



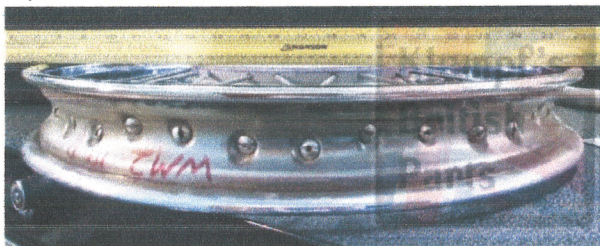
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Technical Guidance: Measuring Rim Offset

Measuring the offset on the wheels of the motorcycle is an incredibly important step to be performed before disassembly and relacing, rechroming, or any wheel modification. Even a .125" difference can have big ramifications when you go to re-assemble. Pick the widest, flattest surface of the hub, mark and record that reference point and the resulting measurement. If the hub accommodates a brake disc, use that, as it is wider and less likely to skew measurements by wobbling. If you choose to measure relative to the narrowest part of the hub, your straightedge will not stay level as easy, magnifying the error in your measurements towards the outside of the rim

When the straightedge is positioned across the hub and ends up touching the rim, or very close, this is a rim laced "dead center", with no offset (A, B below).

A.



B.

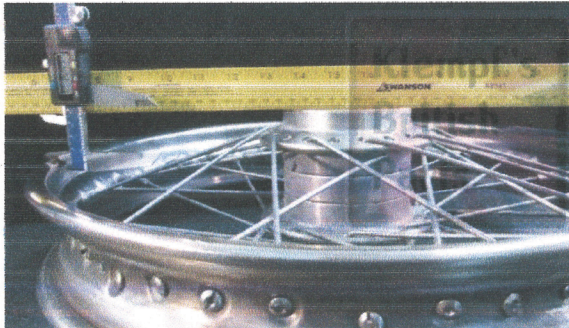


An apparent offset is measured by laying the straightedge across the widest part of the rim, marking which surface you used, and taking a measurement of the difference in distance between the straightedge and the hub using a caliper. (C, D below).

C.



D.



Be sure to be as square as possible-no floppy straightedges, no "tipping" of the straightedge on the surface you're measuring from. Any movements will result in erroneous measurements, and a rim not laced to the specifications of your bike, causing costly re-do's of a job already done.