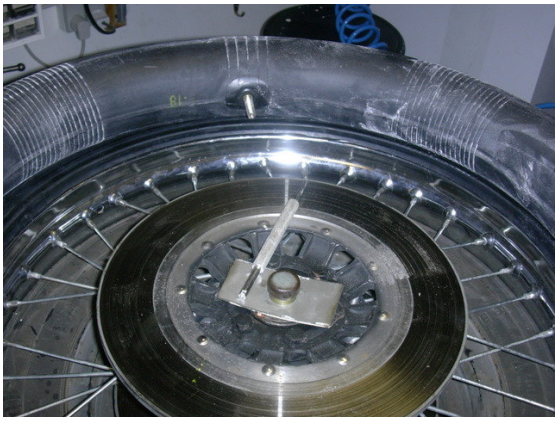
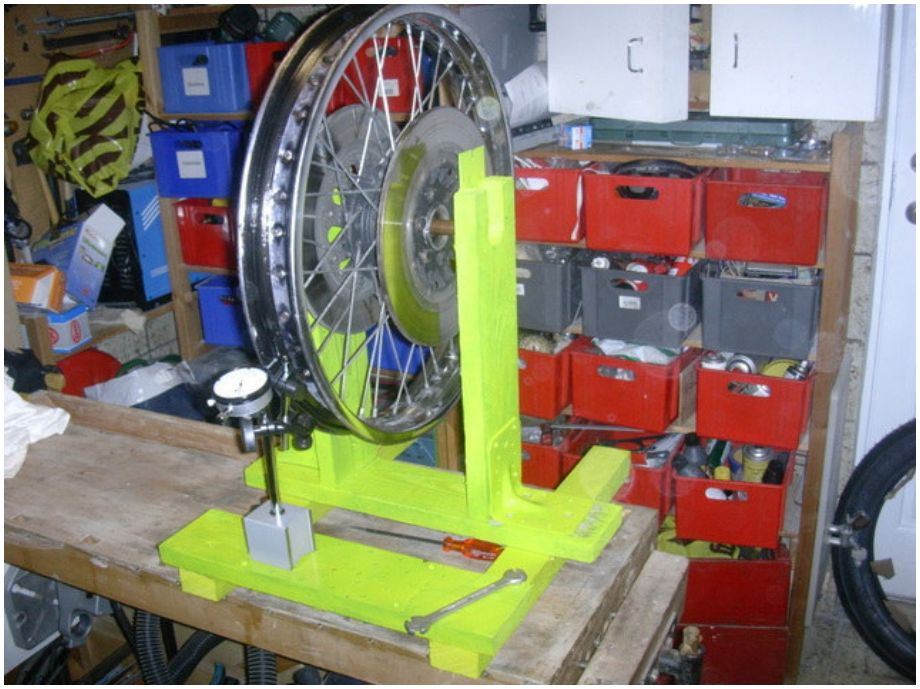
Next in line was new tyres. A set of Metzler Lazertech was ordered from Reifenversand.de together with two new tubes:

The wheels were dismounted, and a wheel from out little Seat Arosa, had just the right size to hold the MC wheel.



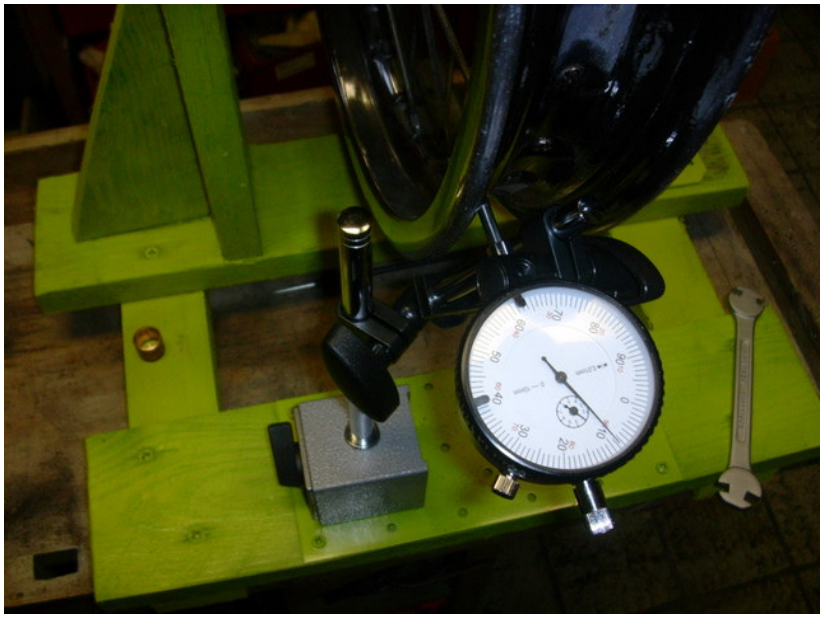
which was clamped to the table, to keep it steady while removing the old tire – and later when mounting the new

with the tyre removed, it was time to tighten up the spokes, and aligning the rim in both directions. To help in this job, I had build a simple stand in wood!



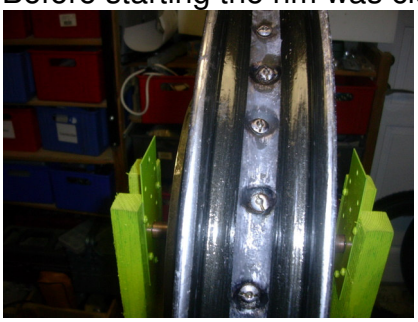
and had bougth a measuring dial with read-out of 1/100mm.
At first all spokes were tightened evenly, by tapping them an listen to the “bing”.

For adjustment a spoke nipple key was purchased:

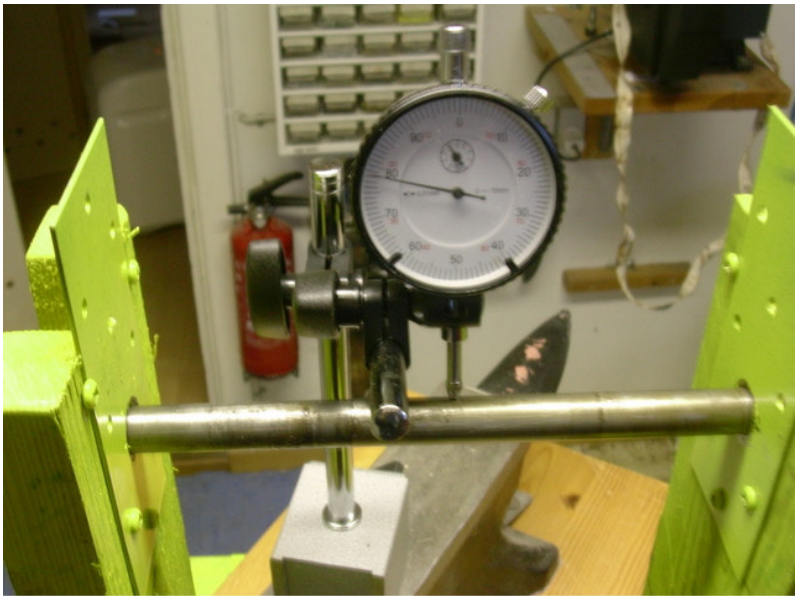


Some of the nipples were rounded (by a previous owner of cause), and had to be replaced.
It is not easy to get the right size – it is a jungle of different shapes and , but finally I managed to get some from a little company.
Original Suzuki spokes and nipples are sold as a complete set.
Next job was to get the wheel round. Suzuki says everything within 2mm is o.k. I went for 1/10mm. The principle is to loosen at one side, and tigthe at the other to get the round shape.
It is checked with the dial.

when done, it is time to make the wheel aligned sideways. Loosen spokes leading to one side of the hub, and tightening to the other side. Again Suzuki says 2mm, which is easily made much better.
Before starting the rim was cleaned, polished, and painted inside to seal a little rust pitting



Now it is time to mount the tyre and tube. (Tyres 1st side, then put in the tube, and then fix the 2nd side) AVOIDING TO HARM THE TUBE.
I have no pictures of it – it was a bit hard.
With the new tyre on, it is time to balance out the wheel. The tyre has a small coloured dot. This is the lightest place of the tyre, and is placed near the valve, to compensate for the extra weight from the valve.



The old lead weights are removed from the spokes, and the wheel is set in the stand.

You could think, that the bearings in the wheel was o.k. for the job. But they are sealed, and the sealing makes a bit of resistance, making the balancing difficult.

Instead two open bearings are mounted at each side of the stand, and the wheel is resting in its axle in these bearings – a silent move, and the wheel rotates for minutes.
But at first we must check if the axle is straight – otherwise the balancing will not be precise.

The axle is rotated, and the dial shows how much it runs out.
The bearing can be seen at the top of the stand

And close-up

place the wheel at the stand, and rotate the axle a bit. This causes the wheel to start rotating.
Let it rest, and mark the bottom position.
Repeat – and if the bottom position is the same – place a lead-weight at the spoke pointing upwards.

Repeat until the wheel has no favourite place to stop – now the wheel is static balanced. And static is sufficient for a narrow wheel like this.
A broad wheel, like from a car needs dynamic balancing – but that is another story.

The same job was done for the rear wheel.