

# EE Honda CR/CRF/CRF-X Rear Wheel Bearing Installation Instructions

- 1 Place motorcycle on a stand so that the rear wheel is off the ground.
- 2 Using a 27mm socket remove the rear axle nut and slide rear axle out of the swing arm and rear wheel. Lift chain off of sprocket and slide wheel out of the swing arm.
- 3 Pull the wheel spacers out of the grease seals on both sides of the hub. Use a long screwdriver or narrow pry bar and pry the seals out of each side of the wheel.
- 4 Now you will need to remove the retaining ring on the brake rotor side of the wheel. (Figure 1) The easiest way to do this is with a special tool. We recommend the EE retaining ring socket/seal driver part # 22-1002. First put the EE tool on a ½" drive ratchet. Next push the socket into the retaining collar ring (Figure 2) making sure to engage the pins on the EE tool (Figure 3) with the slots in the retaining ring (Figure 1). Loosen and remove the retaining ring by turning it counter clockwise. **NOTE: It may be necessary to apply a small amount of heat to the hub around the retaining ring to loosen any thread locking agent that was used during assembly.**

5 Insert a long punch (with a good square edge) through the brake rotor side of hub and into the center of the wheel bearing, and push up against the inner edge of the bearing on the sprocket side of the wheel. (Figure 4) Using a hammer, tap the punch around the entire circumference of the bearing until both sprocket side bearings completely slides out of the hub. Turn the wheel over and remove the brake rotor side bearing in the same way.

**NOTE:** It may be necessary to tap on the punch sideways at first to knock the center aluminum sleeve off center so that you are able to get the punch on the edge of the bearing.

6 Clean areas where bearings will be inserted back into hub and apply a thin coat of grease around the machined hub surface. Tap the first bearing on the sprocket side of the hub into the machined hub surface, making sure to keep it square with the hub as it goes in and only tap on the outer race of the bearing. Once you get the bearing flush with the outer edge of the hub, use a socket or piece of pipe that is just smaller than the outside diameter of the bearing to finish tapping the bearing into the hub. Now tap the second bearing on the sprocket side of the hub into the machined hub surface in the same manner. Make sure to tap the second bearing all the way into the hub so that it is up against the first bearing.

7 Thread the bearing retainer ring (Figure 5) into the hub, and then, using the EE retaining ring tool, tighten it to the motorcycle manufacturers recommended torque specs. Use the top side of the EE tool as a seal driver (Figure 6). Place the seal over the wheel bearing with the spring of the seal facing in towards the center of the wheel. With a hammer, tap on the EE tool to drive the seal in the wheel hub. Push the new spacer into the center of the grease seal.

8 Take the original aluminum center bearing sleeve (Not Supplied) and place it in the center of the hub, aligning it over the sprocket side bearings you just installed. Make sure that the sleeve is not worn or cracked (If so replace it), because that would put additional strain on your new bearings and then they may fail prematurely. Tap your brake rotor side bearing into the hub on top of the center bearing sleeve, making sure to keep in square with the hub as you tap it in, and only tapping on the outside bearing race. Use the top side of the EE tool as a seal driver (Figure 6). Place the seal over the wheel bearing with the spring of the seal facing in towards the center of the wheel. With a hammer, tap on the EE tool to drive the seal in the wheel hub. Push the new spacer into the center of the grease seal.

9 Slide wheel back into swing arm and reinstall axle, adjuster plate and axle nut. Torque axle nut to motorcycle manufacturer's torque specifications. Pump rear brake pedal to make sure brake pads are seated to disc and stopping properly.

**Warning:** The bearings will be damaged during the removal process and should not be reused. The hammer blows transmit their impact through the balls causing small flat spots, which will cause the bearing to quickly fail if reused.



FIG 1

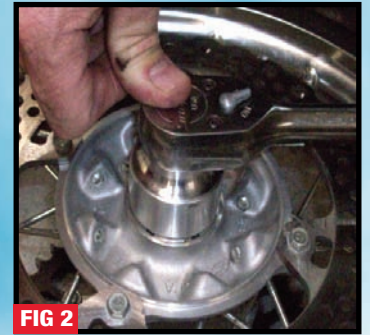


FIG 2



FIG 3



FIG 4



FIG 5



FIG 6

## WARNING AND DISCLAIMER

All parts manufactured, designed or sold by Enduro Engineering, Inc. (EEI) are to be installed by a licensed motorcycle dealer or a licensed motorcycle technician. Motorcycles can be dangerous. Serious injury, death and property damage can result from the use of motorcycles. This risk is increased by improper installation or misuse of after market parts. EEI's customers must exercise good judgment in the use, control, alteration, part selection and installation, and maintenance of their motorcycles. In the event of a possible defect in material or design, or any other defect in a part manufactured, designed or sold by EEI, the responsibility of EEI is limited to either a refund of the purchase price or the replacement of the part if EEI determines the part to be defective, and subject to EEI's inspection of the part within thirty (30) days from the date of purchase. (Note: any attempted repairs or modifications made to EEI products will void this limited warranty). EEI, under no circumstances will be responsible for incidental and/or consequential damages, property damage, personal injury damage, or damage, injury, cost or expense of any kind or nature whatsoever. By purchasing an EEI product or a product sold by EEI, you (1) acknowledge the above disclaimer and agree to its terms; (2) agree that any claim brought against EEI arising from and/or pertaining to or otherwise related to a part manufactured, designed or sold by EEI must be brought in the Michigan State Courts located in the County of Ingham or in the Federal District Court for the Western District of Michigan and that Michigan law shall apply on all issues; and (3) any claim against EEI must be brought within one (1) year of purchase of the product. EEI makes no other warranty, express or implied, including without limitation any warranties of merchantability and fitness for a particular purpose. R.JRF.Sec.randt.warninganddisclaimer.5 2 08

## INSTRUCTIONS, WARNING AND DISCLAIMER

**WARNING:** Failure to read these warnings and follow these instructions could lead to loss of control of the motorcycle, an accident, severe injury or death.

**WARNING:** Do not ride with loose or worn wheel bearings or wheel bearing components. Always check the fasteners for tightness and that the wheels are free moving and in proper working order before every ride. Loose, worn or inappropriately installed wheel bearings may result in loss of control, injury or death.

**CAUTION:** Use only genuine Enduro Engineering replacement parts if any of the wheel bearing components become worn or damaged.

**Instructions:** Carefully and closely follow the installation instructions provided with these wheel bearings. If you are not qualified to properly install this product, have the wheel bearings installed by a licensed motorcycle technician.

If you have any questions regarding the use, fit or installation of this product, please contact your local Enduro Engineering dealer, call us at (517) 393-2421 or email us at [info@enduroeng.com](mailto:info@enduroeng.com)



QUALITY OFF-ROAD MOTORCYCLE PRODUCTS

## INSTRUCTIONS

EE Honda CR/CRF/CRF-X  
Rear Wheel Bearing  
Part# 16-660