

# XM-2000

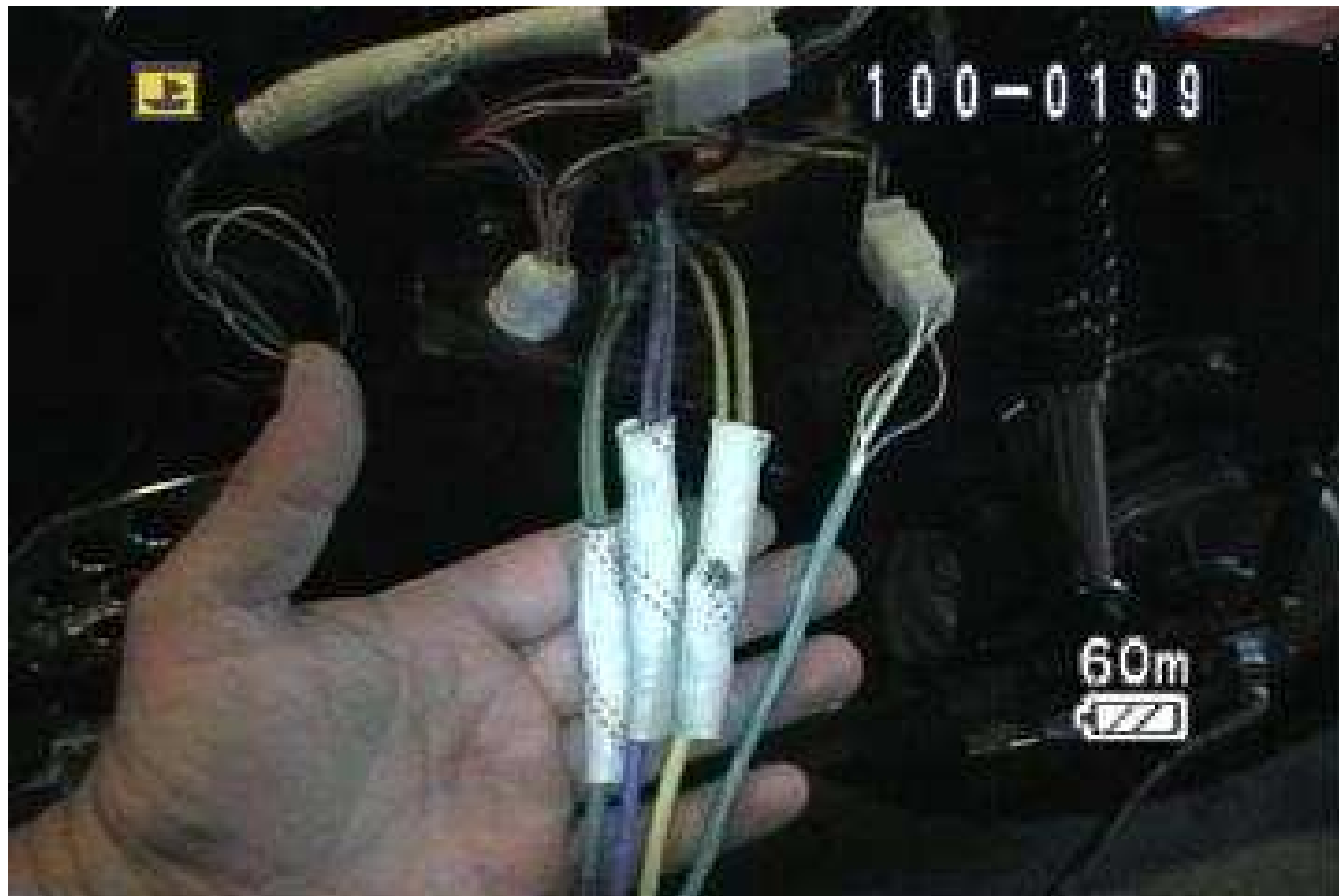
## Rear Wheel & Motor Removal

by USATracy

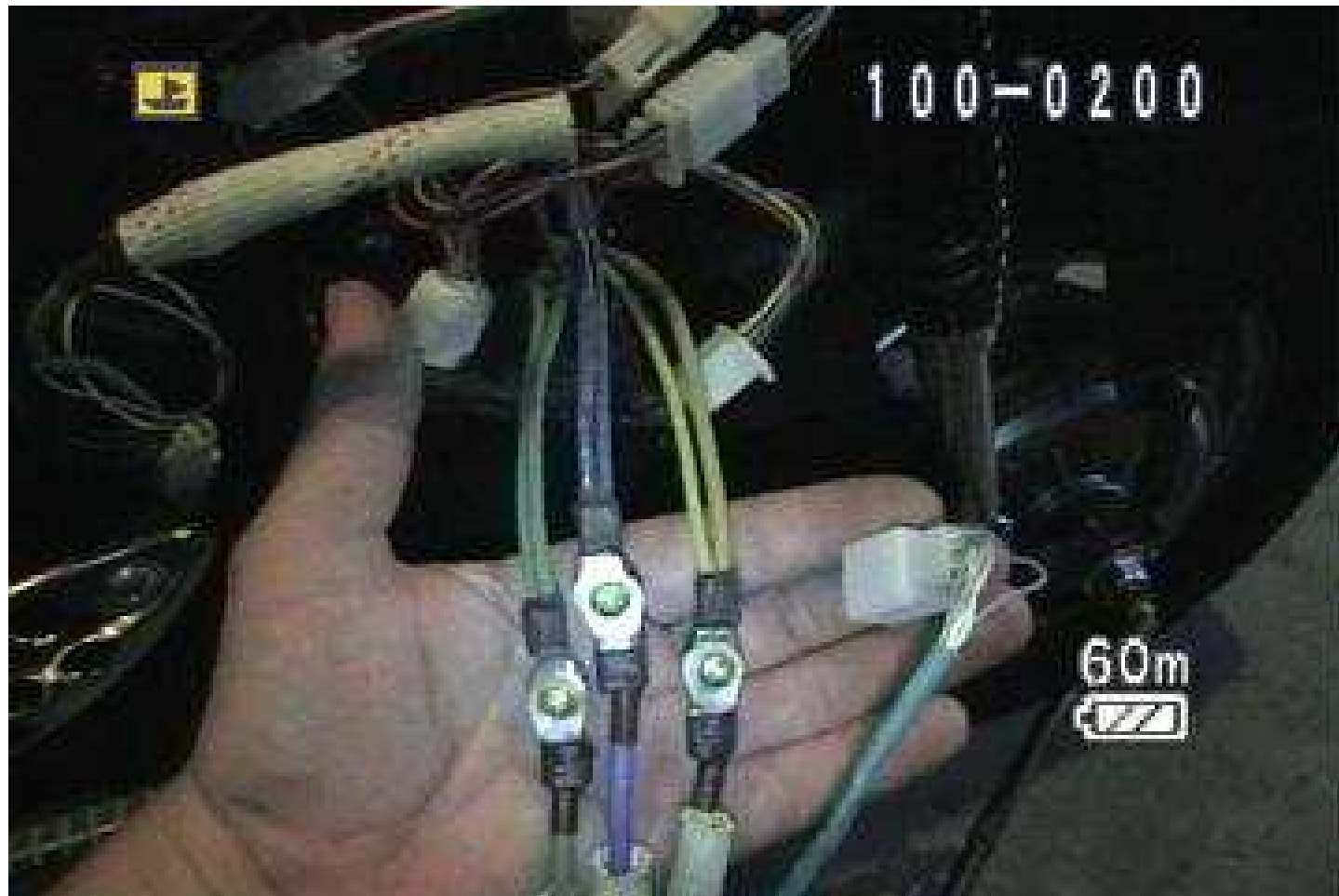


1 – Remove the Seat Tower and Seat Base

Note ( to get to this point in the tear down, refer to the XM-2000 Seat and Side Cover Removal pdf document)



2 – Locate the motor wires and slide the fabric protectors down.



3 – Remove the screws and nuts that hold the motor wires to the controller and unplug the 5 wire HALL sensor.



4 – All of the wires going from the controller to the motor are now disconnected and tie wraps removed.



5 – Loosen the left axle nut.



6 –If only removing the wheel just loosen the nut.



7 –If you intend to tear the motor down then remove the axle nut completely.





8 – Remove the 10mm bolt from the axle safety strap.



9 – Slide the axle washer and axle safety strap away from the swingarm.



10 – Remove the brake adjuster nut.



11 – Do NOT remove the brake barrel bearing or linkage yet, but take care the barrel does not fall out and roll away.



12 – Locate the drum brake retainer bolt, remove the cotter pin, nut and bolt.



13 – With the drum brake retainer bolt removed the drum will now spin freely back and forth.



14 – Rotate the drum backwards and remove the brake linkage from the barrel bearing.



15 – Remove the brake barrel bearing.





16 – Remove the brake linkage return spring.



17 – Fully extend the shift linkage into high speed and carefully work the coupling screw out of the black shift lever. This screw normally is not threaded into the black shift lever but just pressed in place.



18 – Once the shift linkage is removed manually slide the linkage back towards low speed.



19 – Carefully work the black shift lever off the splined shift shaft.



20 – Loosen the right axle nut, if tearing the motor down, remove the axle nut. Remove the 10 mm bolt from the axle safety strap.



21 – Slide the wheel back off the swingarm.

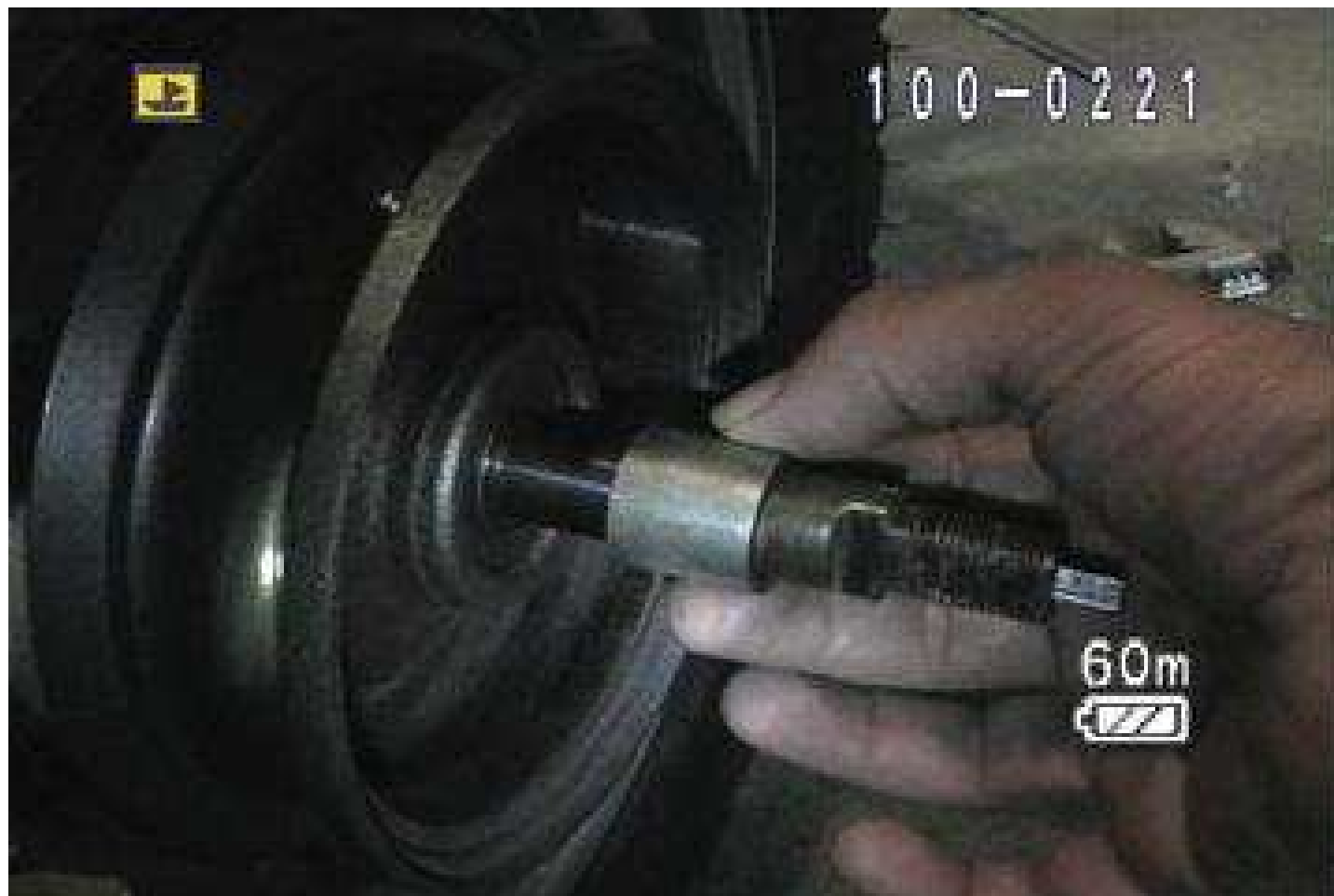


22 – Lean the wheel to the left and work it out of the fenders.

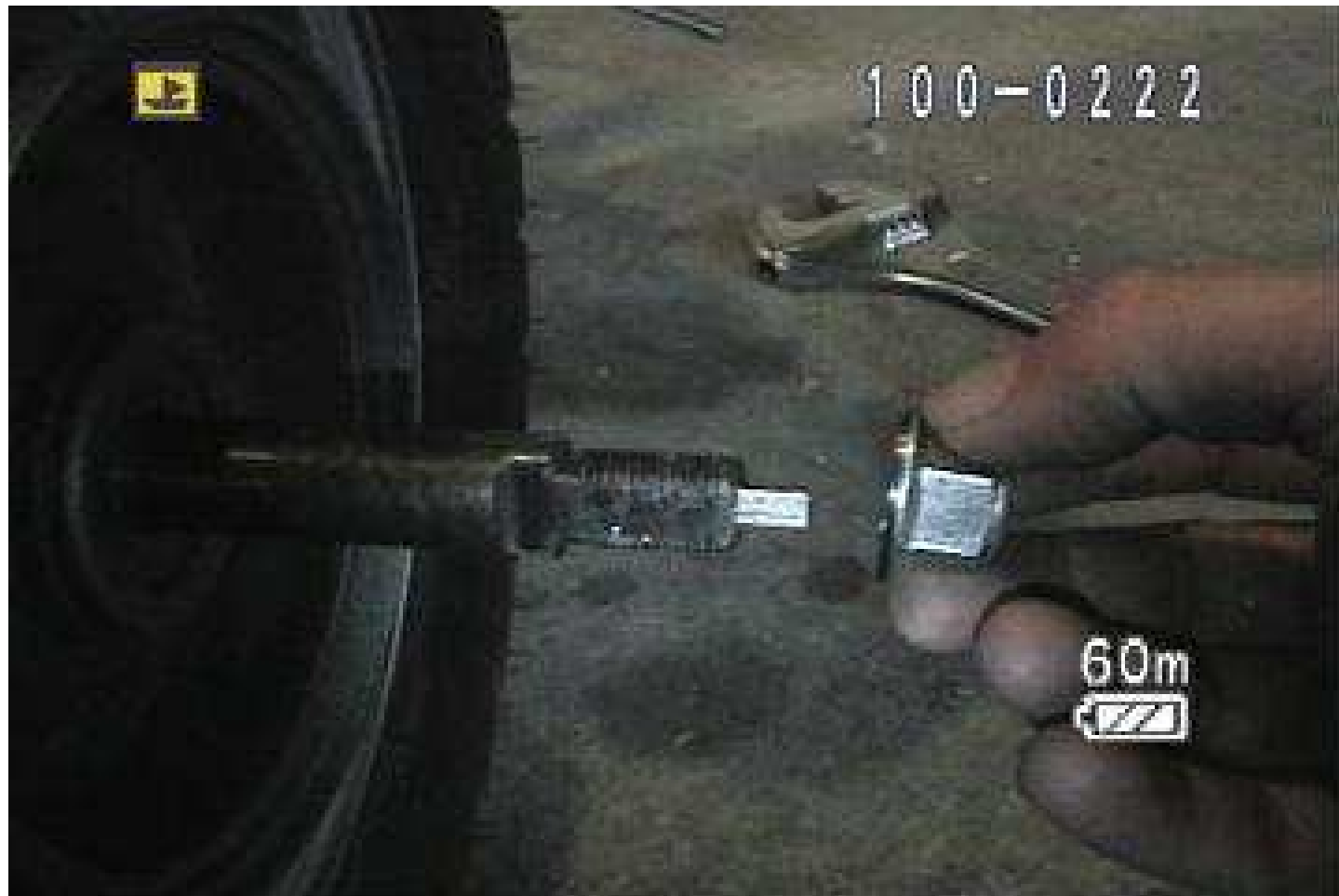


23 – Remove the safety strap, bushing and brake drum from the axle.





24 – Remove the wheel to brake bushing.



25 – Place the right axle nut back on a few turns.



26 – This will help to protect the splined shift shaft from accidental damage to the shaft end as well as the plastic shift cams inside the motor.



27 – To remove motor from wheel, use a 10mm and 12mm ratchet, two ratchets needed, remove the four nuts and bolts that hold the motor to the wheel.



28 – If the motor is tight in the wheel, set on end ONLY IF THE AXLE NUT IS PROTECTING THE SHIFT SHAFT END and give the tire an even whack.



29 – Done, when reassembling, make SURE the tire valve stem is on the shifter side of the assembly and NOT the motor wire side of the assembly. If changing tires, pay attention to wheel direction arrows stamped on the side of the rubber tires