

## New Chapter Leader/s for Minnesota



Hello all... My name is Wayne Pruett and my first love is my 1992 1500 chain drive tour master motor V-Max. I have been riding for years and have owned many V-Maxes since 1999. Over the years I have turned my hobby of working on Motorcycles into a part time job, which in a few years I hope to have become my full time job. I currently have a shop at home and have made so

many great friends and contacts over the years. I live in St. Francis, MN with my girlfriend Rachel. (see page 28 for contact information)

Hi! My name is Rachel Cardwell and I like to think of myself as Wayne's second love. I purchased my first bike, a 250 Honda Rebel, 4 years ago. Within a few months I was hit by a car and my bike was totaled. Over the next few years I became the passenger on Waynes V-Max. I fell in love with the style and power of the bike. So two months ago I asked him to build me one. With



the many new and used parts he collected over the years he built me my very own 2001 V-Max. Even though I do not have much experience on different bikes I do know that the V-Max is the bike for me. (see page 28 for contact information)

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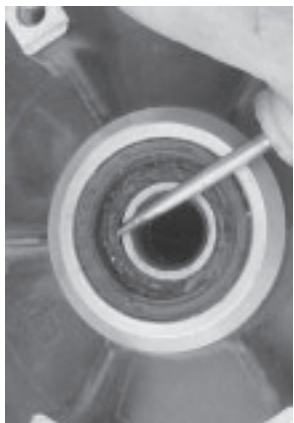
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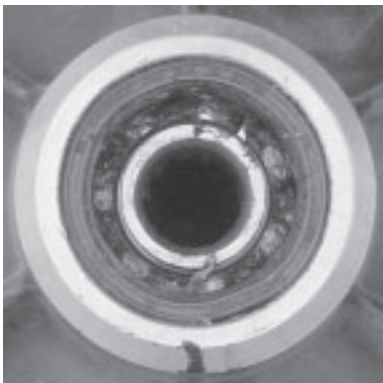
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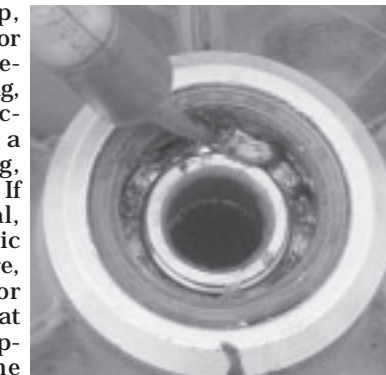
Too many times, people never think about simplest things that need servicing. When changing tires, its the best time to inspect and grease while you have the wheel off. For the drive side where the cush drive is, there is a uncaged needle bearing that

needs greasing. Using a pair of pliers, carefully grab the lip of the inner race and remove. Now you can see bearing and grease it. Use Brake Cleaner to flush out old grease, this is the only way to tell if bearing is worn, slowly rotate bearing with finger and feel for any roughness or tight spots, if any no matter how little change the bearing. If bearing feels fine, then use a syringe works well for not only this, but neck bearings as well. Once you have applied grease to the bearing, use your fingers to pack it into the rollers, grease and reinstall race and proceed to right side of



### Keeping It Greased

wheel. If you don't feel comfortable with this next step, take to dealer or shop and just replace the bearing. Many times factory has added a sealed bearing, sometimes not. If there is a seal, metal or plastic as the case here, use a scribe or even a ice pic that has been sharpened to a fine point, and start at edge and remove seal. With a metal seal, it is a little more effort to remove, but not much. Now take syringe and you can apply grease to this bearing.



Your wondering, if seal is removed its going to leak all over the wheel. Nope. Spacer that fits in wheel and presses against bearing, there is a double lipped seal that will keep it in. Also, splines on drive unit can use a small amount of grease on them. Now for front wheel, same procedure as right side of rear for removing seal and greasing bearings.

Speedo drive will also need inspecting and greasing at this time. Simple things such as this will keep bearings in good shape and not leave you at the mercy of dealer. Before attempting the above, check your manual for the correct grease to use there are many that can be used, full synthetic, waterproof, mineral base, Just be sure it's the correct type for the application.

Don "Old Man" Smith #2  
 Cofounder VMOA

