

Carbon Fibre Wheels for Suzuki GSXR1000

I finally managed to get the Dymags Carbon Fibre CA5's on the bike. The 530 sprocket I needed only arrived a few days before I left on vacation so I had no time to do it before Xmas.

The wheels look great on the bike. Don't mind the road dirt grime on my K6 – she loves it. There is no indication of what way to fit the front wheel so I hope I have done it correctly, if it even matters – I will have to confirm with Dymag on this. It looks 'right'. Transferring over the brakes, disks and changing the rear sprocket was as simple as would be on stock wheels and everything fitted beautifully. The fit/finish is not as elegant as the stock wheel at the hub as these hubs are no doubt generic to allow them to work with many bikes. I test fitted the rims only before changing the tyres to see if anything was missing/wrong but everything seemed fine so I proceeded to the tyres.

The fitting process was astonishingly simple. The tyre literally slipped on by hand with almost no mechanical effort besides a bit of coaxing by two mechanical levers (I fit my tyres with a manual bead breaker tool and a manual static wheel balancer). With the tyres sufficiently lubed up, the tyre bead actually pushed past the rim when I was trying to slip the second bead over the rim – I thought that maybe the Dymag rims were too small and I may have been delivered a set of 16.5inch wheels! This was with a set of Michelin Pilot Road 3's which are a lot stiffer than most other sports based tyres. Turns out it's a design feature of these wheels with an extra deep wheel well that allows the bead to sit well recessed into the opposite side of the one you are trying to lever over the rim.

Balancing was a piece of cake too with a nice flat surface to place my adhesive weights. I never checked to see if the wheels were statically balanced before I fitted the tyres though – my bad. Am sure they're pretty good though as I had to add a similar amount of weight compared to the stock wheels.

The rear wheel comes with captive bearings which require no spacers so is a doddle to fit but the front wheel still needs the throttle side spacer to work in conjunction with the axle shoulder so it is a bit harder to fit than normal. This is because neither wheel comes with the stock style bearing dust seals so there's nothing to hold the spacer in place when fitting the wheel. Also, I have my reservations about how much dust and grime will get at the Dymag bearings too – we shall see later.

As far as riding impressions go, I have only ridden twice to work and around Yarra Bend Park at under 130km/h, so these are very early impressions only. The effort to flick from side to side is noticeably reduced as is turn-in speed compared to before. The bike is a bit fidgety on the highway from the reduced stability compared to the higher inertia stock wheels provide, so it will take a bit of rider recalibration to be able to keep the bike on a steady course.

The suspension seems to feel a bit more supple, no doubt a product of having a significantly less unsprung mass to deal with. The bike seems to get off the line a little quicker, and more easily and with less throttle. Braking seems slightly better as if the front is pushing a little bit less.

No idea about wheelie prone-ness yet, or stability in corners, but that will come after a day out with the Club. The bearings feel smooth and the wheels feel totally solid – I will see how this translates at higher speeds later.

Overall the bike just feels a lot smaller. I will need to readjust my riding style as she's a lot more sensitive to steering inputs than before. You can flick her in to turns later, roll over faster, and reduce your turn-in radius all in one go, and it requires a lot less effort. I may need to adjust the geometry as the bike feels a little too tippy now especially after I had previously upped the rear ride height 9mm to compensate for the slower steering Pilot Road 3's. You can tighten up a line much easier than before, so safety-wise, it may be a benefit too if you need to tighten up your line suddenly. All this is with the Pilot Road 3's too – imagine with a set of sporty, lightweight hoops! It may be even better.

Purchase justified – now to get the last bits done on the K8 so I can get the Ohlins advantage too!