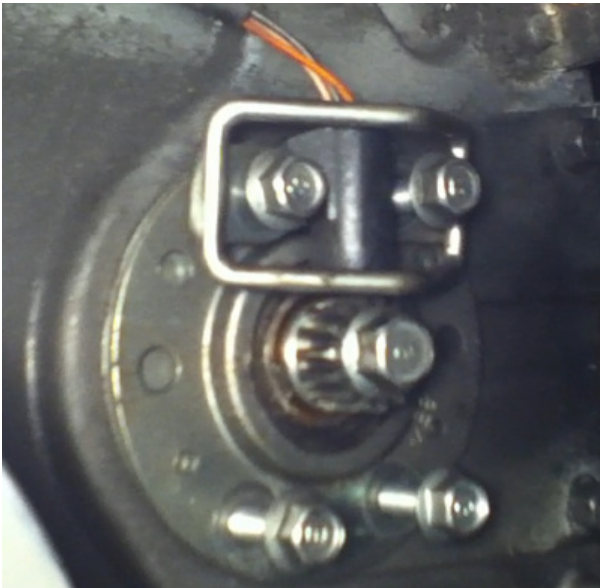


Repack Bearings

Tools/Supplies you will need:

- 12 mm socket with ratcheting wrench.
 - Dental tool or something pointy to pop the seal off
 - Something to pack grease into the bearing
 - Grease (I use the Bel Ray Waterproof Grease)
 - WD-40
1. First thing to do is take off the clutch cover and the bottom left body plastic
 2. Put the parking brake on.
 3. Remove the 4- 12mm bolts securing the speed sensor, bracket and the disk.
 4. You can now get to the bearing. Pop the seal off and wash the balls with WD 40. I also use a Q-tip to take the big stuff out before spraying. I let whatever was in there break down with the WD 40. I use an air compressor to push as much of the WD-40 out of the bearing as I could. I also turned the track and was able to dig more of the old grease out of there.
 5. You are now good to put the new grease in the bearing.
 6. Now you push the seal back on, replace the disk, put the speed sensor and bracket. I could not find a torque spec so I just made it snug.





Bearing behind the secondary clutch;

Tools/Supplies you will need:

- 22 mm sockets with ratcheting wrench
 - Torque wrench
 - Dental tool or something pointy to pop the seal off
 - Something to pack grease into the bearing
 - Grease (I use the Bel Ray Waterproof Grease)
 - WD-40
1. First thing to do is take off the clutch cover and the bottom left body plastic.
 2. Put the parking brake on.
 3. Remove the belt and use the 22mm socket to remove the secondary clutch bolt. It is very important to keep track of where the washers are and to reassemble them the same way.
 4. From here you can just pull the clutch right off the shaft. There is another washer back there, make sure you don't forget it.
 5. You can now get to the bearing. Pop the seal off and wash the balls with WD 40. I also use a Q-tip to take the big stuff out before spraying. I let whatever was in there break down with the WD 40. I use an air compressor to push as much of the WD-40 out of the bearing as I could. I also turned the track and was able to dig more of the old grease out of there.
 6. You are now good to put the new grease in the bearing.
 7. Now you push the seal back on, replace the washer, put the clutch back on. Make sure the washers are in the same place as they were when you took off the bolt. Torque the bolt to 43 Ft. Lbs.
 8. Remove the bolt on the secondary and it will slip right off the shaft. Keep track of the washer locations (The belt should be removed but the first set of pictures I took did not turn out so I just took the bolt off to take another picture.





<http://www.ty4stroke.com/viewtopic.php?t=98688&sid=92e74abdc31eba5adb93971f7cfac70>