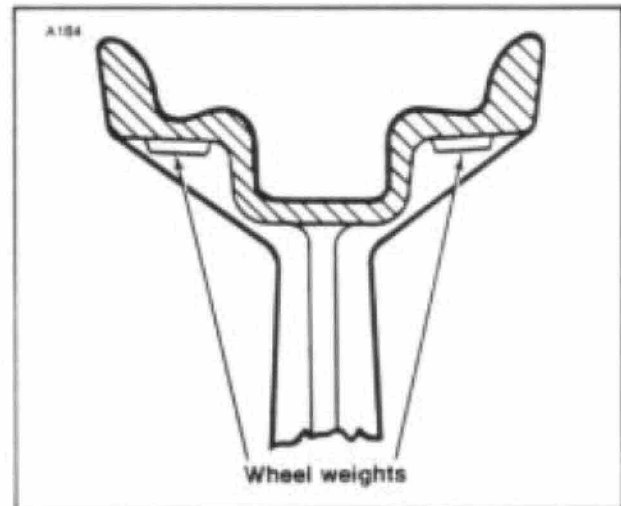


Figure 1. Wheel Weight Positions

In most cases, static balancing using a wheel truing stand will produce satisfactory results. However, dynamic balancing, utilizing a wheel spinner, can be used to produce finer tolerance balancing for the best higher speed highway handling characteristics. Follow balance machine manufacturer's instructions to accomplish the following radial and lateral balance: Balance to within 1/2 oz. at the rim at 60 mph.

WARNING

Before installing brake disc, inspect it for warping, discoloration or scoring. Replace as necessary. Be careful to clean all oil/dirt from the disc before assembly.

CAUTION

Before installing wheel, make sure brake pads are in good condition. If the pads friction material is 1/16 in. thick or less or are worn unevenly, replace them as a set.

Refer to the applicable Service Manual for wheel assembly, proper vehicle alignment, chain/belt adjustment and lubrication.

WARNING

After tightening axle nut, wheel end play should be checked. See applicable Service Manual for correct end play tolerances.

If end play is not correct, a shorter or longer bearing spacer is required. See your Harley-Davidson dealer for spacer part numbers.

Refer to applicable Service Manual and check for proper rear brake operation.