



FJ - GSXR Rear Wheel Conversion Report

by KitKat Black

Although, obviously, the Thunderace rear wheel conversion is eminently do-able, there is another option - one that requires no machining of anything, no clearance issues and no swingarm or axle mods or replacements needed.

The following rear wheels will bolt up using only spacers for alignment:

88-89 GSXR750 & 1989 1100: 4-1/2" 17"

90-92 GSXR750 or 1100 5-1/2"x17"

The above rear wheels are a perfect cosmetic match with the stock FJ1200 angled three-spoke wheels. The ones that follow are straight three-spoke rear wheels, however, they otherwise work as well as the ones above:

93-95 GSXR750 5-1/2" x 17"

93-98 GSXR1100 5-1/2" x 17"

This swap requires the *original* equipment GSXR cushdrive/sprocket carrier for each of these wheels. It also requires that you fit the cool underslung rear brake calipers from an 89-98 GSXR1100 or 88-95GSXR750 as well. The new brake torsion arm can be either attached to the same point that the right side of the centerstand bolts (easiest), or a new mounting point can be welded onto the swing arm or frame if having a centerstand is really important to you. The centerstand can still be used in the shop if you go with the former approach, just unbolt the brake arm and rebolt the stand on to work on the bike or for changing tires. The rotors that fit the Gixxer wheels above are all the same diameter and will fit with the listed rear brake calipers and carriers.

Sum up, all you need is one of the above wheels, complete with cushdrive/sprocket carrier, rotor and a brake system. Then get some washers and fit it up on a Sunday afternoon.

I had no clearance problems running the 5-1/2" wheel with 180x17 Metzler or Pirelli tires. In fact, the clearances are greater on the FJ than they were on the original GSXRs the parts came off of. The handling is also improved, IMO.

Pics can be found here:

<http://mywebpages.comcast.net/picspacel/fj-dec-03.jpg>

<http://mywebpages.comcast.net/picspacel/fj-dec-03-rear-close.jpg>

Not to take anything away from the other approaches to rear wheel upgrades, but I thought I'd mention this as a alternative that requires less work, uses easier to find parts and works just the same, IF you don't mind using Suzuki parts of course! ;)