

Welcome to BPX 360 wheel preparation instructions and we appreciate your business! We have also created an installation video viewable on the BalanceProXtreme 360 website. This set of instructions is **NOT** for Honda Motorcycles that uses OEM 32 spoke real wheel (refer to Honda instructions).

These instructions apply to all dirt bike manufacturers utilizing the 36 spoke wheel sets with standard widths and diameters. Included widths are 1.6", 1.85" and 2.15" and diameters of 18", 19" and 21". Applicable rims include OEM D.I.D. original, D.I.D. Dirt Star ST-X, Excel Takasago, Excel Natako, KTM OEM GIANT, Tusk Impact, and Warp 9.

Each kit contains 2 rim locks and 2 balancers. One replacement rim lock and a balancer for the rear wheel which can be either a 1.85" or a 2.15" depending upon your make and model and one replacement rim lock and a balancer for the front wheel which is 1.6". The **rear balancer** will have the larger 1/2" diameter stainless steel arc weight and the **front** will be the smaller 5/16" diameter. **It is important that the balancer must be installed with the green dot facing towards the tire air fill valve.**

(Refer to illustration 1A on Page 2 for wheel layout.)

Step 1 - Note the locations of the rim lock and inner tube fill valve in the rim. Remove tire from rim, remove rim lock and discard, and remove rubber rim protector.

Step 2 - Locate the wheel splice weld seam. This is easily identified on the inner tube side of the rim as it usually has grind marks surrounding it. Tip - Use masking tape to identify the seam area with an X to avoid drilling this area it will weaken the rim.

Step 3 - Using masking tape mark the air fill valve hole with a zero (0). Starting from 0 count clockwise between spokes to the rim lock hole and mark this location with the number four (4). Note: These existing holes zero and four are factory pre-drilled locations for most dirt bikes. Note: If your motorcycle has the rim lock opposite the tire air fill valve you will be required to drill 2 holes in your rim. One is to relocate the rim lock to location 4 and the other is for the BPX360 balancer.

Step 4 - Starting from 0 count clockwise between spokes 21 spaces to locate the hole for the balancer and mark that position with tape. Note: If your drill hole location 21 lines up with the rim splice seam do not drill. Instead turn the rim to the opposite side and swap the positions of the air fill valve and the rim lock and repeat steps 3 and 4.

Step 5 - To prepare to drill the hole for the balancer carefully measure and mark on the INSIDE of rim the center of the rim width and the center line between the two spokes. Step 6 - Using a center punch, punch your centerline mark for drilling. This should be done using only high quality drill bits! We recommend Dewalt starter point drill bits. First drill a pilot hole using a 5/32" or 4 mm drill bit. Final drill the hole using a 3/8" or 10 mm starter point drill bit. We also recommend having someone assist you while drilling to visually watch the angle of the drill to avoid hole misalignment.

Step 7 - Place the balancer on the rim with the **green dot facing towards the tire air fill valve** and apply Loctite 271 permanent thread sealer to the balancer bolt. Install the bolt making sure the balancer is not touching the spokes. Torque balancer bolt to 15 newton meters/11.1 ft. pounds.

Step 8 - Reinstall rim strip, install new rim lock, mount and pressurize tire, torque rim lock to 12 newton meters/8.9 ft. pounds.

Use rim hole plugs to fill the old rim lock hole(s). These are available at any motorcycle accessory shop.

BPX360 RIM LAYOUT

BPX360
Balancer
position
21

Air fill valve position 0

Rim lock position 4

Clockwise

Illustration 1A

