



JOURNAL BEARING ROUTINE MAINTENANCE

ROUTINE MAINTENANCE ::

To lubricate your pivots via the zerks, you will need a micro-needle grease gun. There are a few on the market including the WTB Grease Guard, Pedro's Syn-Jection, Manitou Microlube, and models from Dualco. They all have the small "needle" point used on all bike-type zerks and are widely available.

Grease the pivots once every 10 hours of wet riding or less frequently in dry weather. The pivots have extremely tight tolerances and the rubber o-ring seals do a good job at keeping debris out. When you do get ready to grease, make sure to clean the zerk out well with a toothbrush or nappy rag before greasing so you don't push any dirt from the mouth of the zerk into the pivot. Use Manitou Prep-M or a similarly thin viscosity grease (Turner recommends Prep-M). The pivots are manufactured with extremely tight tolerances and grease that is thick and viscous may not be uniformly distributed through the pivot.

Because the chain stay bridge is in the way, to lube the main bb pivot you will either need a long needle or you will need to remove the top shock mount and let the rear triangle sag out of the way. The short, fat, standard guns do not fit in straight enough to form a seal in the zerk's mouth. You can get a longer needle like the one from Dualco for a short gun. Having both needles is good as the longer needle

may be too long to fit behind the seat stay bridge to do that zerk.

Once you start injecting grease, if you feel resistance to pumping, STOP, it does not need it. If there is any air or water in the pivot it will purge out through the seals and be displaced by the grease. The grease is thick enough that it can be hard to push it through the new (or even older) seals/bushings. A lot of hard pumping will just over-pressurize the pivot and possibly pop non-threaded zerk fittings out. If you feel resistance it means there is no air or water in the pivot (which both readily exit the seals under pressure).

2008 models and earlier have press-fit zerks, 2009 models have threaded zerks. If you do manage to push a press-fit zerk out with grease pressure, simply clean any grease off the sleeve of the press-fit zerk and inside the zerk mounting hole, and lightly tap the press-fit zerk back in. They are press-fit and stay put better when pressed in "dry", like the bushings. When you are done pumping grease into the zerk, roll the tip of the grease gun around in the mouth of the zerk to let the pressurized grease escape back past the needle of the gun to relieve the pressure in the pivot.

RESOURCES ::

<http://wtb.com>
<http://www.pedros.com>
<http://www.manitoumtb.com>
<http://www.dualco-inc.com>