

Bevel box to swingarm needle roller bearing

(TRA11092, TRA11093, TRA11094)

FITTING ADVICE

- 1) **IMPORTANT:** Before refitting the bevel box onto the swing arm make sure that the gaiter is in good condition. Ingress of water, salt and dirt can cause seizure and potentially dangerous failure of the bearing. Remember – these bearings hold the complete rear wheel assembly onto the bike.
- 2) Fitting of the female bearing to the bevel box is made easier and less likely to result in damage to the component if the bearing is cooled in a domestic freezer before fitting. This method can also be used on the pivots for their initial fitting to make them easier to tighten into the female side.
- 3) Before fitting, lightly smear grease on the bearing surface of each pivot with the grease provided.
DO NOT PACK THE BEARING WITH GREASE PRIOR TO ASSEMBLY AS THIS CAN CAUSE HYDRAULIC LOCK AND BREAK THE BEARING CUP. After assembly the bearing can be greased as much as required using a grease gun without danger of causing damage. (See point 5)
- 4) The pivot bolt (i.e. the pivot with the integral head) should be fitted first and tightened to the torque specified for your model. **DO NOT OVERTIGHTEN.** The pivot stud (i.e. the pivot with the lock nut) should be fitted after the pivot bolt, tightened **GENTLY** until it bottoms out in the female half of the bearing and then slackened off by a quarter of a turn.
- 5) **IMPORTANT:** Following assembly, use a grease-gun loaded with multi-purpose grease to grease each pivot. As with the standard component, leaving the bearing ungreased can lead to seizure and potentially dangerous failure.
- 6) **IMPORTANT:** Periodically grease the bearing at the service intervals specified for your machine. Service intervals for two valve R series & K100/1100 are every 5,000 miles or annually – whichever is soonest and R1100/1150/K1200 every 6,000 miles or annually – whichever is soonest. Each pivot comes with a grease nipple fitting and a blanking bolt and washer so greasing is a simple process. Use the blanking bolt on the road and only fit the grease nipple when servicing the bike. As with the standard component, leaving the bearing ungreased can lead to seizure and potentially dangerous failure.

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