

RD400 rear wheel conversion & 19" Front to Rear Conversion

<http://xs650temp.proboards.com/index.cgi?action=userrecentposts&user=slide>

Here's some info I posted a long time ago on the RD400 rear wheel conversion. I have had this setup on my tracker for 4 years and it works very well.

The following info may seem like a lot of work but is simple once you start.

1. Use 3/8" aluminum plate to make your sprocket spacer. It measures 9.525 mm and is within a mm. of being spot on. The side play in the chain will allow for the difference. The sprocket spacer requires eight (8) drilled holes as four are used to mount the spacer onto the wheel and the other four are for mounting the sprocket.
2. It is almost impossible to use the XS650 sprocket for this project due to the six-hole mounting on the sprocket vs the four hole on the RD wheel. I suggest ordering a 32-34 aluminum sprocket from Sprocket Specialties . Just tell them you need the RD400 sprocket. When you get the new sprocket, you will have to drill four additional holes in it to allow mounting over the sprocket spacer nuts. These holes should be 3/4" to allow clearance for the nuts that hold the spacer to the wheel.
3. Changing the wheel bearings and seals is no big deal if you are using the 650's stock 20mm axle. Just go to any auto supply store and get bearing and seals that have the same OD as the RD wheel and a 20mm ID for the XS axle. There is a real good old tread on changing wheel bearings on these wheels as it is far easier than the manuals state.
4. A 3/8" aluminum spacer will have to be made for mounting the rear disk or you can mount the disk directly to the wheel and make an offset torque arm. I mounted the disk directly to the RD wheel and offset the torque arm rather than make up a spacer. If you do this, you will need a wider outer wheel spacer.
5. Consider changing over to #520 front, rear sprockets and chain as the 520 is a superior chain with considerable weight saving.

I changed my rear sprocket to a 33. If you would like, I can take photos of the sprocket spacer, sprocket and rear brake torque arm to help you out. Just let me know.

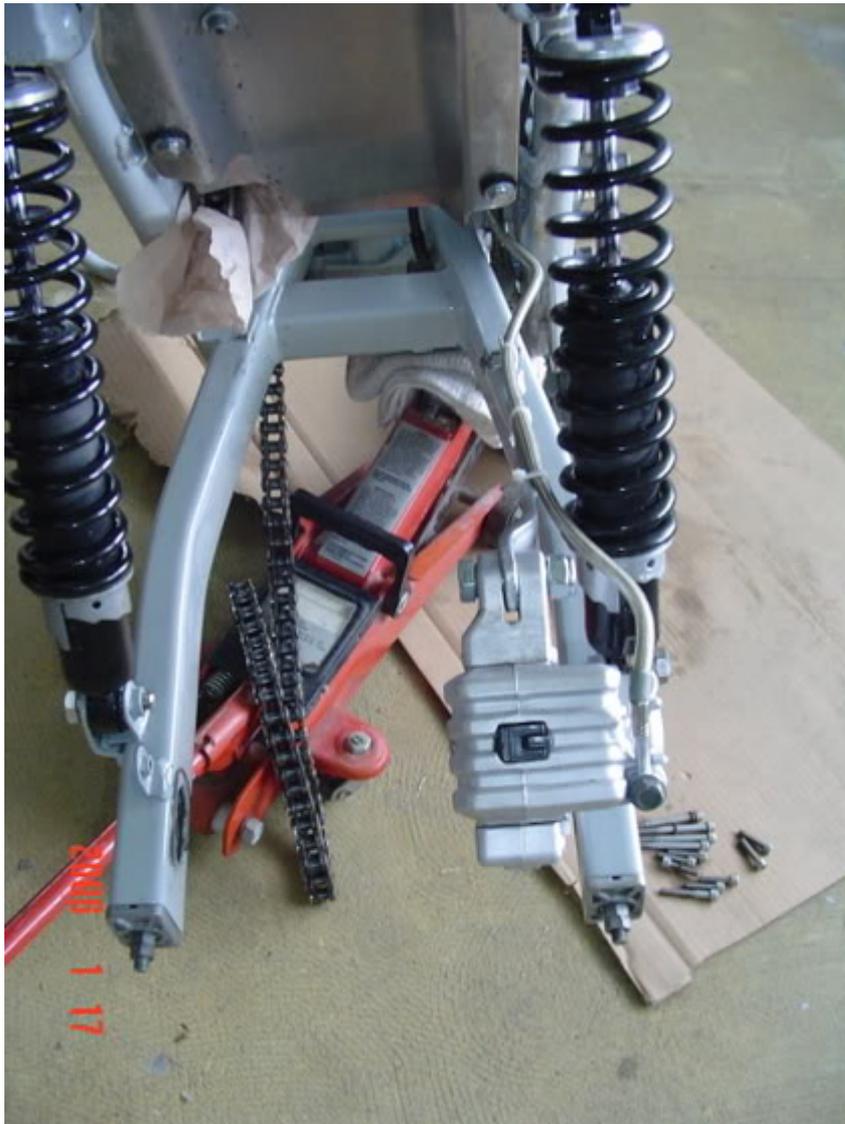
.....Mel.....



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If you are going with the XS400 rear wheel you will have to make a sprocket spacer of 9mm or 3/8" as the chain will not align with your front sprocket. I made mine out of aluminum but it is not an easy task as the studs in the XS400 wheel do not come out to replace with longer ones. You have to drill the spacer with 8 holes and also add an additional four holes to the sprocket and counter sink them for the spacer nuts to recess into. Mine has a 17/33 setup and it is very good. Previously, I had 17/38 and it was geared way too low. Do a search from about 2005 and there is a very good tread on the conversion. Attached is a pattern for the spacer.

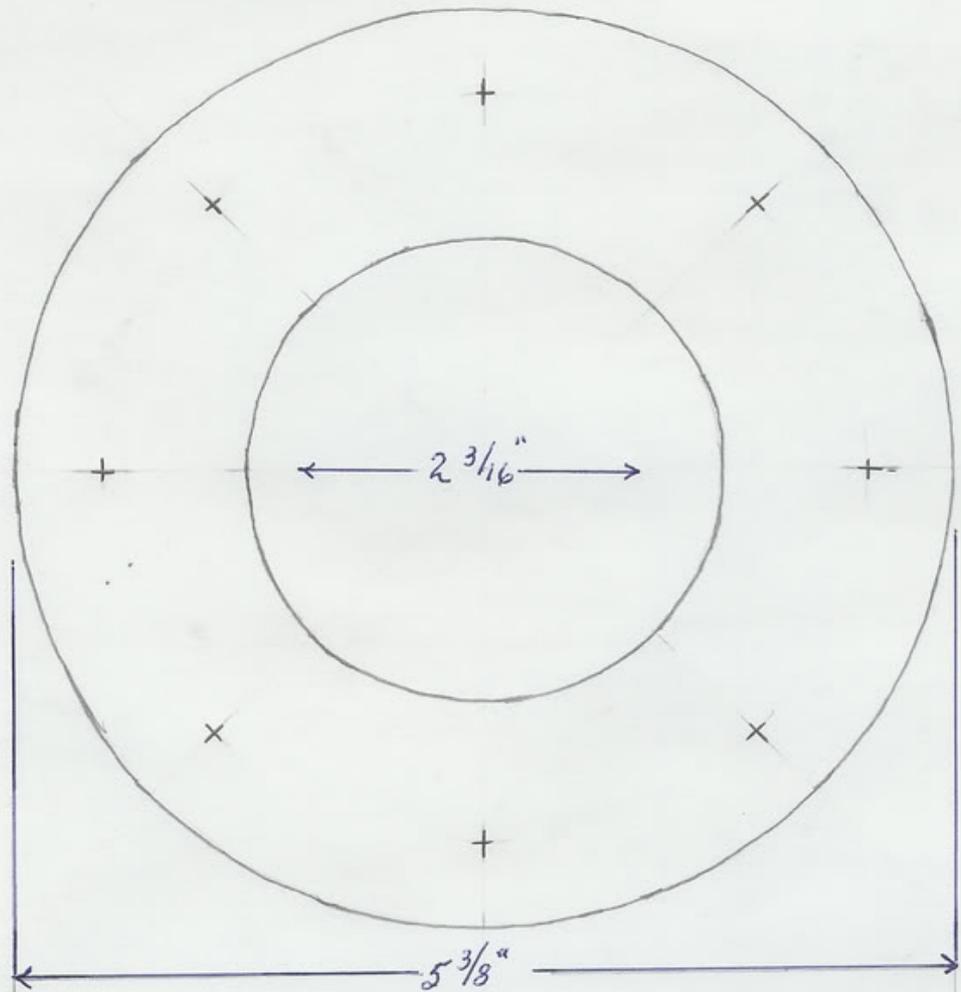
Instead, I used them and made up a 3/8 in aluminum spacer for the sprocket side. The spacer has 8 equally spaced holes for 12mm bolts. Four are used to mount the spacer to the wheel using the original studs. The other four are used to mount an aluminum four hole RD sprocket that I had Sprocket Specialties make using 33 teeth. When you get the sprocket you have to drill four additional 1" holes in it to allow the spacer nuts to recess into the sprocket. I made the holes 1" so that a socket could fit the hole to remove the spacer nuts if I ever had to take the wheel apart although holes just big enough for the nuts would be fine. This may sound complicated but it really isn't. You can do the same for the disk brake side, or even easier, bolt the disk to the wheel and make up an offset brake torque arm like I did. Both ways work well but the brake spacer is for more work. Here' a diagram of the sprocket spacer and offset torque arm.



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R D 400 REAR SPROCKET SPACER
3/8" THICK ALUMINUM



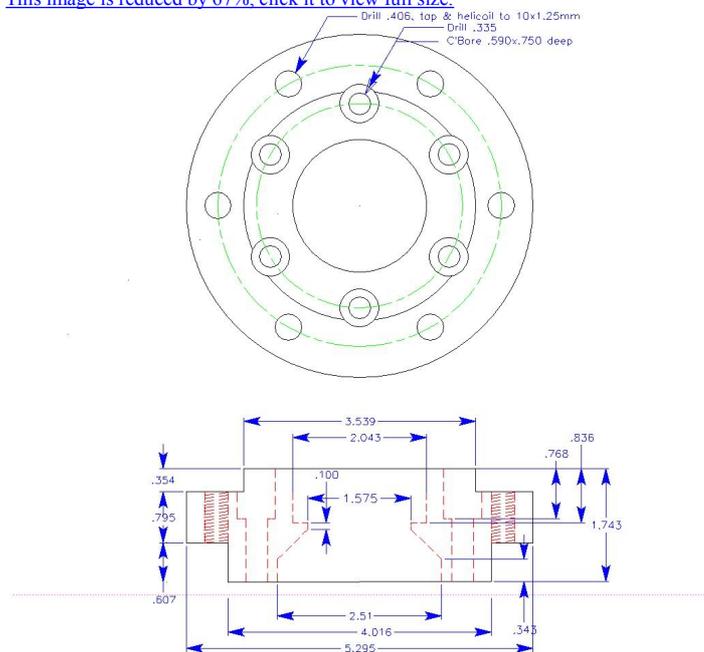
REQUIRES (8) 12mm HOLES 110mm ON CENTRE

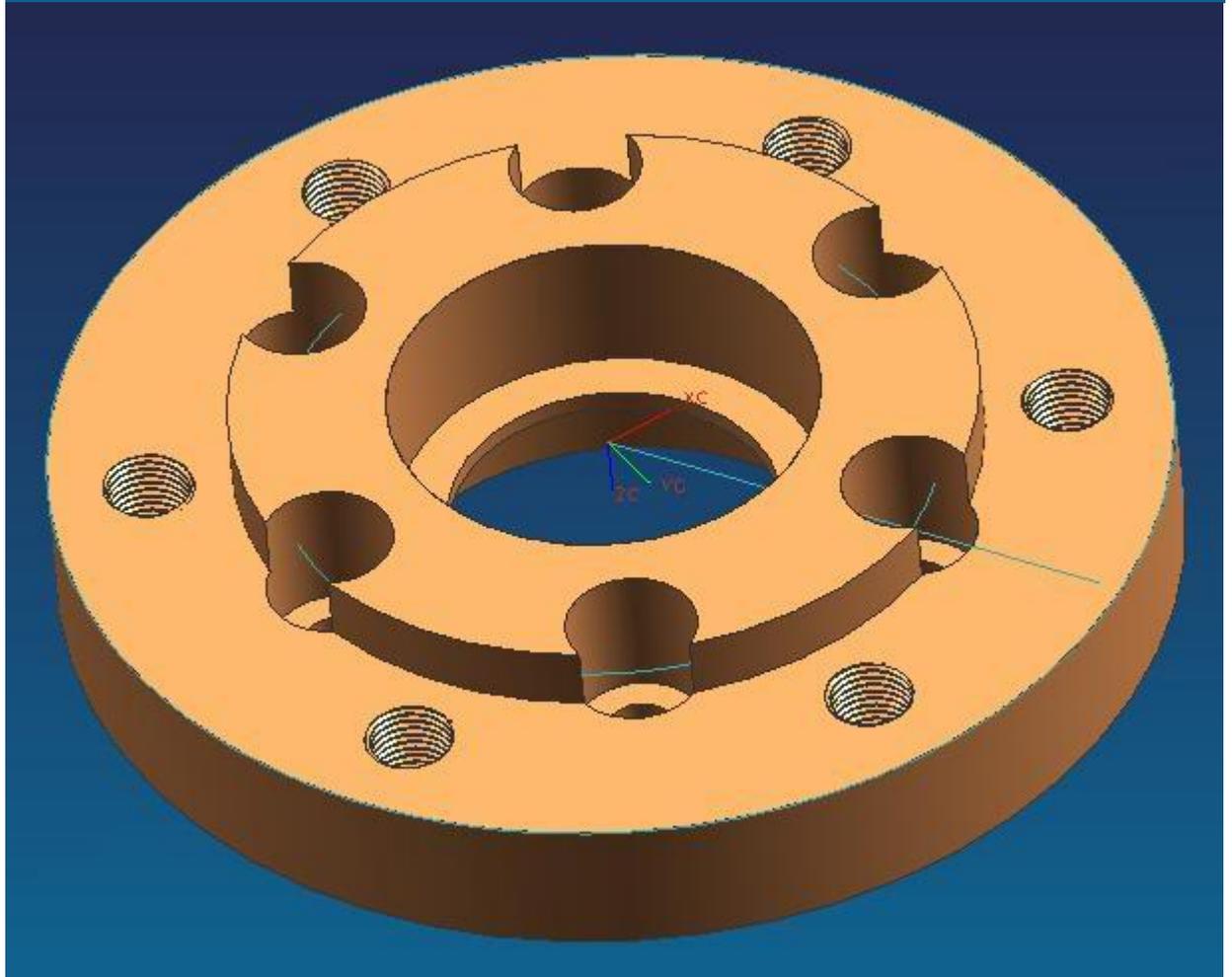
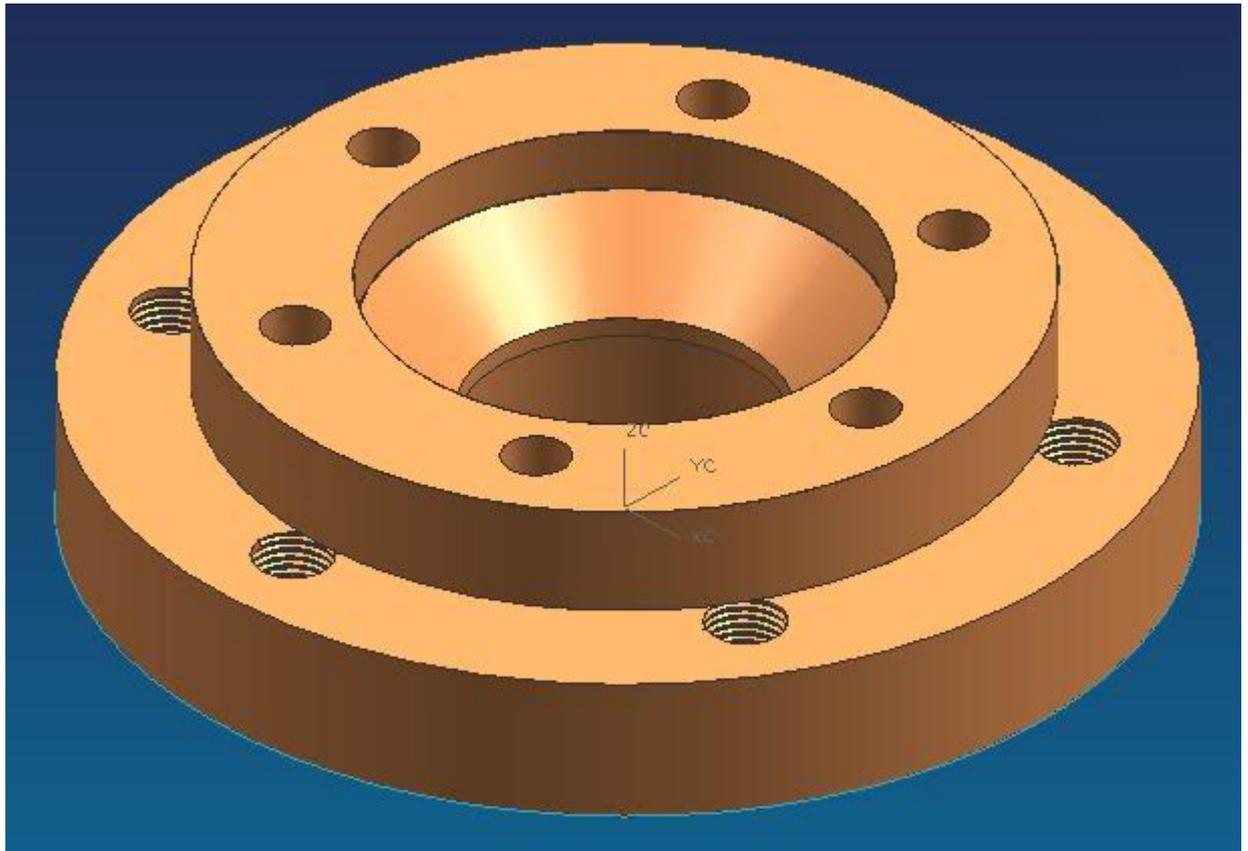
Converting 19" front to a Rear

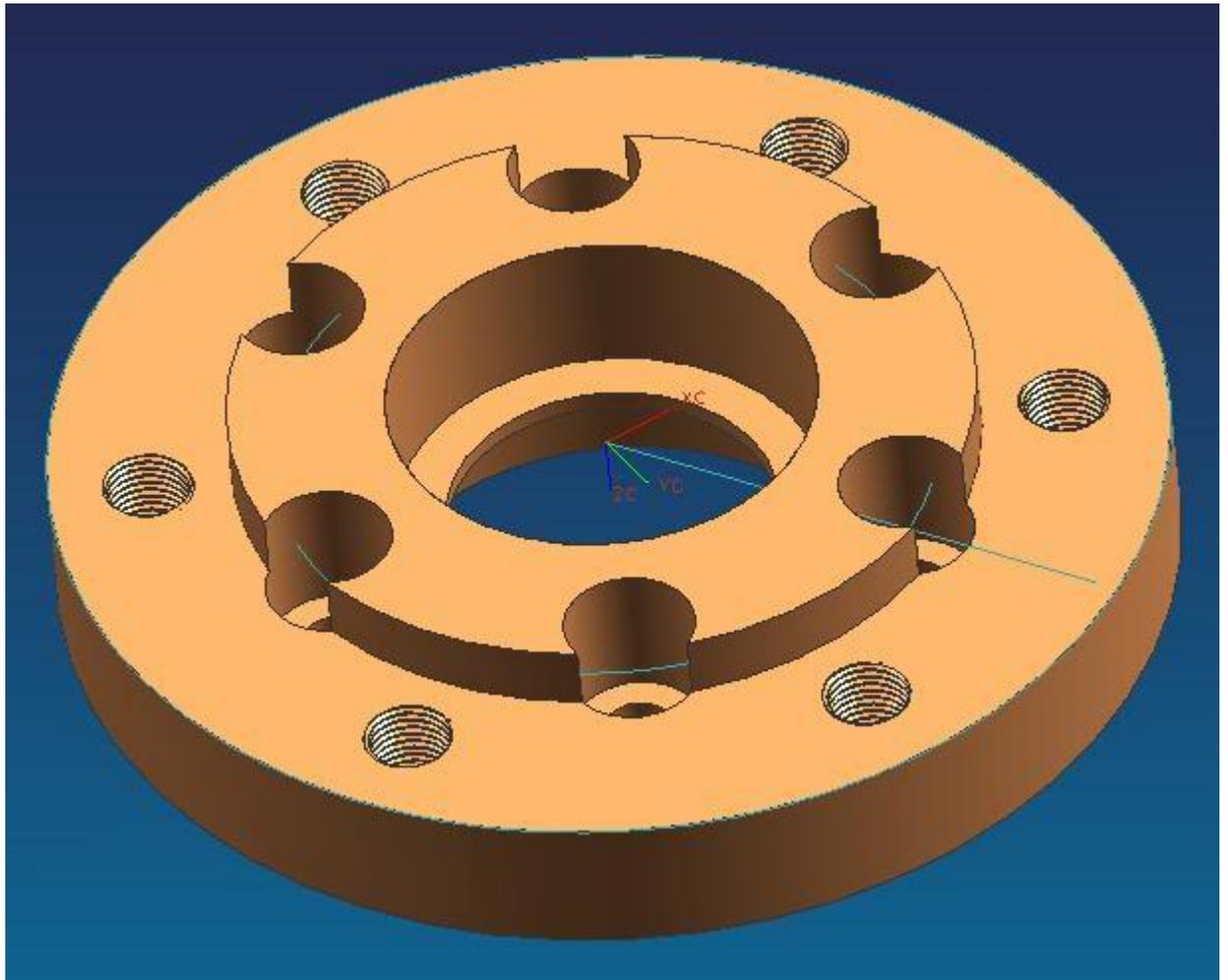
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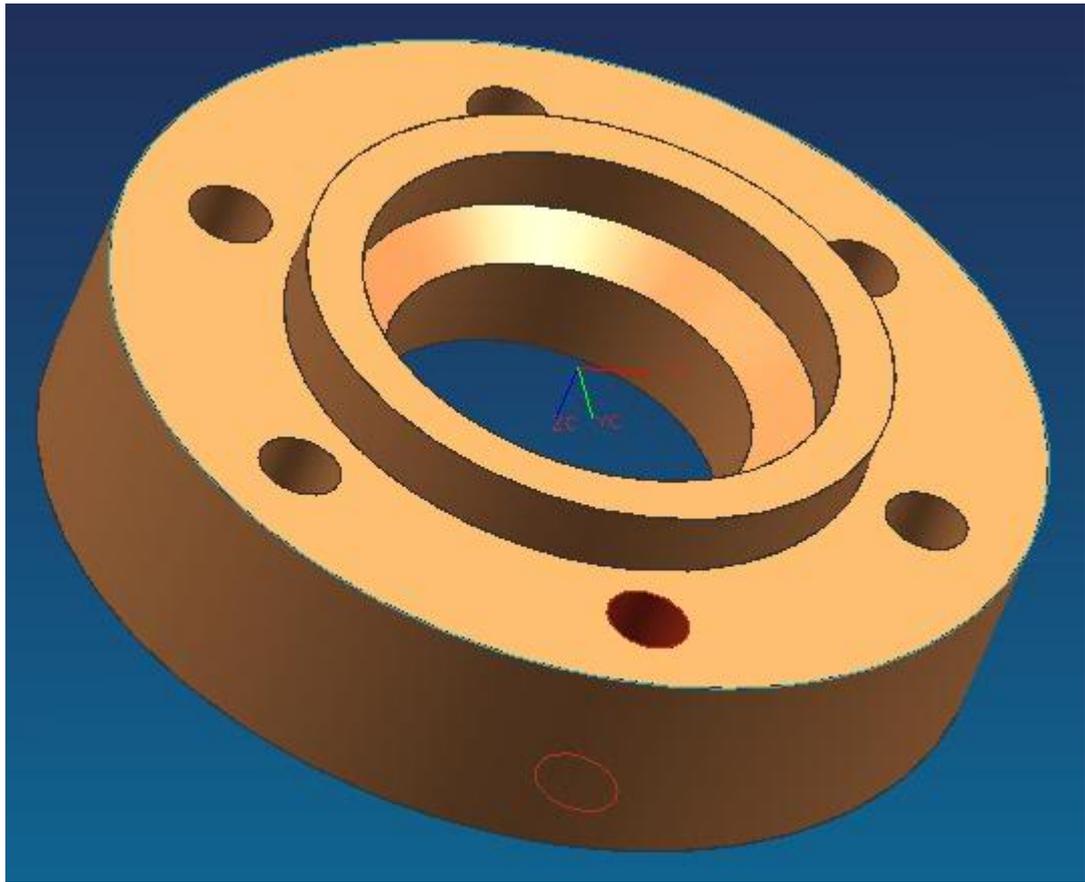
If you have access to a lathe or have a friend with one here are some pics of the conversion parts with measurements. If you decide to buy a set, I also suggest Jim as he is a true gentleman who continues to race in his 60's. I don't think you can go wrong with him. Suggest you sign up at flattrack.com on the forum and PM him or simply make a post under the Tuners forum and Jim will get back to you.

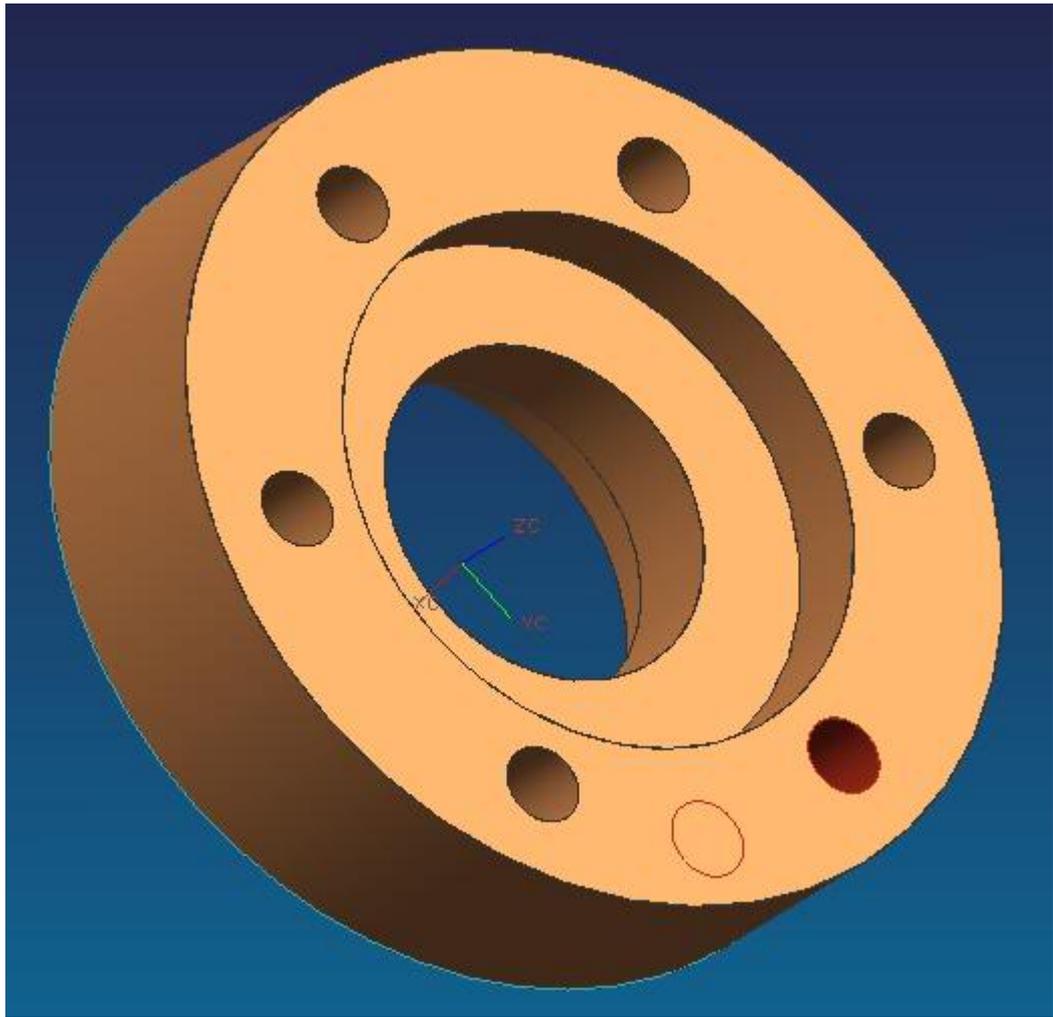
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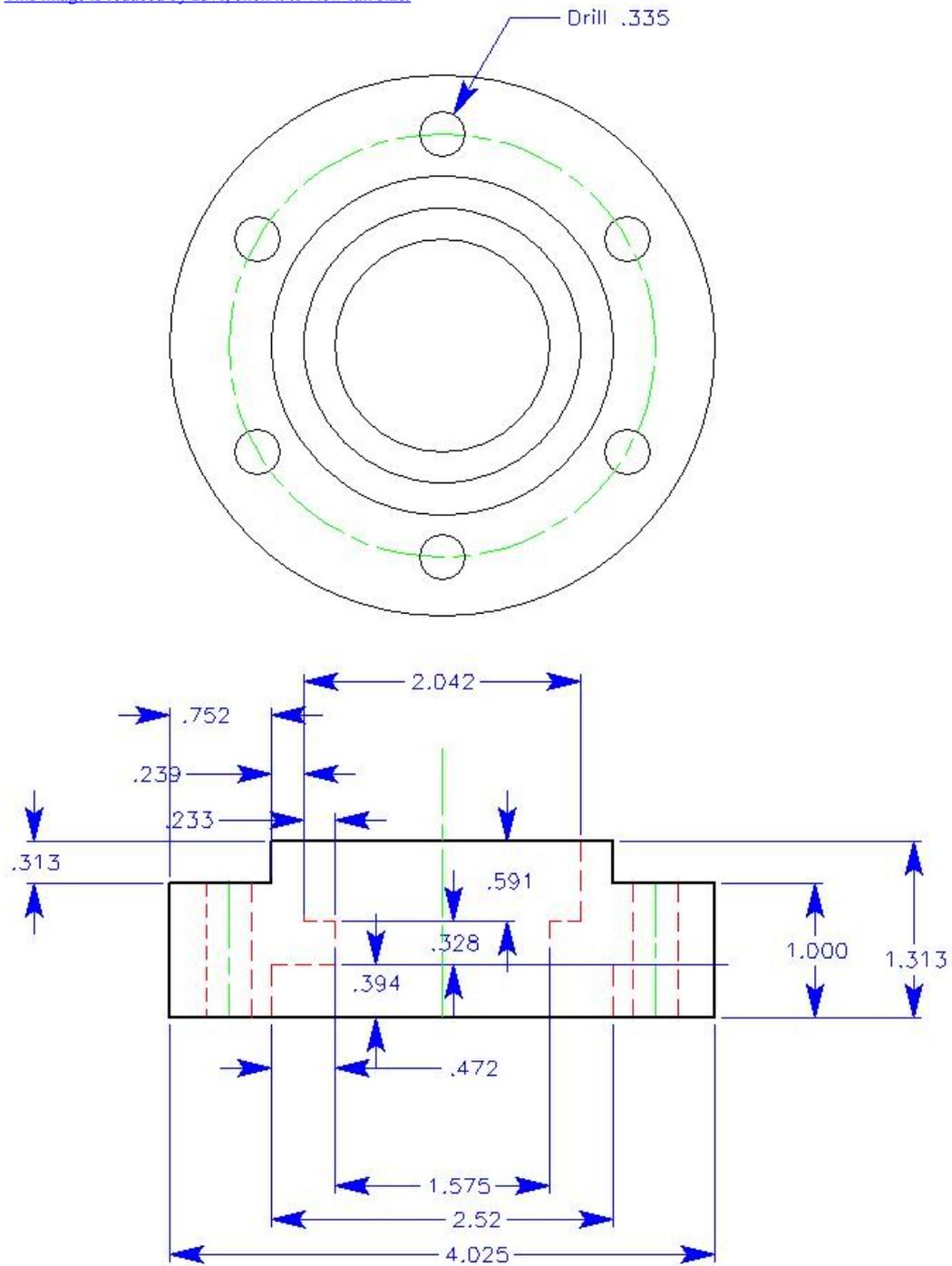








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