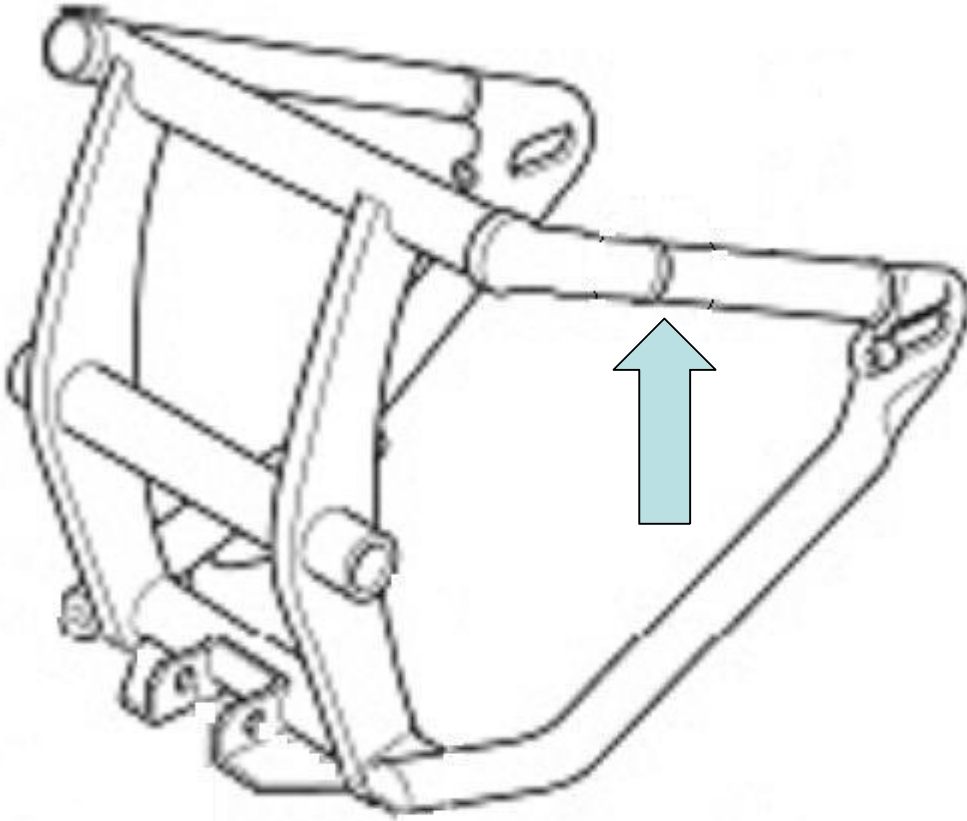


## Velcro Tape Fix for “The Clank”



The source of “The Clank” is the point where the upper belt guard contacts the upper swing arm. The upper belt guard is shock-mounted using rubber washers. This allows the belt guard some “wobble room” to flex when there is movement in the swing arm and drive belt. When riding over an uneven road surface, the motion of the swing arm is sufficient to jar the belt guard. The jarring motion inevitably causes the belt guard to come into contact with the upper swing arm, resulting in “The Clank”.

Looking at the swing arm tubing from the left side, there is a sideways “V” that ends at the rear axle. Follow the upper part of the “V” from the axle up towards the pulley and you will see a welded joint, just above the belt guard (see arrow in illustration above). Using 3/4-inch black 3M velcro tape (“hooks” on one side and “loops” on the other, so it sticks to itself), tightly wrap the swing arm tube two (2) full times, just below the weld joint.

You’re finished. No more clank!

I used the 3M velcro as an experiment to isolate the issue, but I’m going to leave it as is for now. You can always use a felt, stick-on pad to make it less noticeable.

As an aside, also check the adjustment of your shock/spring preload. My Road\* came out of the box with the shock/spring pre-load adjusted to the MINIMUM (soft) setting (42.5 mm). I re-adjusted the pre-load to the STANDARD (45.5 mm) setting and now have a much smoother ride with a lot less bounce!