

Common Tools Needed for Installation

1. 4mm 3/8" Drive Allen Wrench
2. 6mm 3/8" Drive Allen Wrench
3. 10mm Wrench
4. 3/8" Drive Torque Wrench
5. Soft Face Mallet
6. 3/8" Drive Ratchet
7. Anaerobic Threadlock

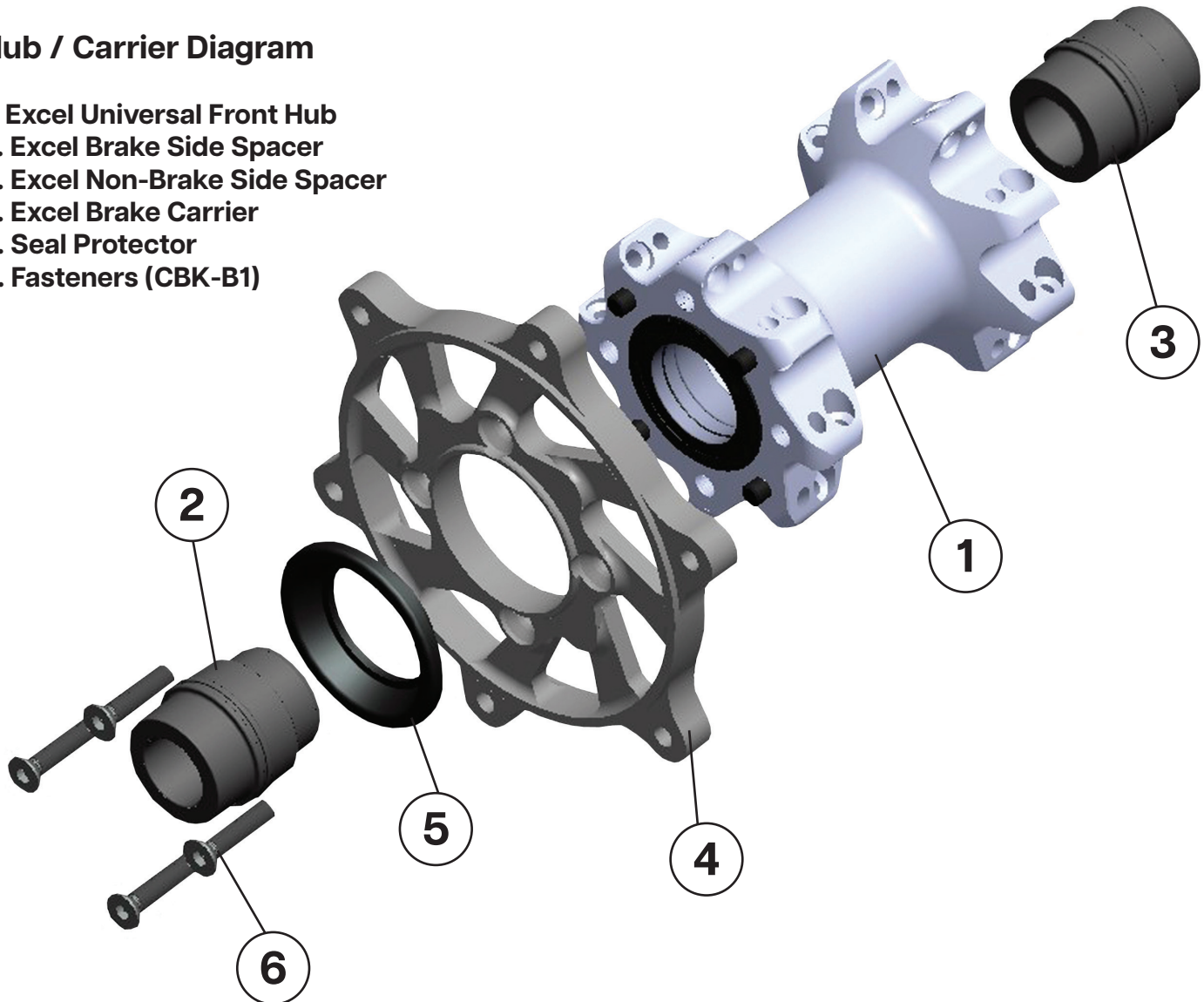
Front Carrier Set Contents

- 1pc - Brake Carrier
- 1pc - Brake Side Spacer
- 1pc - Non-Brake Side Spacer
- 1pc - Seal Protector
- 1 set - Brake Carrier to Hub Bolt Set CBK-B1
- 1 set - Brake Carrier to Rotor Bolt Set CBK-##

FRONT BRAKE CARRIER EXPLODED VIEW

Hub / Carrier Diagram

1. Excel Universal Front Hub
2. Excel Brake Side Spacer
3. Excel Non-Brake Side Spacer
4. Excel Brake Carrier
5. Seal Protector
6. Fasteners (CBK-B1)





FRONT BRAKE CARRIER INSTRUCTION MANUAL

IMPORTANT! READ ALL DIRECTIONS FIRST BEFORE INSTALLING

DIRECTIONS - FRONT BRAKE CARRIER INSTALLATION:

1. View the exploded drawing for reference.
2. Place Front brake carrier on hub, lining up the four dowel pins with the shallow retaining holes in the carrier. Due to the tight tolerances on the Excel Pro Series Brake Carrier and dowel pins you will need to use a soft faced mallet to fully seat the carrier onto the hub. Using an opposing sequence making sure the 4 dowel pins are evenly pressed into the carrier during the process. Once complete, the brake carrier mounting surface should be flush with the hub mounting surface.
3. Apply enough Threebond® Anaerobic TB1333 Threadlock - (or its equivalent) not included to cover four threads of the four 6x12mm bolts from CBK-B1 bolt set. Insert all four 6x12 Hex Head bolts and tighten to a snug fit.
4. Using an opposing sequence tighten the bolts to the specified 12 foot lbs of torque.
CAUTION! You MUST use a professional and properly calibrated torque wrench tool and torque each bolt to the specified torque setting of 12 foot lbs using the same opposing sequence pattern. This is a special Bolt Joint fitment so be sure that the correct torque is applied and never over-tighten the bolts. Note – The anaerobic threadlock coating helps insure secure fastening of the Carrier to Hub. After setting the torque on each bolt you should wait 24 hours to allow the anaerobic thread lock to properly set before riding. **NOTE-** This is a small bolt (4mm), use care when tightening and be sure the socket is fully engaged and square before tightening.
5. Important - Bolt re-use – To help insure the integrity of the Excel Pro Series Wheel it is highly recommended that you replace the Carrier to Hub bolt set CBK-B1 each time the carrier is removed.

DIRECTIONS - FRONT ROTOR INSTALLATION:

1. Excel has included all new bolts, washers and lock nuts for OE rotor mounting. Install bolts through rotor and attach to carrier, then install the washer and lock nut. Use an allen wrench to keep the bolt stationary, and then securely tighten the **NUT, NOT** the Allen head bolt.

DIRECTIONS - HUB / SIDE SPACER / SEAL BREAK-IN INSTALLATION:

You now have your carriers, rotors and sprocket installed on your new Pro Series G2 wheels. Please continue installation using the guidelines listed below.

Excel Pro Series G2 wheels are built using top quality materials and very tight tolerances to produce a high quality product. It is important to understand the hub/Side Spacer/Seal break-in process; how to properly prepare your wheels for installation and what to expect once your new wheels are installed.

1. Install seal protectors on each applicable side spacer and then apply a moderate coating of waterproof grease to each side spacer and to the rubber dust seal prior to installing the side spacers into the hub.
2. Please be sure that all side spacers are completely pressed into the hub. This is achieved when the shoulder of the spacer seats up to the inner race of the outer bearing.
3. Install wheels as normal and tighten front and rear axles to the proper torque specification set by the manufacturer. **DON'T** forget to properly torque any pinch bolts, caliper bolts and to properly align and adjust your chain as well. Also be sure to pump both the front and rear brake levers to reset the brake pads to the brake rotor.



FRONT BRAKE CARRIER INSTRUCTION MANUAL

NOTE: Once both front and/or rear wheels are installed, you will notice that the wheel will not spin freely as you would expect. The reason for this is the dust seal must be broken in. As the wheels go through a few heat cycles you will begin to notice that the wheels will free up. We strongly recommend that you ride your motorcycle while keeping the wheels on the ground for a few miles, thus giving the dust seals time to break in. After doing so check the wheel "free spin" of both front and rear.

Thank you for your purchase of the Excel Pro Series G2 Hub/Wheelset. If you have any questions regarding the installation of your wheelset, please feel free to contact us via phone, or email, 760-732-3161 or info@rkexcelamerica.com. Live Chat is also available through the RK Excel website Monday through Friday during business hours. www.RKExcelAmerica.com

Thank You

WARRANTY DISCLAIMER / WARNING

MECHANIC - A qualified motorcycle mechanic should install the Carrier Ring set components using the proper tools and following the instructions provided. The Carrier Ring parts are made to fit **ONLY** Takasago Excel Pro Series Universal Hub/Wheelsets and should not be modified for any other use.

CARRIER TO HUB BOLTS - All Carrier to Hub Bolts must only be used once. When removing bolts use heat to loosen threadlock compound. Failure to do so could result in bolts breaking off in hub.

RACING/OFF-ROAD USE ONLY - All Takasago Excel Pro Series Wheelsets and associated components and hardware are designed for Racing/ Off-road Use Only. **NO WARRANTY EXISTS**, implied or otherwise. It is understood that the installation, correct or otherwise, is beyond the control of Excel, and as such, you are hereby advised that Excel, or its sales and distribution representatives, shall not be liable for any consequential, special or contingent damages, expense or injury arising directly or indirectly from any failure of the Excel Pro Series G2 Hub/Wheelset assembly. The main parts and components (not fasteners) contained in the Hub Set(s) or Carrier Ring Set(s) are precision manufactured from the highest quality aluminum forgings and billet materials using Aerospace CNC equipment, but these wheels are not indestructible.

PROTECTIVE FINISH - All Carrier Ring bolts and rotor/sprocket bolts utilize a special protective finish similar to chrome but more durable. The use of cleaning detergents on anodized components could seriously affect the color.

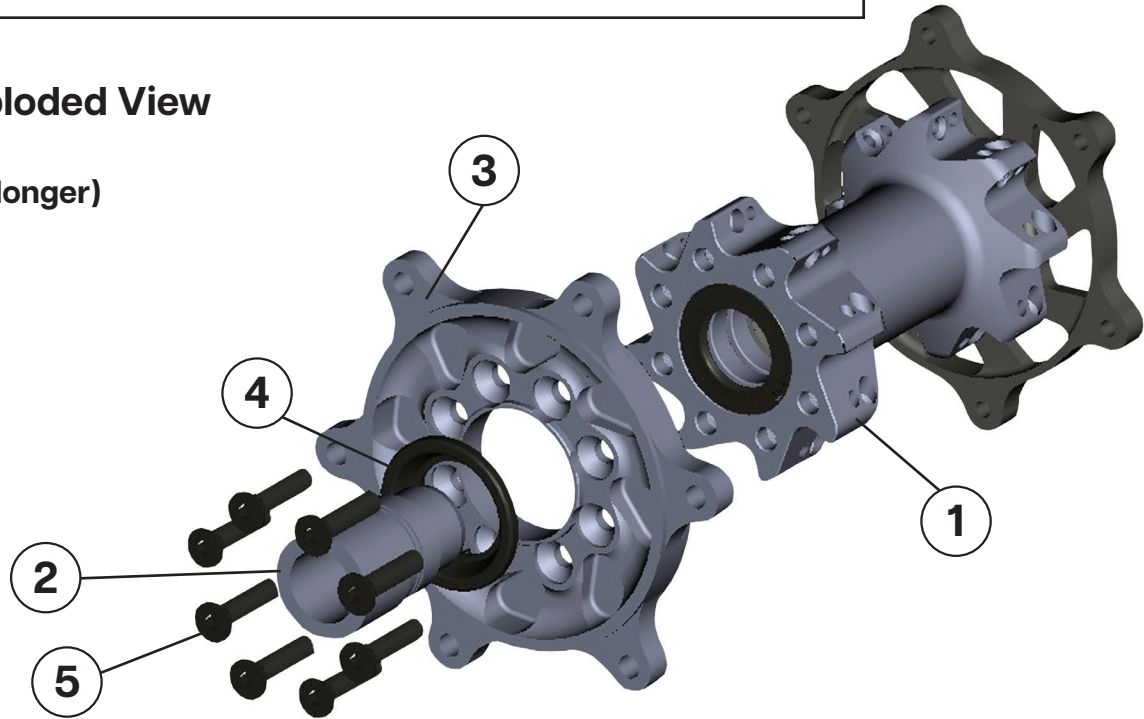
For Technical and Application information please visit our website or call 760-732-3161

COMMON TOOLS REQUIRED FOR INSTALLATION

- | | |
|--------------------------------|-----------------------------|
| 1. 4mm 3/8" Drive Allen Wrench | 5. 3/8" Drive Torque Wrench |
| 2. 6mm 3/8" Drive Allen Wrench | 6. Soft Face Mallet |
| 3. 10mm Wrench | 7. 3/8" Drive Ratchet |
| 4. 12mm Wrench | 8. Anaerobic Threadlock |

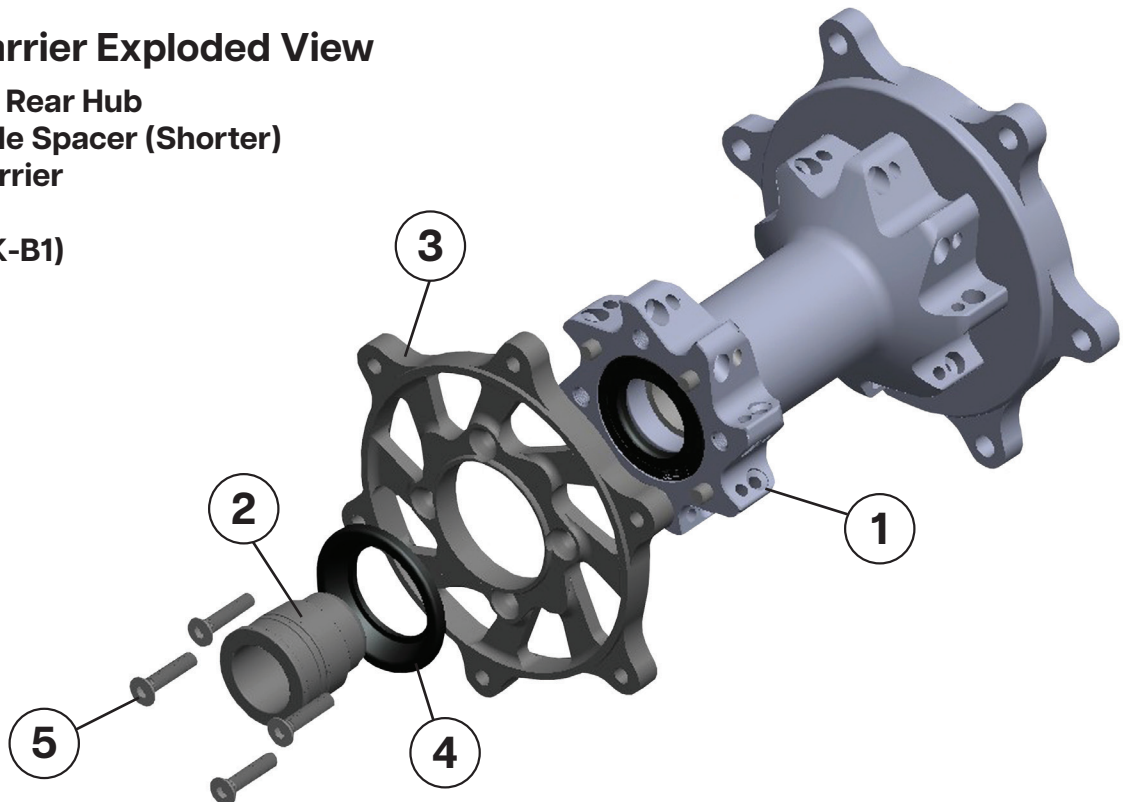
Rear Drive Carrier Exploded View

1. Excel Universal Rear Hub
2. Excel Drive Side Spacer (longer)
3. Excel Drive Carrier
4. Seal Protector
5. Fasteners (CBK-L)



Rear Brake Carrier Exploded View

1. Excel Universal Rear Hub
2. Excel Brake Side Spacer (Shorter)
3. Excel Brake Carrier
4. Seal Protector
5. Fasteners (CBK-B1)





REAR CARRIER INSTRUCTION MANUAL

IMPORTANT! READ ALL DIRECTIONS FIRST BEFORE INSTALLING

DIRECTIONS - REAR DRIVE CARRIER INSTALLATION:

1. View the exploded drawing for reference.
2. Place rear Drive Carrier on hub, lining up all eight holes.
3. Apply enough Threebond® Anaerobic TB1333 Threadlock (or its equivalent) not included, to cover four threads of the eight 8x25mm drive carrier bolts from CBK-L bolt set. Insert all eight Drive Carrier Hex Head bolts and tighten to a snug fit.
4. Using an opposing sequence tighten the bolts to the specified 31 foot lbs of torque.
CAUTION! You MUST use a professional and properly calibrated torque wrench tool and torque each bolt to the specified torque setting of 31 foot lbs using an opposing sequence pattern. This is a special Bolt Joint fitment so be sure that the correct torque is applied and never over-tighten the bolts. Note – The anaerobic threadlock coating helps insure secure fastening of the Carrier to Hub. After setting the torque on each bolt you should wait 24 hours to allow the anaerobic thread lock to properly set before riding.
5. Safety Wire – Although not mandatory for sanctioned racing events, for added security we recommend that drive carrier bolts be drilled and safety wired by a professional race mechanic. This must be completed within 2 hours of applying Threadlock.
6. Important! - Bolt re-use – To help insure the integrity of the Excel Pro Series Wheel it is highly recommended that you replace the Carrier to Hub bolt set CBK-L each time the carrier is removed. When re-installing the carrier be sure the threads are clean and free of debris on both the bolts and hub.

DIRECTIONS - REAR BRAKE CARRIER INSTALLATION:

1. Place Rear brake carrier on hub, lining up the four dowel pins with the shallow retaining holes in the carrier. Due to the tight tolerances on the Excel Pro Series Brake Carrier and dowel pins you will need to use a soft faced mallet to fully seat the carrier onto the hub. Using an opposing sequence making sure the 4 dowel pins are evenly pressed into the carrier during the process. Once complete, the brake carrier mounting surface should be flush with the hub mounting surface.
2. Apply enough Threadlock to cover 4 threads (not included) to the four 6x12mm bolts from CBK-B1 bolt set. Insert all four 6x12 Hex Head bolts and tighten to a snug fit.
3. Using an opposing sequence tighten the bolts to the specified 12 foot lbs of torque.
CAUTION! You MUST use a professional and properly calibrated torque wrench tool and torque each bolt to the specified torque setting of 12 foot lbs using the same opposing sequence pattern. This is a special Bolt Joint fitment so be sure that the correct torque is applied and never be over-tight the bolts. Note – The anaerobic thread lock coating helps insure secure fastening of the Carrier to Hub. After setting the torque on each bolt you should wait 24 hours to allow the anaerobic thread lock to properly set before riding. **NOTE-** This is a small bolt (4mm), use care when tightening and be sure the socket is fully engaged and square before tightening.
4. Important! – Bolt re-use – To help insure the integrity of the Excel Pro Series Wheel it is highly recommended that you replace the Carrier to Hub bolt set CBK-B1 each time the carrier is removed. When re-installing the carrier be sure the threads are clean and free of debris on both the bolts and hub.

DIRECTIONS - REAR SPROCKET INSTALLATION:

1. Excel has included all new bolts and lock nuts for OE sprocket mounting.

2. Install proper bolts through sprocket and attach sprocket to carrier. Then install the lock nut. Use an Allen wrench to hold the bolt in position, and then securely tighten the **NUT, NOT** the Allen head!

DIRECTIONS - REAR ROTOR INSTALLATION:

1. Excel has included all new hardware for OE rotor mounting.
2. Install proper hardware through rotor and attach rotor to carrier.

DIRECTIONS - HUB / SIDE SPACER / SEAL BREAK-IN (FRONT & REAR):

You now have your carriers, rotors and sprocket installed on your new Pro Series G2 wheels. Please continue installation using the guidelines listed below.

Excel Pro Series G2 wheels are built using top quality materials and very tight tolerances to produce a high quality product. You now need to understand the hub/ Side Spacer / Seal break-in process; how to properly prepare your wheels for installation and what to expect once your new wheels are installed.

1. Install seal protectors on each applicable side spacer and then apply a moderate coating of waterproof grease to each side spacer and to the rubber dust seal prior to installing the side spacers into the hub.
2. Please be sure that all side spacers are completely pressed into the hub. This is achieved when the shoulder of the spacer seats up to the inner race of the outer bearing.
3. Install wheels as normal and tighten front and rear axles to the proper torque specification set by the manufacturer. **DON'T** forget to properly torque any pinch bolts, caliper bolts and to properly align and adjust your chain as well. Also be sure to pump both the front and rear brake levers to reset the brake pads to the brake rotor.

NOTE - Once both front and/ or rear wheels are installed, you will notice that the wheel will not spin freely as you would expect. The reason for this is the dust seal must be broke in. As the wheels go through a few heat cycles you will begin to notice the wheels will free up. We strongly recommend that you ride your motorcycle while keeping the wheels on the ground for a few miles, thus giving the dust seals time to break in. After doing so check the wheel "free spin" of both front and rear.

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PROTECTIVE FINISH - All Carrier Ring bolts and rotor/sprocket bolts utilize a special protective finish similar to chrome but more durable. The use of cleaning detergents on anodized components could seriously affect the color.

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