

## HOW TO REPLACE A STEERING HEAD BEARING

**STEP 1.** The top steering head bearing is normally the first to suffer from pitting, rusting and galling.

**STEP 2.** With everything removed, loosen the steering stem nut (typically a 32mm nut) and remove the top triple clamp (on KTMs there is a different mounting system).

**STEP 3.** Next, loosen the steering stem adjuster nut (be careful, because when this nut is removed the triple clamps slide out).

**STEP 4.** Remove the triple clamps. All that remains is the dust cover and upper steering stem bearing. Remove the bearing. Inspect it and its race (which is pressed into the top of the frame). Look for rust and feel for pitting or flat spots.

**STEP 5.** You cannot replace a Timken bearing without replacing the race it fits into. They come as matched pairs.

**STEP 6.** Extract the upper race from the frame with a long aluminum drift punch (an aluminum rod or large screwdriver can be used in a pinch). Insert the punch into the bottom of the steerer tube and gently tap the upper race from underneath. Move the punch around the race to prevent it from cocking.

**STEP 7.** There are bearing race installation tools, but the job can be done with an aluminum punch. Align the new race on the steerer tube and gently tap it downwards. Once the race is flush with the top of the steerer tube, you will need to switch to a smaller punch to get it to slide down into the recessed lip of most aluminum frames.

**STEP 8.** With the new race in place, grease the new top bearing with waterproof grease. Make sure that the grease is forced deep down into the bearing.

**STEP 9:** Slide the bottom triple clamp into the frame, install a new dust seal (the old one is probably

### STEP 1.



why your bearing rusted in the first place), run the preload adjuster down finger tight, install the upper triple clamp, and hand tighten the 32mm steer stem nut. Using moderate pressure, turn the adjusting nut with a punch until the stem starts to bind. Repeat the tighten/turn/loosen cycle several times, always turning the clamps from side to side. Don't be too concerned if the stem feels a little tight at this point—it will most likely get freer as opposed to tighter as you work on it. □

### STEP 6.



### STEP 7.

