

Quick Overview of a 636 Front-end Swap

By: Lumpia (www.ninja650.com)

I am not a mechanic and am only explaining the way I did my swap. Do so at your own risk

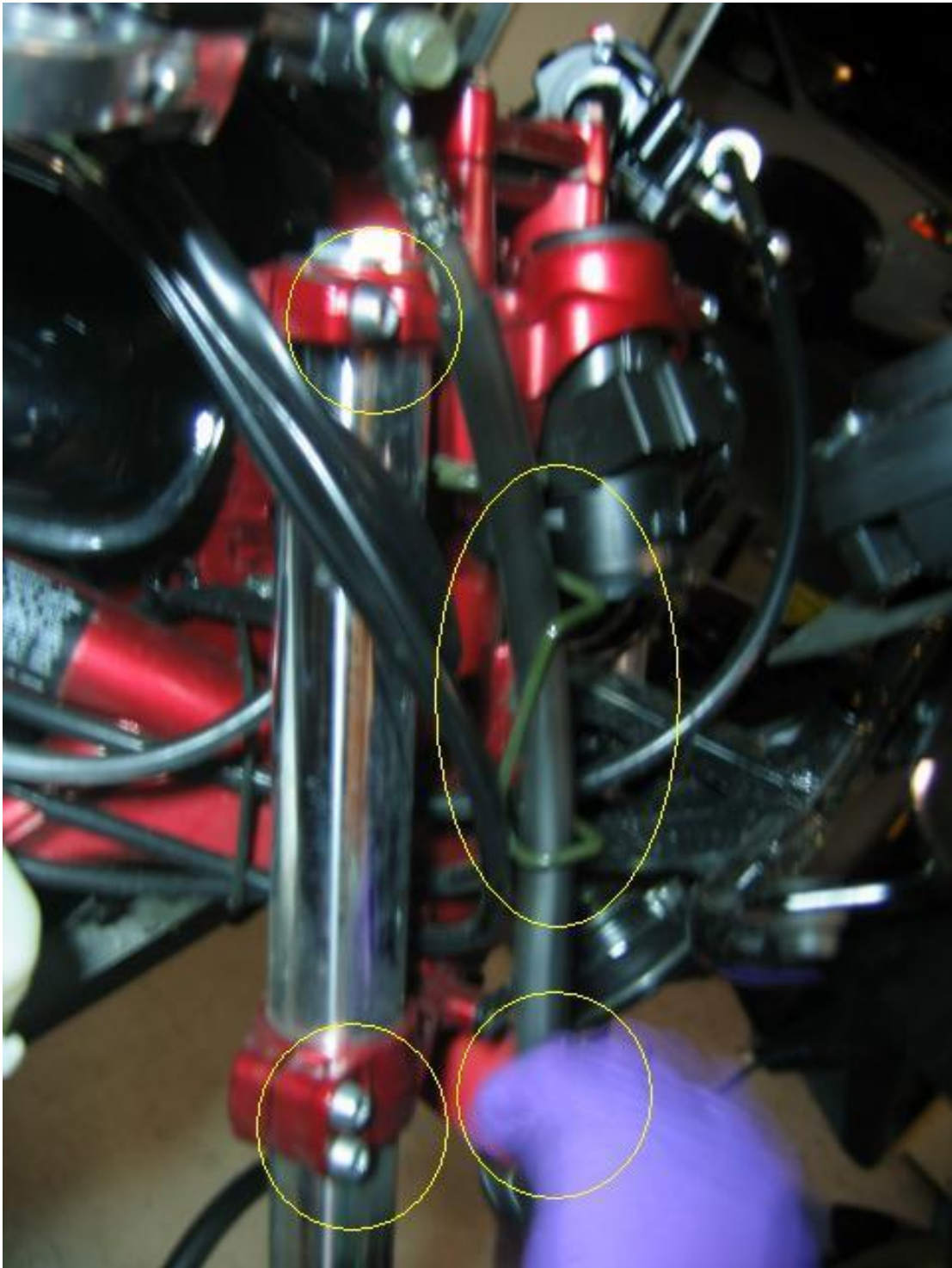
This isn't going to be as detailed as my other how-to, but I assume if you're going to attempt to do this swap yourself, you have some mechanical ability. It would also be too long to describe everything in detail, so like I said a quick overview.

How to:

1. Remove the front wheel and the fender.
2. Remove the fairings. Note- I did not remove any part of the upper fairing except for the windscreen to give more working space. Headlight and instrument cluster stayed on.
3. Remove everything shown here from the clutch lever side of the bike. Note- When you loosen the triple clamp pinch bolts (top right and bottom right circle), the forks will be able to slide out so be ready.



4. Remove everything shown here from the brake lever side of the bike. Same deal with the pinch bolts, just slide the fork out. (Sorry for the blurry pic.) You can actually remove the brake system as a whole assembly at this time after removing the brackets routing the lines past the triples.



5. I left everything on the handlebar and moved it aside to reduce reassembly time later.



6. You'll need a 12mm (I think) hex socket to take the steering head bolt off.



7. You'll find 2 castle nuts underneath the top triple. You can see the lock washer in-between. It has four tabs, 2 turned up and 2 turned down. Straighten them out and remove the castle nuts and dust cover.



8. To remove the triples, I dropped the bike straight from the steering head stand onto jack stands underneath the frame sliders.



9. I don't have a pic of what the bearings look like installed on the bike, but here's the lower bearing. The upper bearing is the exact same thing; it just faces the opposite direction. Before re-installing the bearings, make sure to lather both sides (the side that faces the triple and the side that faces the steering head) liberally with grease.



10. I also don't have a pic of how the ignition is secured on the triple, but it's held on by security bolts. You have to figure out how to remove the security cover or whatever it is, and then you can actually screw the bolt out. I just drilled the whole thing out from the triple and replaced them with hex bolts on the new triple. Also, on the Z1000 triples, the cover on the ignition (the part that says IGNITION LOCK ON etc.) wouldn't fit so I just removed it.

11. Now if you made it this far, you probably have a pretty good idea how the 636 gear goes back on so I won't go into that. That's pretty much it. Easy huh?