

CORE MOTO FORGED WHEEL INSTALLATION INSTRUCTIONS

Thank you very much for your recent purchase. Please review the below instructions:

Your new wheels must be installed by a qualified professional motorcycle mechanic.

1) TIRE INSTALLATION AND BALANCING:

It is mandatory to have your wheels and tires balanced with a motorcycle wheel dynamic balancer (found at most motorcycle shops). Dynamic Balance Systems will ensure that your wheels/tires are the right balance, weight & position. Four Arm Tire installation machines are recommended but not mandatory.

2) AXLE SHAFT (NUT) TORQUE VALUE:

(Exempt for Single Sided Wheels)

Core Moto Forged Wheel products only require 35-40ft lbs torque on the front axle nut and 55-60ft lbs on the rear axle nut. This is due to our wheels utilizing larger, wider and sometimes different style bearings than the OEM wheels and lightweight aluminum distance tubes. This design also creates higher stability and more contact surface area where the bearings meet the spacers. This does NOT APPLY to rear axle nut on single sided swingarm applications(Ducati, Triumph etc.)

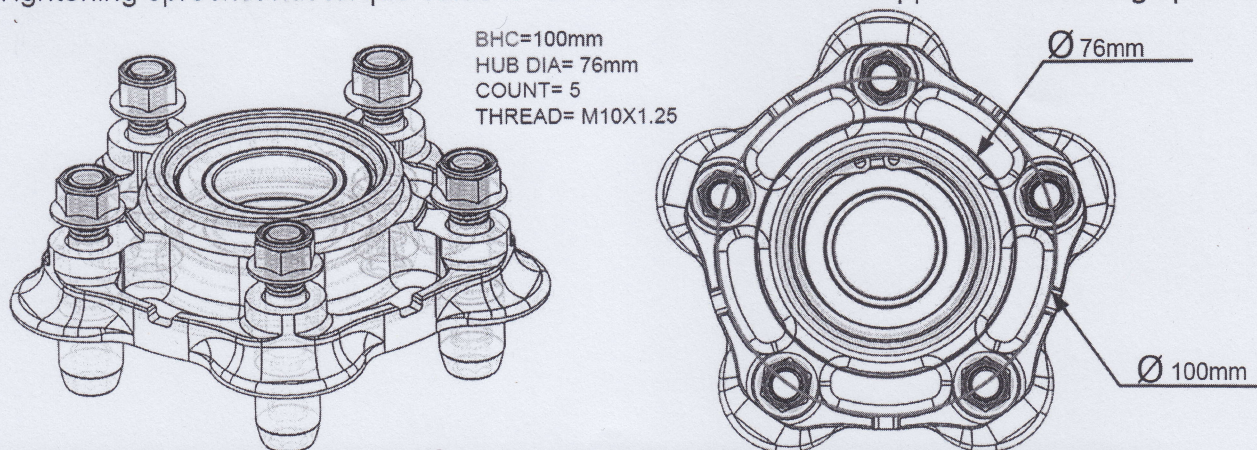
There will be a small gap between the sprocket carrier and wheel bodies when installed.... This is normal.

3) REAR DRIVE SPROCKET:

(Exempt for Single Sided Wheels)

All of Core Moto forged wheels require a special bolt pattern for the rear sprocket mount.

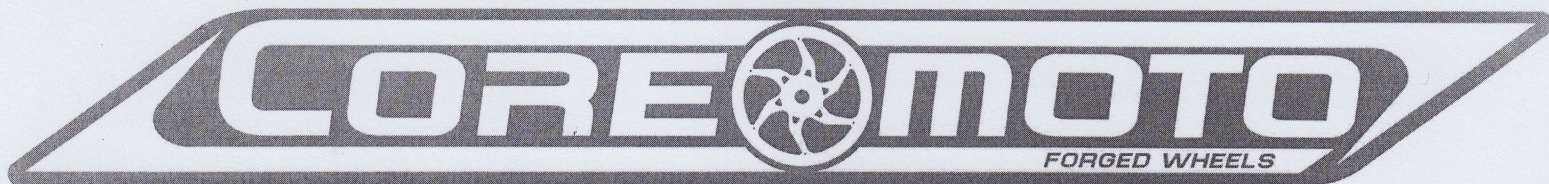
Tightening sprocket nut torque value is: 50-60 ft/lbs. All kits are supplied with locking sprocket nuts.



SPROCKET REQUIREMENT

4) Remove the Sprocket Carrier from the hub assembly. You will notice on the inside sprocket bolts there is an 8mm allen wrench fitting, use an 8mm allen wrench to hold the sprocket bolt in place while you loosen or tighten the sprocket nuts on the opposite side. During reinstallation it is critical to ensure the cush drive rubbers and bushings are fully pressed inside the cush drive housing in the wheel. Light taping may be required to insert the sprocket carrier into the cush drive assembly, especially when new.

Please note we recommend replacing the Cush Drive Bushings every two years, or 8,000 miles (which ever comes first) contact us for Replacement parts.



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5) WHEEL BRAKE ROTOR CARRIERS:

Rotor Carrier bolts secure the Core Moto rotor carrier to the wheel body. Rotor bolts secure the rotor to the carrier. For the 1st 1,000 Miles please check/secure all bolts that fasten the carriers to the wheel body. When doing basic maintenance on your motorcycle, it is advised to check the torque on your carrier bolts. Upon Disassembly/Re-assembly use "Blue" Loctite on all carrier bolt threads. Tightening Torque Value for the supplied carrier bolts are: 18 ft/lbs with Loctite. For your OEM rotor bolts, use OEM torque specs.

6) SPACERS:

When installing wheels, refer to the provided exploded view diagram for spacer locations. Your wheel set will arrive with spacers installed in the correct location and secured by a zip tie. For spacers that are held captive by an oil seal, apply grease to the V Channel of the seal during regular maintenance. When wheels are new, you may notice that the Spacers do not spin easily in the oil seal. Once the seal and spacers are worn in, the spacers will spin with less friction. Strong initial resistance is normal.

7) CHAIN ADJUSTMENT: (Exempt for Single Sided Wheels)

Please refer to your vehicles owner manual or shop manual for chain tension and alignment.

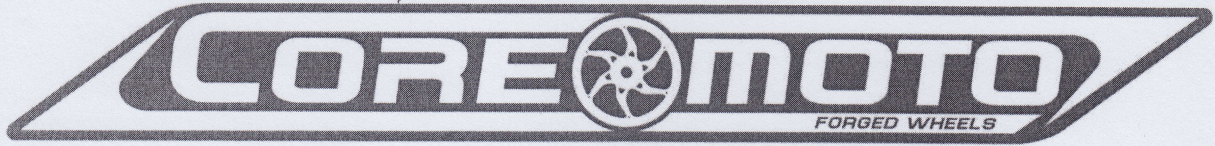
8) ANODIZED FINISH: For care of your new anodized wheels, we recommend using a spray wax like "Pledge" with a micro fiber cloth. More detailed information is provided below. Anodized finishes do not carry any warranty as they can be damaged by using some cleaners and acidic chemicals.

9) BEARINGS: To avoid damage to bearings, follow our guidelines on Axle torque. Refer to diagram for spacer locations. Never pressure wash directly into bearing seal location. Do not use acidic cleaners or degreasers. Check bearings during routine vehicle maintenance for play, or binding. If for any reason your bearings do not roll freely, feel notchy or gritty... Have a mechanic check your bearings before riding. Replacement bearings can be ordered from Core Moto USA.

10) ***Never attempt to repair a damaged or bent wheel.***

Proper installation and care will ensure your wheels are safe and will last for many years of riding.

If you have any questions, contact Core Moto USA.
Support@coremoto.com / (321) 806-3995 M-F 9-5 eastern.
www.coremoto.com



Pre and post install cleaning tips for anodized wheels.

Thank you for choosing Core Moto wheels.

For regular detailing and long term exterior maintenance that will keep your wheels looking good for many years, we recommend using **LEMON PLEDGE** spray furniture polish and 2 micro fiber cloths regularly. One cloth for applying and the other for final wipe down. YES we did say LEMON PLEDGE... this is not a Joke. We have been using Lemon pledge as a detailer and cleaner of our products for 15 years. It is available everywhere, is inexpensive and works great as a detailer/ protection. Works especially well on anodized surfaces. Be sure to avoid getting pledge on surfaces that provide grip such as, Tires, foot pegs and hand grips. **Do not get Pledge on rotor braking surfaces or pads.**

For heavy cleaning we recommend using mild soaps that are **NOT acidic**. Read the cleaning product manufacturers guide lines and warnings, or contact them to ask about using their product on type 2 anodizing or Colored anodizing. Do not use heavy degreasers and solvents. Many car washes now have acids in them, especially wheel cleaners... Do not use these on anything... including your wheels. They will clean your vehicle very well, but also strip away protective coatings and will damage your surfaces over time. Anodizing is highly sensitive to acid and can be damaged by one use.

While cleaning, do not allow soaps or cleaners to dry on the surface of your wheels, especially in the sun. Cleaning should be done in shade, avoid direct sunlight drying soaps on surfaces.

Long term UV exposure can fade anodizing. Such as All Day, Everyday direct sunlight.

Use mild soaps for heavy cleaning.

Use Lemon pledge for regular cleaning / protectant and your wheels will stay like new for years.

We can not re finish wheels damaged by cleaners.

Do not pressure wash directly into bearing seals.

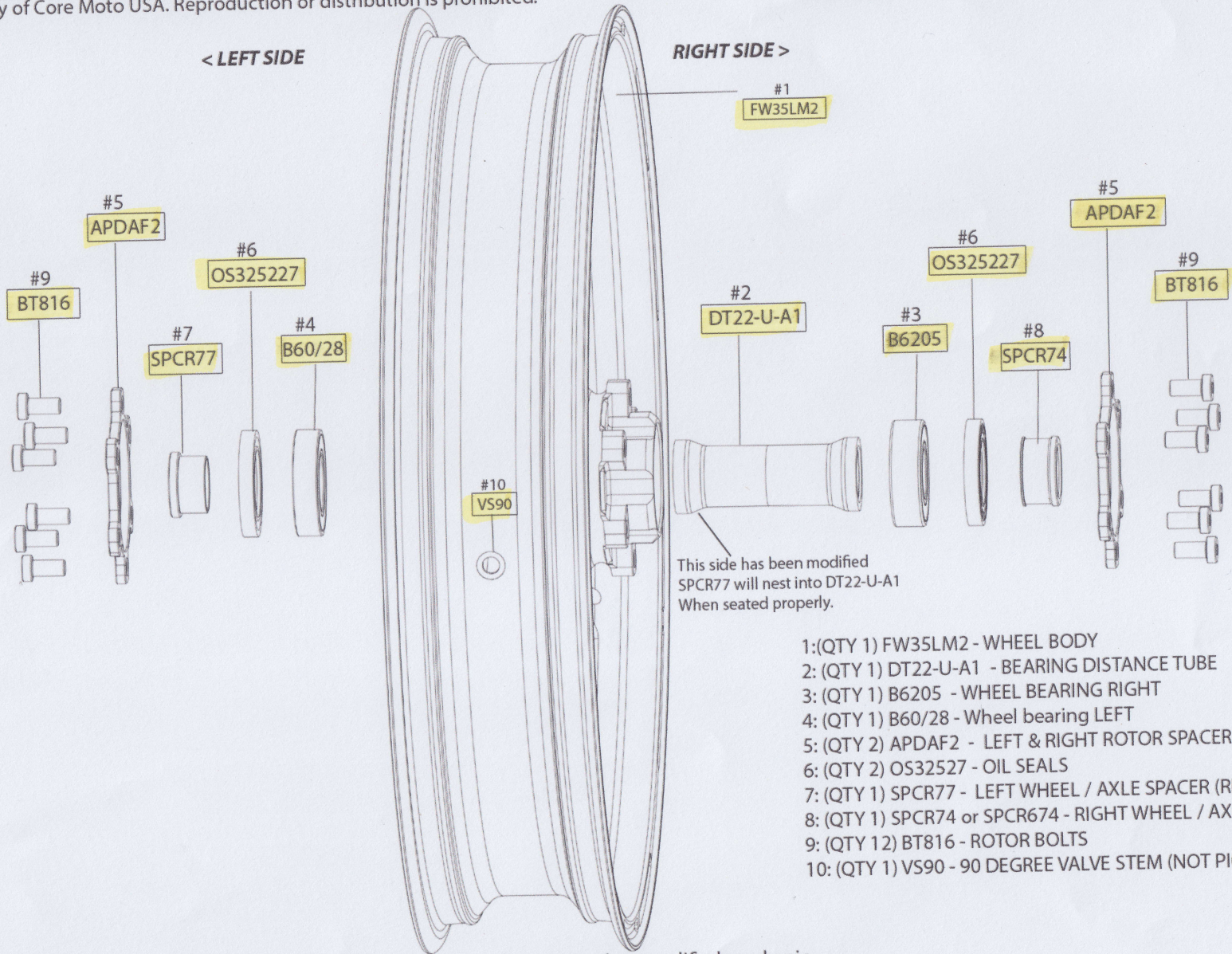
Thank you,

Core Moto USA



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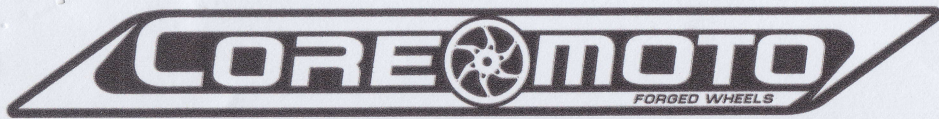
Apex-6 68260-2 - Satin Black - 613
 Aprilia RSV4/Tuono 2009- Current
 3.5x17" Front WHEEL: FW35LM2



This side has been modified
 SPCR77 will nest into DT22-U-A1
 When seated properly.

- 1:(QTY 1) FW35LM2 - WHEEL BODY
- 2: (QTY 1) DT22-U-A1 - BEARING DISTANCE TUBE
- 3: (QTY 1) B6205 - WHEEL BEARING RIGHT
- 4: (QTY 1) B60/28 - Wheel bearing LEFT
- 5: (QTY 2) APDAF2 - LEFT & RIGHT ROTOR SPACER
- 6: (QTY 2) OS32527 - OIL SEALS
- 7: (QTY 1) SPCR77 - LEFT WHEEL / AXLE SPACER (RED)
- 8: (QTY 1) SPCR74 or SPCR674 - RIGHT WHEEL / AXLE SPACER
- 9: (QTY 12) BT816 - ROTOR BOLTS
- 10: (QTY 1) VS90 - 90 DEGREE VALVE STEM (NOT PICTURED)

This assembly guide is to be used as reference for ordering replacement parts and servicing by a qualified mechanic.
 Store this guide in a safe dry area as this will need to be referenced if ordering replacement parts.
 Contact Support@coremoto.com or call 321-806-3995 if you have any questions before installing your wheels.
 Thank you.

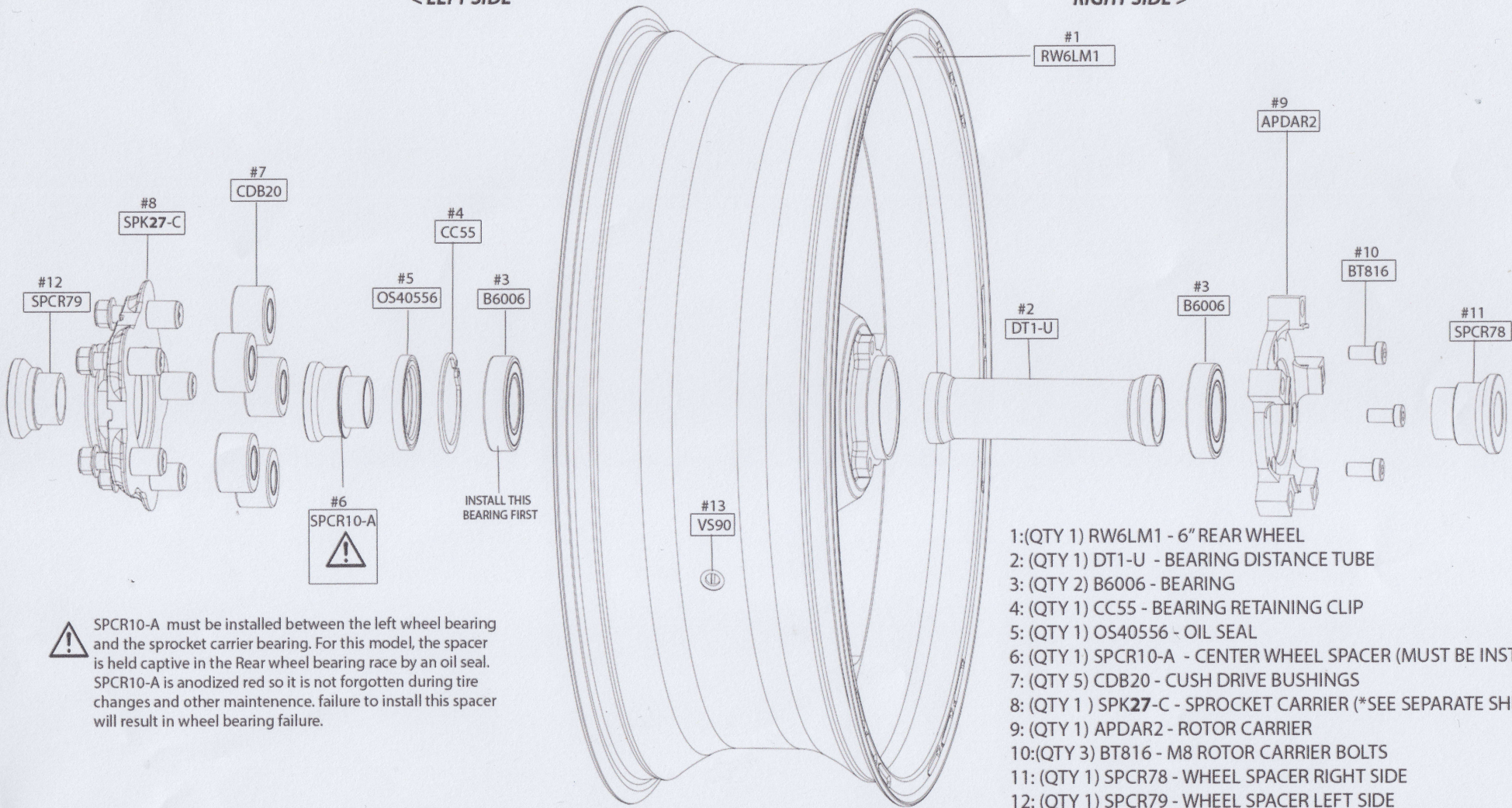


Apex-6
Aprilia RSV4 / Tuono 2009 - Current
6" REAR WHEEL: RW6LM1

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< LEFT SIDE

RIGHT SIDE >



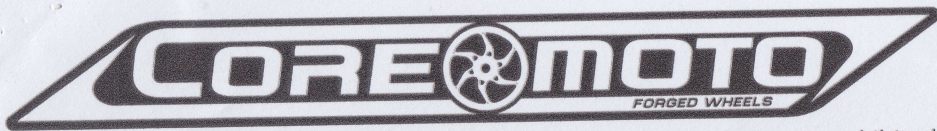
INSTALL THIS BEARING FIRST



SPCR10-A must be installed between the left wheel bearing and the sprocket carrier bearing. For this model, the spacer is held captive in the Rear wheel bearing race by an oil seal. SPCR10-A is anodized red so it is not forgotten during tire changes and other maintenance. Failure to install this spacer will result in wheel bearing failure.

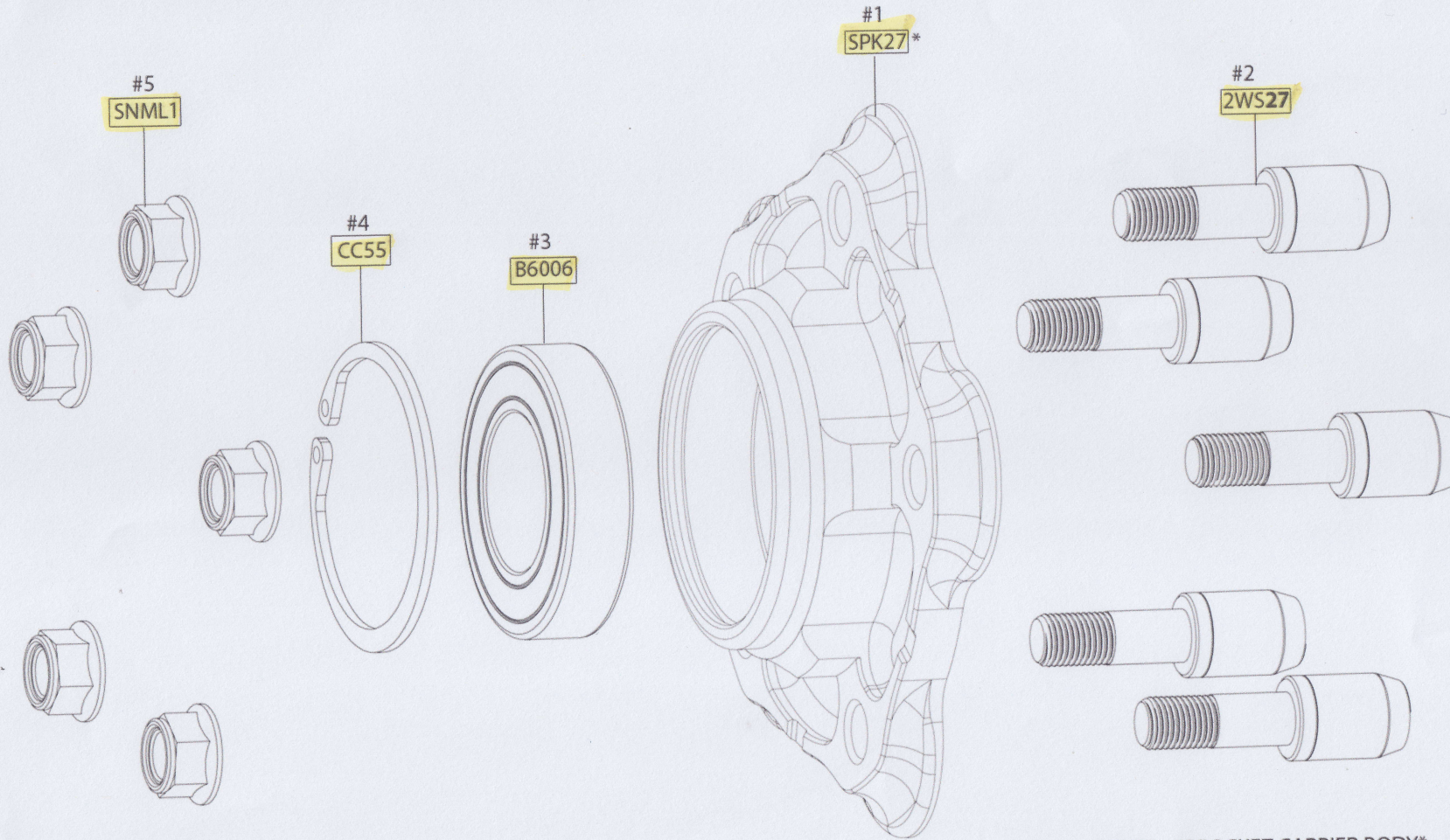
- 1:(QTY 1) RW6LM1 - 6" REAR WHEEL
- 2:(QTY 1) DT1-U - BEARING DISTANCE TUBE
- 3:(QTY 2) B6006 - BEARING
- 4:(QTY 1) CC55 - BEARING RETAINING CLIP
- 5:(QTY 1) OS40556 - OIL SEAL
- 6:(QTY 1) SPCR10-A - CENTER WHEEL SPACER (MUST BE INSTALLED)
- 7:(QTY 5) CDB20 - CUSH DRIVE BUSHINGS
- 8:(QTY 1) SPK27-C - SPROCKET CARRIER (*SEE SEPARATE SHEET)
- 9:(QTY 1) APDAR2 - ROTOR CARRIER
- 10:(QTY 3) BT816 - M8 ROTOR CARRIER BOLTS
- 11:(QTY 1) SPCR78 - WHEEL SPACER RIGHT SIDE
- 12:(QTY 1) SPCR79 - WHEEL SPACER LEFT SIDE
- 13:(QTY 1) VS90 - 90 DEGREE VALVE STEM (NOT PICTURED)

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5 BOLT CARRIER P/N = SPK27-C

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SPROCKET REQUIREMENT

MOST SPROCKET COMPANIES MAKE A SPROCKET FOR THE DIMENSIONS BELOW.
STUD COUNT: 5 / STUD BHC: 100mm / STUD THREAD: M10x1.25 / HUB DIAMETER; 76MM

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- 1: (QTY 1) SPK27 - SPROCKET CARRIER BODY*
- 2: (QTY 5) 2WS27 - 27MM WHEEL STUD
- 3: (QTY 1) B6006 - SPROCKET CARRIER BEARING
- 4: (QTY 1) CC55 - BEARING RETAINING CLIP
- 5: (QTY 5) SNML1 - M10X1.25 METAL LOCKING SPROCKET NUT

* Modified SPK30 may be used