

REPLACING FRONT TIRE ON A KAWASAKI VN2000

Presented by [TENS MAN1](#) (T-Man)



A rainy day like this is a good day to do motorcycle maintenance that I've been putting off

Might need to trim that bush when the rain stops

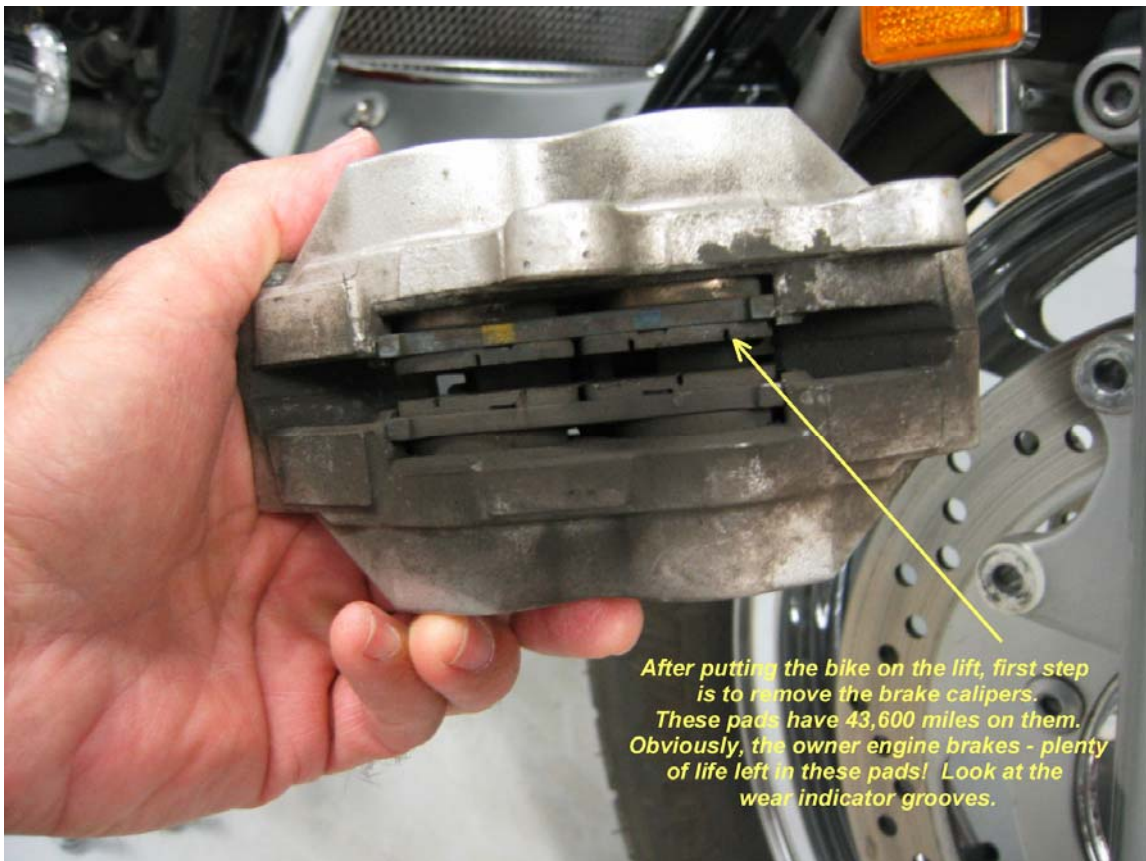


This front tire has little life left. Lincoln's head wouldn't come near the rubber - so, time to change. This is a Metzler 880, only got 8600 miles. No more Metz for me.

Front tire life on this bike has varied from 7800 to 14400 miles. This is a 150/80-16 tire.



Inventory check...2 rear tires and one front, a Bridgestone Excedra G72



After putting the bike on the lift, first step is to remove the brake calipers. These pads have 43,600 miles on them. Obviously, the owner engine brakes - plenty of life left in these pads! Look at the wear indicator grooves.

Caution: do not touch the front brake lever until the calipers are re-installed or this job gets much, much longer and more involved!!



Kaw front axle is cinched using a split fork tube. Just loosen these two allen bolts.

Only loosen the cinch bolts on the right side of the bike – do NOT loosen the left (shifter) side.

The “side” orientation is viewed as if you are sitting in the driver’s seat.



Kaw's axle has a large internal hex - I welded a bolt to a nut to adapt to my socket

If you don't have access to a welder, you could use a 22mm piece of hex stock or a spark plug socket.



This is No-Mar's Classic tire changer. All tools and jigs are UHMW plastic so not to scratch chrome wheels.



I like to remove the exposed brake rotor on one side to eliminate the possibility of bending it during tire removal. Does your dealer do that??

Note the red alignment mark I added to be sure the rotor goes back on in the same orientation.



View from below showing lots of clearance for the brake rotor and No-Mar's rim clamp arrangement



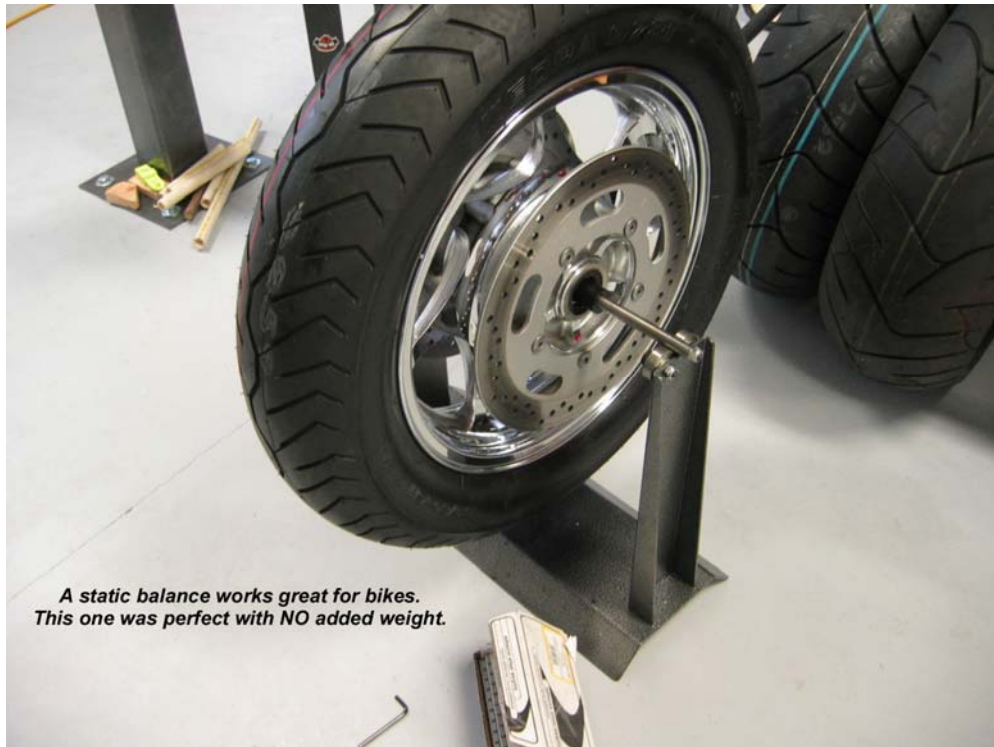
After breaking the bead, some spray lube to make it easier for the tire to slip off the wheel



Front tires come off easier than wide rear tires on big cruisers. Now to put the new one on – be sure to orient the tire rotation arrow correctly with the wheel.





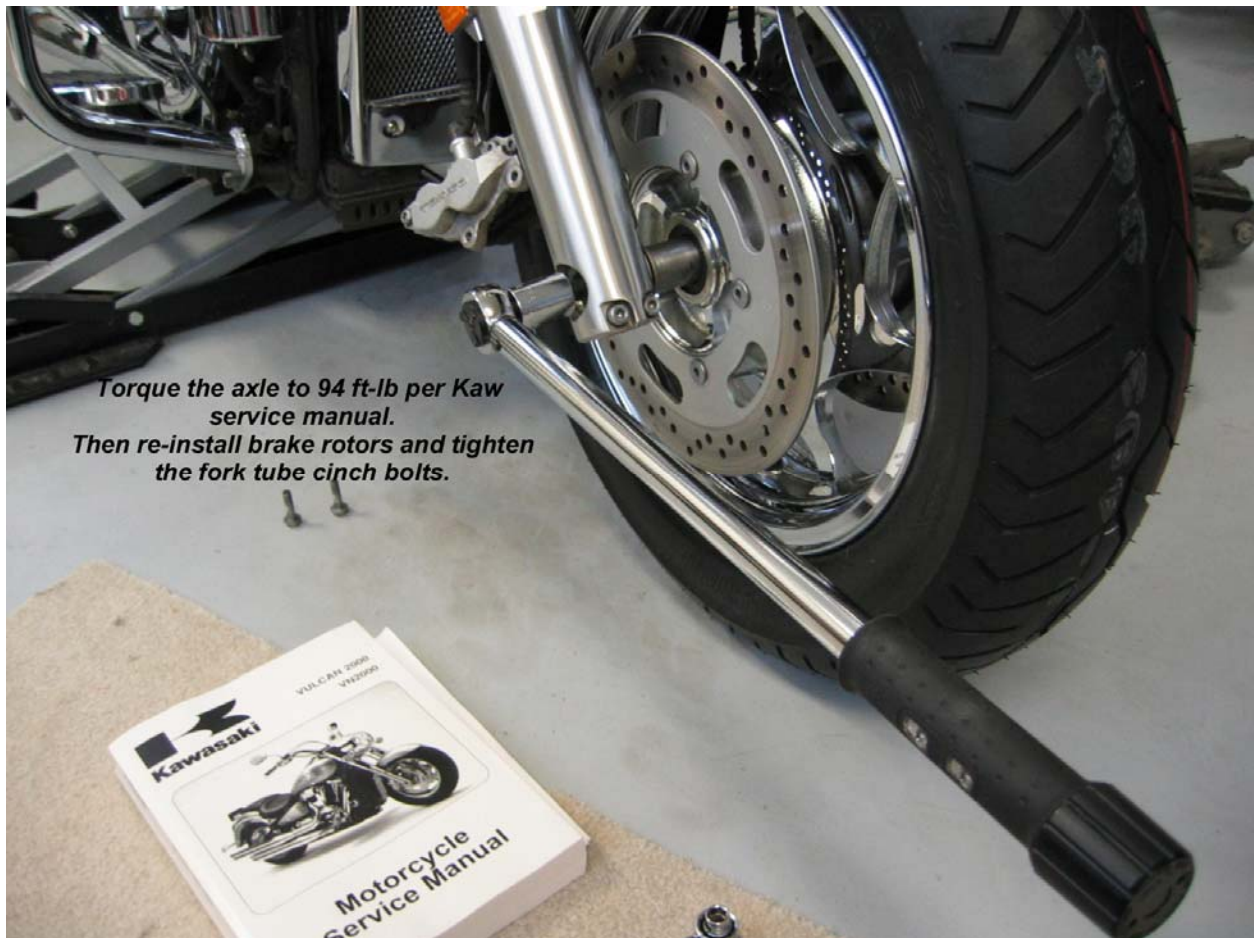


*A static balance works great for bikes.
This one was perfect with NO added weight.*



*After all that handling,
it's a good idea to clean the rotor
to remove any oil or grease to
prevent contaminating the
brake pads.*

*Note the red dot on the rotor
and wheel. I added that
before removing the rotor
so it went back on in the
same orientation.*



We're done – let's ride!