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SPROCKET INSTALLATION INSTRUCTIONS FOR BST WHEELS

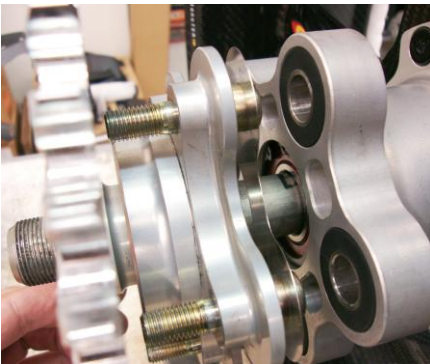
All BST wheels are mounted to the motorcycle using OEM specifications. Consult the factory service manual for removal, installation, and torque specifications.

Installation Instructions:

1. Identify your sprocket carrier type using the illustration on page 2.
2. Install the sprocket onto the sprocket carrier
3. Install five (5) sprocket mounting locknuts.
 - a. If the sprocket carrier uses drive bolts, torque the five (5) sprocket locknuts to 29.5 lb-ft (40 N·m). It will be necessary to hold the bolts with an 8mm hex wrench from the rear during this process.
 - b. If the sprocket carrier utilizes preinstalled permanent studs, torque the five (5) sprocket locknuts to 26.5 lb-ft (36 N·m).

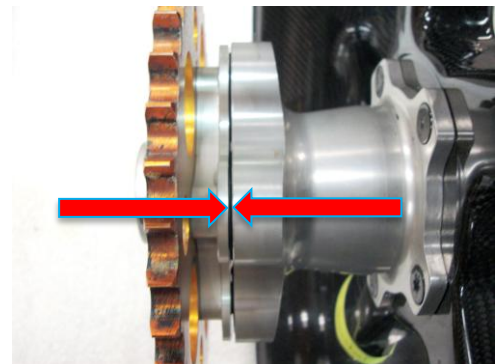
Tech Tip: Preload the sprocket in the drive direction while torquing the bolts.

4. Before installing the sprocket carrier on the wheel, check that the steel shim is installed and that all spacers are installed as shown in the supplied wheel drawing.



Sprocket Carrier Gap:

After installation of the BST wheel, a gap should be observed between the sprocket carrier and the wheel hub (the area where the steel shim is located). The gap should measure .0197" to .0433" (.5mm to 1.1mm) not including the shim. There is a space to check the gap with a feeler gauge without interference from the shim.



Tire Pressure:

- **Minimum tire pressure is 12 PSI (.83 bar)** – Lower pressures may not fully seat the tire and could lead to tire slippage during hard launches or cornering.
- **Maximum tire pressure is 60 PSI (4 bar)** – Higher pressure may result in damage to the wheel.

***SPROCKET CARRIER WITH THROUGH-HOLES
AND TRADITIONAL DRIVE BOLTS / NUTS***



***SPROCKET CARRIER WITH PERMANENT
STUDS MOUNTED IN CARRIER***



***SPROCKET CARRIER WITH THROUGH-HOLES
USING TRADITIONAL DRIVE BOLTS***



***SPROCKET CARRIER WITH INCORPORATED
DRIVE STUDS***



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