

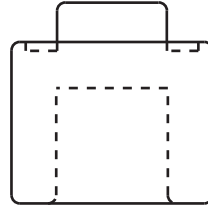


Assembly/Disassembly Instructions
-Quick Reference-



TOOL LIST

**Tool #1:
Garlock flange press tool**



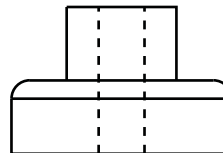
**Tool #2:
Garlock flange press tool shaft**



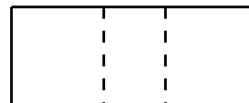
**Tool #3:
Garlock flange press tool backing**



**Tool #4:
Main pivot bearing tool**

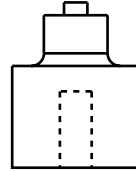


**Tool #5:
Main pivot bearing tool backing**

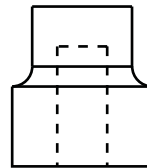


TOOL LIST

**Tool #6:
Dog Bone bearing tool**



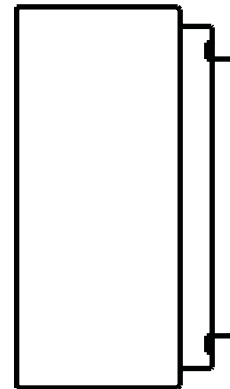
**Tool #7:
Dog Bone bearing tool backing**



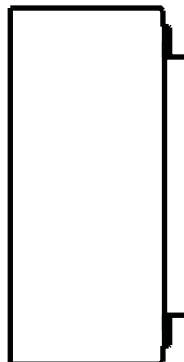
**Tool #8:
Main pivot pin tool**



**Tool #9:
Non-drive side eccentric bearing tool**



**Tool #10:
Drive side eccentric bearing tool**



PROCEDURE

- 1) With a 5mm allen key, remove the upper and lower shock bolts and remove the shock from the frame.
- 2) Remove the left and right side crank arms. **Note: If you will be removing the eccentric for replacement or cleaning, the bottom bracket must also be removed at this point.**
- 3) Remove the 3 - 2.5mm allen lock ring bolts from around the eccentric lock ring.
- 4) Using a standard pin tool in the non-threaded adjustment holes, unscrew the lock ring and remove it completely from the assembly.
- 5) With a 3mm allen key, remove the bolts from each end of the dog bone, starting with the eccentric end.
- 6) Pivot the swing arm up and remove the dog bone.
- 7) Inspect the dog bone bushings and replace if needed. Depending on the model, drift out the shorter bushing first and then the longer bushing. **Note: Some models use equal length bushings.** Use tool #6, #7 and a bench vice to reinstall the new bushings.
- 8) With a soft mallet, tap out the Idrive eccentric assembly from the drive side of the eccentric housing.
- 9) Inside the eccentric bearing housing, remove the c-clips from the backside of each cartridge bearing.
- 10) Drift out each bearing by tapping lightly and evenly around the O.D. race of the bearing. **Note: Be careful not to damage the bearings.**
- 11) With a 5mm allen wrench, remove the retaining bolt and the pivot end caps from the main pivot.
- 12) If the swing arm does not pivot smoothly, or has some play, the garlock bearings need to be replaced. Slide the non-tapered end of tool #8 into the I.D. of the main pivot and drift out the pivot pin with a soft mallet.
- 13) Pull the swing arm away from the frame.
- 14) Inspect the pivot pin and needle bearings or bushings (depending on model).
- 15) Using a drift, drive out the needle bearings or bushings (depending on the model) from the main pivot. **Note: Always replace these bearings with new ones after removing.**
- 16) Clean the main pivot and apply a thin film of grease. Avoid lithium based greases.
- 17) Using tool #4, #5 and a bench vice, press the new main pivot bearings into the frame. **Note: Needle bearings should be flush with the outside of the frame.**
- 18) Grease the needle bearings with a non-lithium based grease.

PROCEDURE

- 19) Inspect the garlock bearings on the rear triangle, looking for excessive wear.
- 20) Using tool #7 or a 5/8" socket, drift out the worn bushing and clean the hole.
- 21) Apply a thin layer of grease before reinstalling the garlock bushing. Use tool #1, #2 and #3 to press the garlock bearing into the main pivot on the rear triangle. **Note: Press these into the rear triangle from the inside going out.** Flange should mate with the main frame.
- 22) Hold o-rings around the outer diameter of the main pivot.
- 23) Position the rear triangle onto the main frame, careful not to pinch the o-rings or damage the surface on the garlock bearings. Line up the pivot hole with the bushing hole.
- 24) With a soft mallet, drive the pivot pin into the main pivot with the tapered end of tool #8 going in first. At this point, the pivot pin should be installed on the non-tapered end of tool #8 as it's being driven into the frame pivot.
- 25) Install the outer main pivot o-ring and pivot end cap. Tighten to 7.5 ft/lbs with Loctite 242 on the bolt threads.
- 26) Install the eccentric c-clips into the grooves on the I.D. of the eccentric housing.
- 27) Apply a thin layer of Loctite 242 to the O.D. of the eccentric bearings. Using tool #9, #10 and a bench vice, press in the eccentric cartridge bearings.
- 28) Install the eccentric from the drive side of the frame. **Note: You may have to tap it in with a soft mallet until it seats.**
- 29) With a pin tool, (on non-threaded holes only) thread the lock ring on to the eccentric BB shell until it is snug.
- 30) Refit the dog bone to the main frame with the M4 bolt. Rotate the eccentric forward until it lines up with the dog bone and thread in the M4 bolt. Torque both bolts to 4 ft/lbs.
- 31) Install the desired bottom bracket to manufacturer's specifications.
- 32) Install the right crank arm. **Note: You will be using this to check for bearing play. Tighten or loosen the lock ring with the pin tool as necessary.**
- 33) Once the correct adjustment has been reached, line up the threaded holes on the lock ring with the indents in the eccentric. **Note: Always thread the lock ring clockwise for aligning the threaded hole and indent.**
- 34) Apply Loctite 242 to the 3 lock ring bolts and install. Make sure the washers are included in the installation and space them apart equally. Torque to 2ft/lbs.