



**FITTING INSTRUCTIONS FOR HONDA CB500X/F 2013 – 2018**  
**LEVEL 1 TUBED/TUBELESS WHEEL KIT RRP 476/597**

*NOTE: BEFORE COMMENCING WORK ON THE CONVERSION, TAKE TIME TO READ THE INSTRUCTIONS CAREFULLY. ALL WORK CAN BE CARRIED OUT BY A COMPETENT MECHANIC, BUT IF YOU ARE UNSURE PLEASE CONTACT US OR A MECHANICAL PROFESSIONAL.*

*KEEP ALL PARTS THAT ARE REMOVED, AS IT IS POSSIBLE TO REMOVE OUR KITS AND RETURN THE BIKE TO STANDARD, IF REQUIRED*

Before you start, fit appropriate tyres, ensuring that the direction of travel arrow on tyre is correct.

Front Wheel – Brake disc on righthand side of wheel

Rear Wheel – Brake disc on righthand side of wheel

If the bike has our Engine Guard RRP 437 fitted, then use a scissor stand or similar, to raise rear wheel off the floor. If not, then use some form of stand, not a rear paddock stand, to raise the bike, and take the weight off the rear wheel.

Front Wheel - Remove both caliper mounting bolts and drop caliper away. Undo pinch bolt on bottom of left fork leg, using 12mm spanner or our Spanner RRP 453. Undo and remove front wheel spindle, using 17mm hex plug wrench, or our Front Wheel Spanner RRP 452, remove front wheel and spacers. Discard both OEM wheel spacers.

Remove OEM front brake disc and ABS ring from OEM cast wheel. 2016 - 2018 models, discard OEM ABS ring.

2013 – 2015 models, re-fit the OEM ABS ring and brake disc to the new spoked wheel, using the 6 x OEM shoulder bolts on to the new steel ring.

2016 – 2018 Fit the new ABS Ring (RRP 501) and OEM brake disc to the new spoked wheel,

<p>using the 6 x OEM shoulder bolts on to the new steel ring.</p> <p>NOTE: Use one thin plain steel washer under the head of each OEM shoulder bolt before inserting through the ABS ring and brake disc, it is very important that the ABS ring is on the outside next to the head of the bolt. Attach the thicker steel washer and Nyloc nut on the threads of the step bolt behind the disc carrier. Repeat for all 6 shoulder bolts and then tighten to 32Nm.</p>	
<p>Insert new front wheel spacers, supplied, into the new front hub, using a little grease inside the seals first. Fit the new front wheel into the forks, and insert the wheel spindle, through the forks and hub, tighten to 60Nm.</p>	
<p>Pushback both front brake disc pad, using a tyre lever or large flat head screw driver, and re attach the caliper to the fork leg using both M10 bolts (apply Loctite to both bolts before inserting). Torque both bolts to 40Nm. Pump up front brake by squeezing the front brake lever slowly several times until the pressure can be felt. Remove the bike from the stand and whilst holding the front brake on, push up and down to compress the forks to align the left-hand fork leg. Put bike back on to the centre stand. Then, tighten the pinch bolt on the lower left fork leg to 22Nm</p>	
<p>Rear Wheel – Undo the rear spindle nut and remove the rear spindle. Push forward the rear wheel to un hook the chain from the sprocket and then remove the rear wheel from the swinging arm.</p>	
<p>Remove the 4 shoulder bolts holding the OEM rear disc and ABS ring to the cast wheel, then transfer these to the new spoked wheel, note that the ABS ring goes on first next to the hub face, with the rear brake disc on top. Apply</p>	

<p>Loctite to the thread of the shoulder screws before inserting, torque to 40Nm.</p>	
<p>Remove the Oem sprocket and cush drive assembly from the cast wheel and transfer the O ring from the stub of the cast wheel to the new spoked wheel, apply a little grease around the O Ring before assembly. Remove the cush rubbers from the cast wheel and insert into the new spoked wheel. DO NOT GREASE THESE COMPONENTS.</p>	
<p>Push the sprocket and cush drive assembly into the new spoked wheel and insert the OEM spacer into the disc side of the wheel before inserting the new wheel back into the swinging arm. NOTE: It helps to push back the rear disc pads with a tyre lever or flat screwdriver to give more room to insert the wheel.</p>	
<p>Insert the wheel spindle from the disc side first ensuring that both chain adjusters are correctly installed inside the swinging arm. Fit nut to the swinging arm spindle and tighten to 80Nm.</p>	
<p>Check the chain adjustment is correct to Manufactures specification and pump on rear brake pedal until brake pressure is felt.</p>	