

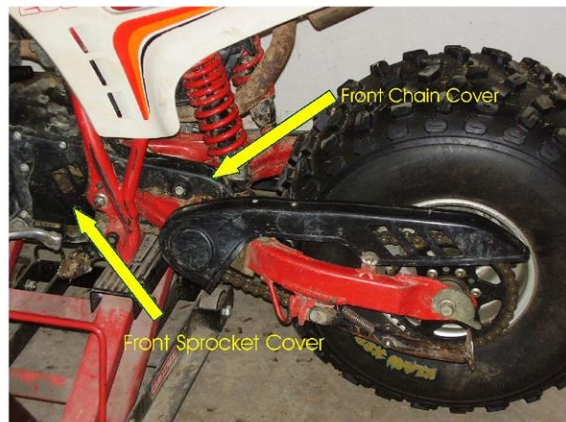
The following are instructions for installing a new DMO Specialties swingarm kit on your BW200.

Step 1: Place your BW200 on a suitable stand. Remove the chain guide and rear chain. Remove the wingnut from the rear brake arm. Remove the axle and the rear wheel.

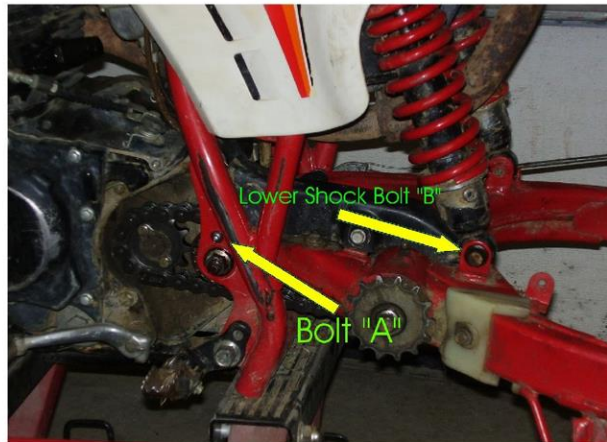


Step 2: Remove the front chain cover. Remove the sprocket cover. Remove the front chain and sprocket.

Tip: If the front chain is seriously nasty, you can slide the front sprocket off with the chain. Then you can remove the swingarm with the chain and cut it off if necessary.

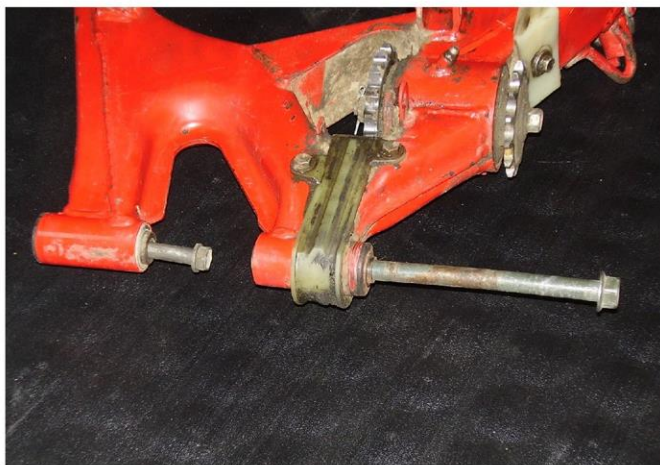


Step 3: Remove the two bolts marked "A" in your frame.  
Remove the two lower shock bolts marked "B".  
Remove the nut from the swingarm pivot bolt and  
remove the bolt. You should now be able to remove  
the swingarm.



Step 4: Remove the old, crusty eccentrics and bushings.

Tip: You can use another bolt in the eccentric, and tap it thru with  
a long bolt or even your swingarm bolt if you are careful.



Step 5: It is time to inspect your swingarm for damage. The insides of your swingarm need to be fairly clean and free from damage. Picture 1 shows a swingarm that is ready to go. If your swingarm looks like picture 1, you can skip ahead to step 6. If you have chain damage, picture 2, you will need to fix this using a dremel. Once all dents are out, you can clean up your swingarm using what I call "the poor man's hone".



Picture-1

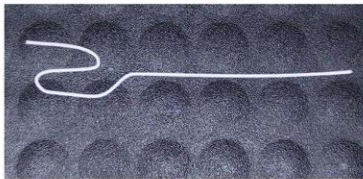


Picture-2

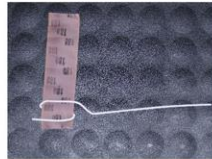


Picture-3

### The Poor Man's Hone:



Take a standard coat hanger and bend it into this shape



Next, loop some fine grit emery paper thru it.



Mount your hone in a pistol drill



Hone the rust out of your swingarm. BE CAREFUL NOT to overdo it!

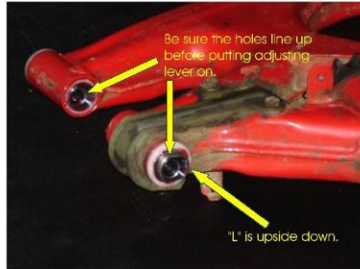
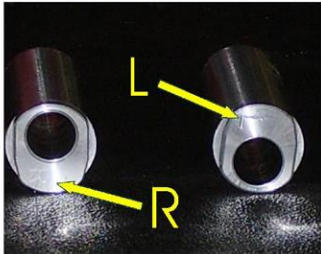


Step 6: Push in the new collars. Push in the inner collars just a little past flush with the outer swingarm.



Step 7: Grease the eccentrics with a good bearing grease.

Step 8: Put the eccentrics in. Pay close attention to the "L" and "R" markings. "L" has to be on the sprocket side. Both eccentrics go in with the letters facing out.



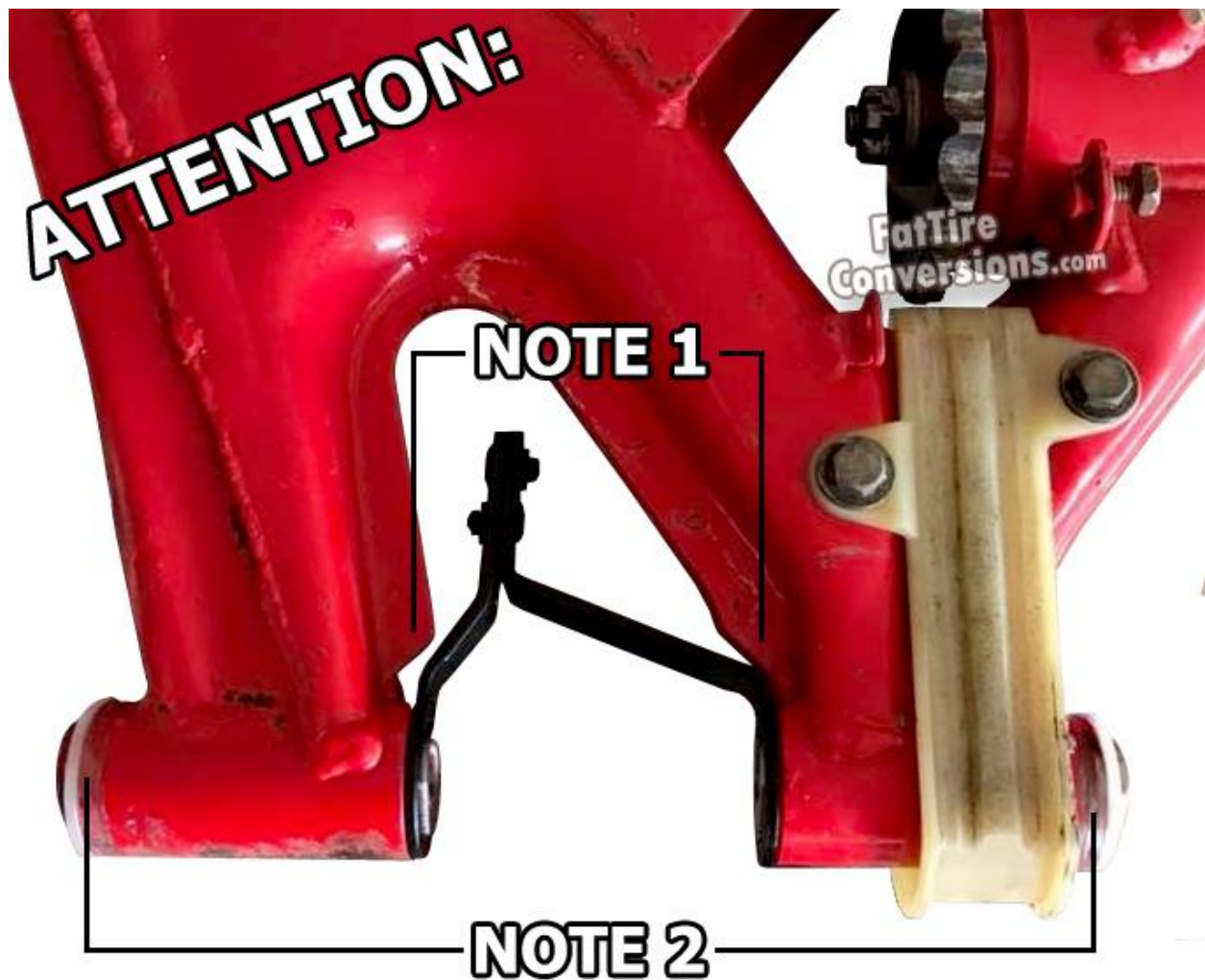
Step 9: Put the adjusting lever on as pictured. This is not the fully forward position yet. This position is just easiest for installation.



Next, pull the lever back parallel with the swingarm.



Step 10: Put the caps on. The caps can only go on one way.



NOTE 1: Some BW200 models may require that this flange be trimmed to fit the cam adjustment lever (most swingarms do not require modification)

NOTE 2: If your BW200 swingarm has been repainted, you may have to sand off some paint for the caps to fit over the front tubes.

Step 11: Put your swingarm back on and press the pivot bolt back thru from the brake side. Temporarily put the new bolts supplied with this kit back into "A" using any of the holes marked one thru six on the caps. Tighten your swingarm. Now, run your swingarm up and down to make sure there is no binding or problems. If all is good you may proceed. If not, find out where the problem is.

Step 12: Put your lower shock bolts back in.

Step 13: Loosen the swingarm pivot nut.

Step 14: Remove the two "A" bolts.

Step 15: Push the adjusting lever straight up to 12 o'clock, or 90 degrees. You may hit your vent hoses. If so, stop at cap position #2. Put your "A" bolts back in.

Note: Cap position #1 is as far forward as you can get, meaning maximum chain slack. It is unlikely you will ever use this position so starting in cap #2 is OK.

Step 16: Put your front sprocket and front chain on.

Step 17: Pull the adjusting lever downward until your chain slack is between 1/8 and 1/4. When the chain slack is correct, put the "A" bolts back in.

Note : Using a brand new chain on brand new OEM Yamaha sprockets, my personal BW200 ended up using position #4 on the caps. You will probably be on #3 or #4.

Step 18: Put your front sprocket cover back on. If you still have your front chain cover, now is a good time to put it back on.



Step 19: Put your rear wheel back on, along with your rear chain, brake wingnut, and chain guard. Make sure you adjust your brakes at this point.