REPLACING FRONT TIRE ON A KAWASAKI VN2000

Presented by TENSMAN1 (T-Man)

Might need to trim that bush when the rain stops

Front tire life on this bike has varied from 7800 to 14400 miles. This is a 150/80-16 tire.
Caution: do not touch the front brake lever until the calipers are re-installed or this job gets much, much longer and more involved!!
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.

If you don’t have access to a welder, you could use a 22mm piece of hex stock or a spark plug socket.
Note the red alignment mark I added to be sure the rotor goes back on in the same orientation.

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??

This is No-Mar's Classic tire changer. All tools and jigs are UHMW plastic so not to scratch chrome wheels.
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 little anti-seize lube for the brake rotor bolts.

Always make sure the def is aligned with the valve stem to minimize balance weight.
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.
Most motorcycle axles have spacers. I clean them and regrease using a NLGI #2 grease.

Torque the axle to 94 ft-lb per Kaw service manual. Then re-install brake rotors and tighten the fork tube cinch bolts.

We’re done – let’s ride!