

Installation Guide

Dirt Bike Front Wheel Bearings Installation Guide

*As always, these instructions are a general guide to help you. Always check with your service manual for your machine to make sure that you have a clear understanding of the setup. If you are not experienced with installing parts on your machine, Boss Bearing always recommends taking your machine to a mechanic to ensure proper installation. You can buy the bearings through us, save a few bucks, and take them to your local mechanic to be installed!

Instructions:

*It is important to make sure you clean your machine to prevent any problems going forward with the installation.

*Please be sure to follow the instructions thoroughly! If the steps to replacing any parts on your motorcycle or ATV/UTV are done improperly, this can lead to parts failure or possible injury.

Before you Start:

It is important to make sure you clean your machine to prevent any problems going forward with the installation. Please be sure to follow the instructions thoroughly! If the steps to replacing the front wheel bearing on your Dirt Bike are done improperly, this can lead to parts failure or possible injury. First, inspect your bike for any possible loose or worn parts: stem bearings, triple tree pinch bolts, etc.

Remove the Old Bearing:

You can now move on to installing the front wheel bearing. If there is any indication of rust forming on your front axle, polish it with sandpaper to smooth the rust away. This is also a good time to check and make sure your axle is not bent from any rough terrain riding.

Remove the old seals with a flat screwdriver or a seal removing tool. Then remove old bearings with a flat tip punch and hammer from the opposing side of the wheel. Clean the wheel/hub of all possible dust, dirt, and debris that could cause premature wear on the new parts.

Install the New Bearing:

Before you install the front wheel, bearing apply a small, thin amount of grease on the axle. Also, make sure the pinch bolts are loosened up.

Using a bearing driver, (or socket the same size as the outside diameter of the bearing), and a hammer, drive the new bearing out starting with light tapping working it deeper into the bore until the bearing is seated.

Flip the wheel to the other side and repeat the process.

Be sure to reinstall the bearing center spacer tube, or the bearings will prematurely fail.

Once that is finished, be sure to tighten up the axle nut, and then tighten the left side axle pinch bolts. Be careful when tightening the pinch bolts: tighten the bolts evenly, usually about 12-16 ft-lbs. If the bolts are too tight, they can eventually cause the axle to bind in the future. Once the left side bolts are tightened, you can now fully turn the axle nut.

After all of this is finished, the axle, front wheel, and collars should be tightened on the left fork side, and the right side should be loose and able to float on the axle. Now you are able to align the right fork side for the final step.

To start, make sure the right fork axle lug can move with ease a few millimeters to the right and to the left over the axle without struggle. Once you can see that the axle lug is moving with ease, you can compress the front forks 2-3 times, allowing the fork leg to align itself on the axle. When the fork leg is then aligned, twist the right axle pinch bolts to the manufacturer's specifications.

Once finished, check to be sure you did not spread your brake pads while installing the wheel.