

ceed in this manner until the entire side of the tire casing is above and clear of the rim edge.

- e. The deflated inner tube can now be pulled from the tire casing and the inner tire casing inspected for damage or protruding sharp object etc. Locate and eliminate cause of flat or puncture.

c. Inspection

1. Check the flatness of front brake disc.
Place the disc on the surface plate and measure the flatness using the dial gauge. If the difference is greater than **0.012 in. (0.3 mm)**, the disc should be replaced with a new part. Further, the disc should also be changed if the thickness of the disc is less than **0.217 in. (5.5 mm)**. (Fig. 13-6)

2. Checking the rim runout

Pass a shaft through the front wheel and spin the wheel by hand, and read the runout at the rim using a dial gauge. If the runout is greater than **0.080 in. (2.0 mm)**, the rim should be either repaired or replaced. (Fig. 13-7)

3. Wheel ball bearing

Measure the axial and diametrical runout of the ball bearing with a dial gauge. If the value is over serviceable limit listed below the ball bearing should be replaced. (Fig. 13-8)

Item	Serviceable limit
Axial runout	0.004 in (0.1 mm)
Diametrical runout	0.002 in (0.05 mm)

d. Reassembly

1. Install the tire in accordance with following manner.
 - a. Install a new inner tube of the correct size by inflating very slightly, leave the valve core in the valve stem.
 - b. Inspect the wheel rim strip inner tube protector to see that it is in good condition and centered over the spoke nipples in the rim recess.
 - c. Align the tire balance mark with the valve stem hole in the rim and insert the partially inflated inner tube into the tire casing. With the valve stem aligned with the valve stem hole in the rim.
 - d. Work the inner tube into proper position in the tire casing and insert the valve stem through the valve stem hole in the rim. Install a valve stem retaining nut partially on to the valve stem. (1/4-1/2 in. do not tighten.) Remove valve core.
 - e. Apply a light coating of tire mounting solution (liquid detergent can be used in an emergency) to each of the tire bead surfaces and between the free tire bead and rim edge.
 - f. The tire can now be stepped into place using your heels. Placing both heels on the tire bead opposite the valve core and depressing the tire bead into place a slight amount with each step in opposite directions around the wheel.
 - g. When 80~90% of the tire bead is in place, use a tire mounting mallet (heavy rub-

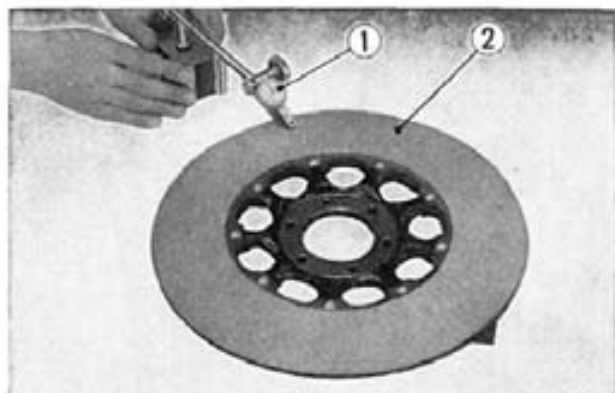


Fig. 13-6 ① Dial gauge
② Front brake disc



Fig. 13-7 ① Dial gauge

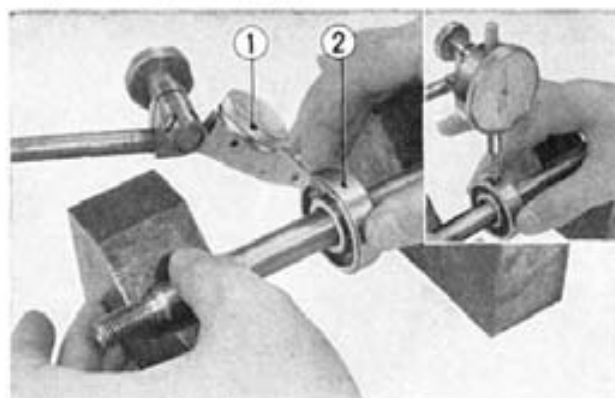


Fig. 13-8 ① Dial gauge
② Ball bearing