

## Bearing Carrier General Tutorial

Bearing carrier installation is generally easy and does not require detailed instructions. There are a few lingering questions that a few ATV owners might ponder. Here is a general tutorial that might answer some of those questions.

- 1) Remove the axle by loosening the Durablue Posi-Lock nut. If there is a snap ring, rotate the nut so that the inner sleeve threads into the big nut creating a 1/16" space between the C-clip and Posi-Lock threaded inner sleeve. Use two large flat tip screw drivers together to pop the C-clip out of the groove. Un-bolt the brake caliper, lift clear of the rotor and slide the brake hub off the axle. If the nut is on the sprocket hub side, remove the chain and slide the sprocket hub off the axle.
- 2) Un-bolt and remove the old bearing carrier.
- 3) Install the new bearing carrier in the reverse order.
- 4) Smear some engine oil on the housing seals to create a dust barrier and help prevent premature seal wear. This is important.
- 5) Slide your axle through the bearing carrier. Make sure the housing oil seals ride on the sealing surfaces of the sprocket and brake hubs. If they do not, reposition the seals, making sure they are "square" in the housing. Reinstall the Posi-Lock nut as it was before removal. If you have forgotten, look for photos on [www.durablue.com](http://www.durablue.com). In general, the flat side of the Posi-Lock nut goes against the brake/sprocket hub. The open end of the nut faces out to the end of the axle. Rotate the big nut, holding the inner sleeve still. The inner sleeve will come out of the nut until it covers the top of the C-clip. If you put the Posi-Lock nut on backwards, it will push the C-clip out of the groove.
- 6) How tight should the Posi-Lock nut be? This is very important. Some manuals say you need to tighten the nut to 100 foot/ pounds. This is wrong. If you tighten the Posi-Lock nut to 100 foot/pounds you may crush the tube located between the bearings and/or the nut itself. Your bearings could fail in about a month. The inner sleeve spacing is critical to bearing health and longevity. Remember, the purpose of the Posi-Lock nut is to keep the axle from moving back and forth in the carrier. You just need to get the Posi-Lock nut snug. Don't kill it. If you notice that the Posi-Lock nut assembly rotates, that is ok as long as there is no end play in the axle.