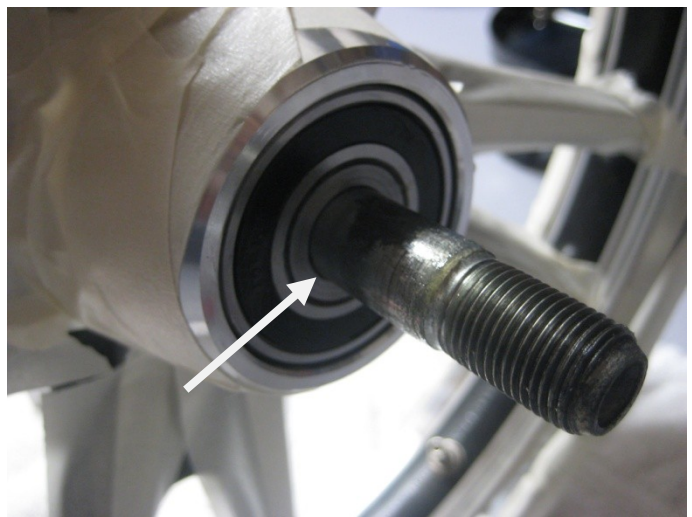
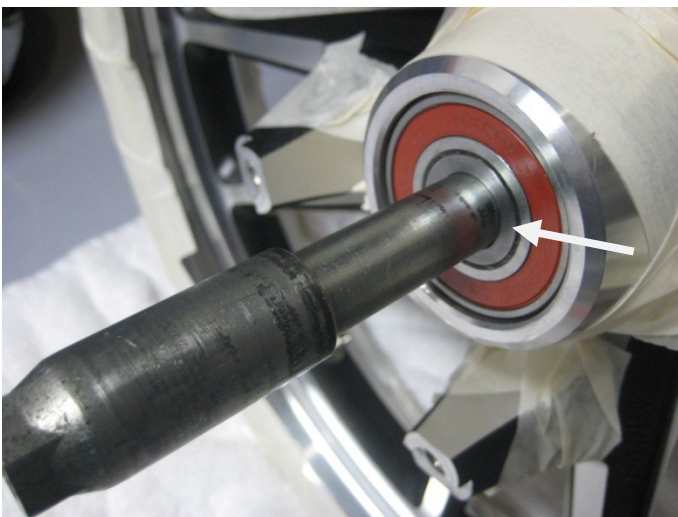
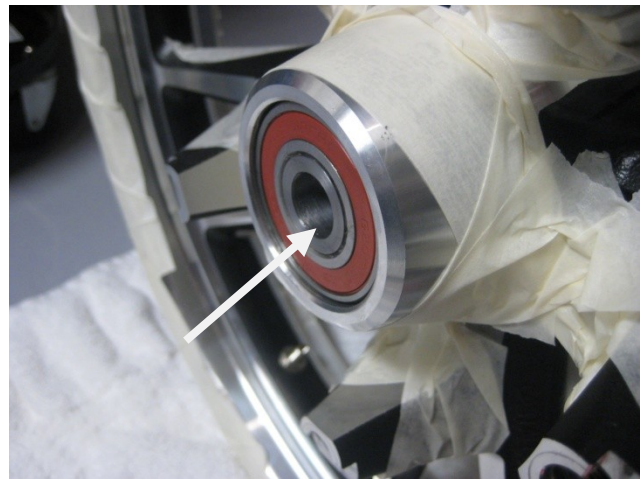
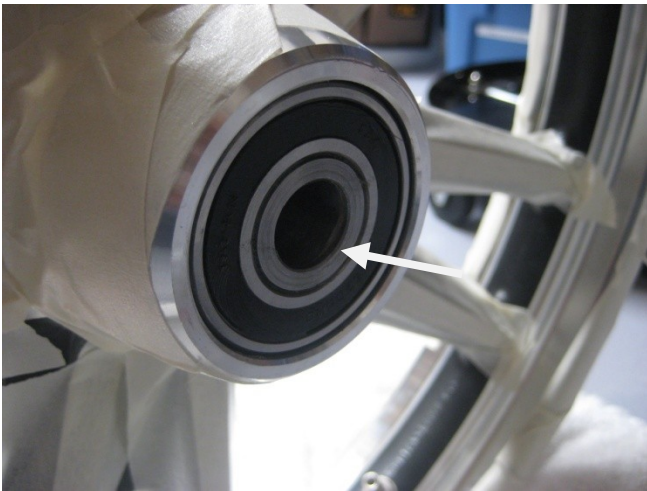


## Front Wheel Mod for the Suzuki VZ800 Marauder

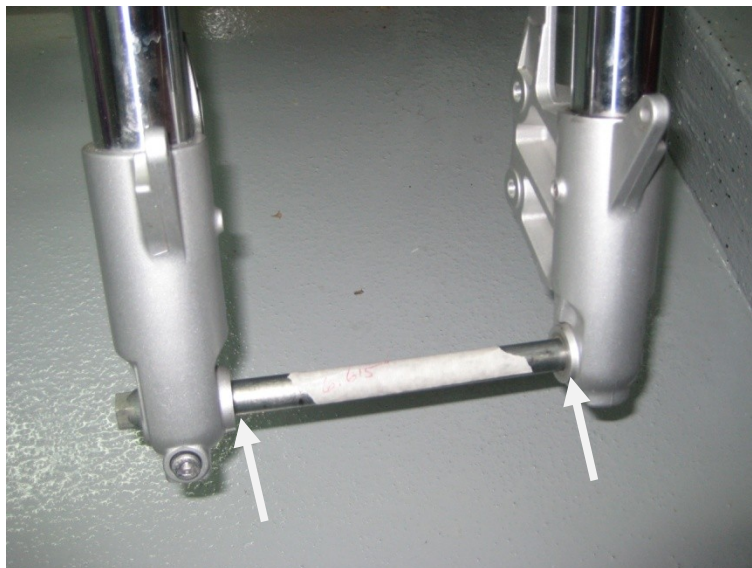
The key here is to have a good set of micrometers or a 6" dial caliper to get accurate measurements when you make your spacer tube and side axle spacers (or send the measurements to a machine shop to have the parts made). I chose NOT to run the speedometer. I rewired all my indicator lights to a plate on the triple tree. If you want to run your speedo, I'm sure it can be done somehow.

This particular wheel came from a 2006 Harley Dyna. It is a 19" x 2.5", running a 110/90/19" tire. It has a wider hub section, hence why I did not run the speedo. A 19" Sporster wheel has a narrower hub section, as do some other 19" x 2.15" Yamaha wheels, which would give you more room if you wanted to run your speedo. I also had to elongate the holes on the front fender bracket to move it up 1/8" to accommodate a slightly larger diameter front tire.

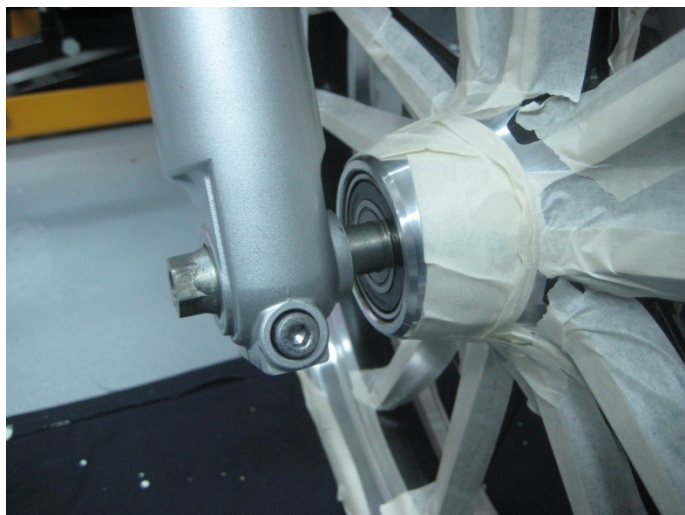
This wheel has 1" diameter wheel bearings. The Rauder has a 17mm axle. As you can see the pics below, I first made a tube spacer to take up the difference between the axle and the bearings. There's a steel supply house by me where I purchased a 1.25" round stock and turned it down. Your tolerance for these parts should be a "tight" or "tap-in" fit.



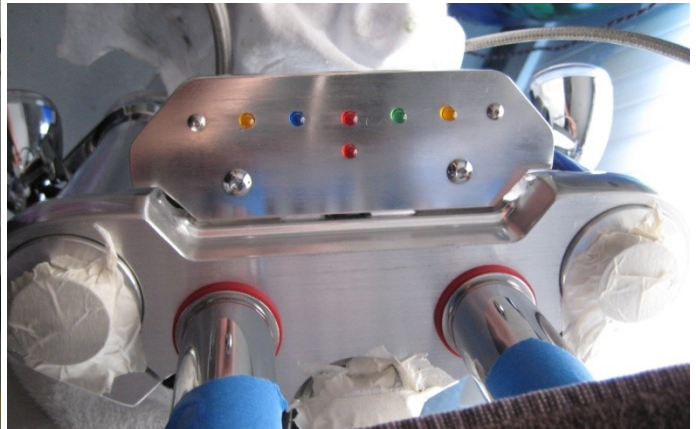
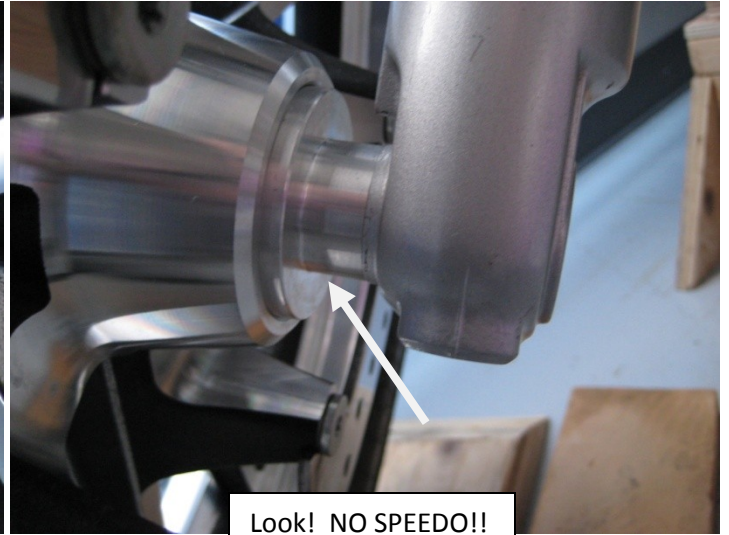
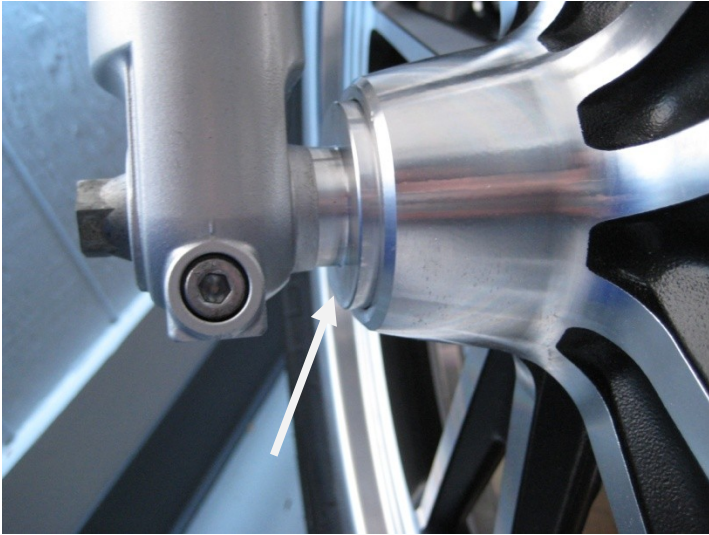
Take an accurate measurement between the 2 fork ends. You will need this to make your axle spacers.



Here it is mounted. Now you will need to center your wheel between the forks. The spacers may NOT be equal on both sides because of how the wheel is built and where the brake rotor is. Like **Apex** did, I used a SV650 left sided caliper. Mine fit right to the Harley rotor without any shims on the caliper mount. Some MIGs had to shim the caliper inward.



Take a measurement on each side of the wheel once you get it centered where you want it. These 2 measurements PLUS the length of the spacer tube thru the wheel hub SHOULD equal the measurement you took previously between the forks. Make adjustments as needed. Make sure you don't "pinch" or "widen" the ends of the forks too much or you might bind the travel of the front shocks. 10 to 20 thousands in either direction shouldn't make a difference.



The trick is to make sure you measure twice, three, four times! All the tolerances on the tube and spacers were pretty close. Use a coat of thin axle grease and a rubber mallet to tap everything in. You don't want things loose, because then your wheel will vibrate.

Play it smart and you can do anything your mind can dream up.....with a little money of course!

Hope this helps.

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MIG #7005