



## BLUR PRESS FIT OVERHAUL INSTRUCTIONS

The Blur is a complex machine that requires a high level of mechanical aptitude and specialized tools to overhaul. This type of overhaul is best performed by an SCB dealer. Before beginning this process, one should obtain the required replacement parts. These parts can be ordered from your dealer or SCB directly via the website [www.santacruz bicycles.com](http://www.santacruz bicycles.com) or call 831.459.7560

**The Blur bearing pack includes:**

- 4 Lower pivot bearings
- 2 Seatstay bearings
- 2 Link mount bearings
- 4 M5 Shock Mount Bolts and washers
- 1 Sample size Loctite #609
- 1 Sample size Loctite #242

**You'll also need to have the VPP Bearing Press tool, which can be ordered separately from the parts kits.**

### Other tools you'll need:

- |   |                               |                        |
|---|-------------------------------|------------------------|
| Allen wrenches, 4, 5, 6 and 8mm                           | Dead blow hammer              |                        |
| Brass punch possibly (sometimes an 8mm allen works)       | Rock n roll Super coat grease | Your favorite beverage |
| V10 bearing press tool ( <i>can be ordered from SCB</i> ) | Acetone                       | Bench vise (maybe)     |
| Loctite 242 and 680                                       |                               |                        |

*While you're at it, you may want to source and replace the shock eyelet bushing and reducers. These can be had from the manufacturer of the shock (i.e. Progressive Suspension, Fox, etc.)*

### Step 1 – Get Ready

**Read through all of the directions** first to understand what you're about to encounter. It's the right thing to do, so just go ahead and do it. If your bike isn't completely disassembled already, remove wheels, cranks, rear derailleur and brake caliper as a minimum. Cut the zip-ties to remove housing from the swingarm. Clean off some of the dirt.

### Step2 – Remove the Shock



Remove the forward shock shaft from the TT shock mount. It may be necessary to tap it gently with a punch to free it. If a punch doesn't work try removing one bolt and tightening the other to free the shaft.

Remove rear shaft from the SS/Link/shock shaft. Loosen shaft and bolt and gently tap the bolt with a soft blow hammer. Once loose remove shaft. Again a punch may be used to free it if necessary.

### Step 3 – Remove Lower link



Remove the shaft from the swingarm end of the link.. Gently squeeze dropout together and back seatstay ends off of the upper link. Swingarm should now be free from main triangle. Remove the shaft from the main triangle side of the link. Remove link.

### Step 4 – Removing the Lower Bearings



Install removal tool as shown. Notice that the outer spacer has two counter bore sizes. The larger bore size faces the frame. Tighten the bolts until the bearing is free and is pulled through the press fit area of the bore. You may notice a loud snap, this is probably the Loctite breaking. If the bearing breaks in removal the outer race should still be able to be removed with the tool. If not it must be removed with a punch and hammer. Remove both bearings in the BB shell pivot and the CS yoke. Check bores and clean out dirt, grease and Loctite.

### Step 5 – Remove bearings from Link Mount

Install removal tool as shown. Notice that the outer spacer has two counter bore sizes. The smaller bore size faces the frame. Tighten the bolts until the bearing is free and is pulled through the press fit area of the bore. You may notice a loud snap, this is probably the Loctite breaking. If the bearing breaks in removal the outer race must be removed with a punch and hammer. Remove both bearings. Check bores and clean out dirt, grease and Loctite.



### Step 6 – Remove bearings from Seatstay ends



Install tool as shown. Before installing tool place 2 layers of duct tape over the outer rim of the SS end. This will help reduce the risk of damaging paint. Tighten the bolts until the bearing is free and is pulled through the press fit area of the bore. You may notice a loud snap, this is probably the Loctite breaking. If the bearing breaks in removal the outer race must be removed with a punch and hammer. Remove both bearings. Check bores and clean out dirt, grease and Loctite.

Re-Assembly....Note! It is very important to use the specific Loctite (242 and 680) and grease (Rock n Roll Super Coat).

### Step 7 – Replace Bearings in Seatstay Ends

Clean bores and bearings. Make certain that the bores are free of grease, dirt, and old Loctite. Apply 680 Loctite to the press fit surfaces. Slip new bearings into the C-bore and install tool as shown. Gently tighten nut and bolt on tool. Make sure that bearing presses in straight. If bearing begins to twist stop, remove bearing, clean bore of any burrs and re-press. Bearing is in place when it bottoms in bore.

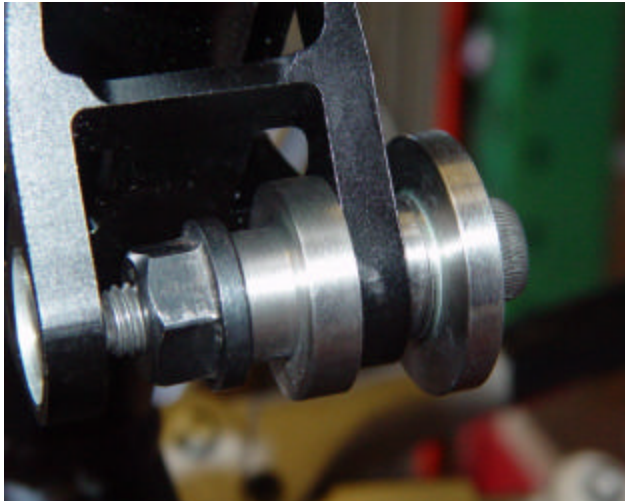


### Step 8 – Replace Lower Swingarm Bearings



Clean bores and bearings. Make certain that the bores are free of grease, dirt, and old Loctite. Apply 680 Loctite to the press fit surfaces. Slip new bearings into the C-bore and install tool as shown, note that the CS link is in place. Gently tighten nut and bolt on tool. Make sure that bearing presses in straight. If bearing begins to twist stop, remove bearing, clean bore of any burrs and re-press. Bearing is in place when it bottoms on the link. Install the axle with Super-Coat grease. Install bolt with 242 Loctite. Check to see that the link is centered. If it is not hit the shaft or bolt head firmly with a dead blow plastic hammer.

### Step 9 – Install Upper Link Mount Bearings.



Clean bores and bearings. Make certain that the bores are free of grease, dirt, and old Loctite. Apply 680 Loctite to the press fit surfaces. Install on tool shaft and install into link mount as shown. Gently tighten nut and bolt on tool. Make sure that bearing presses in straight. If bearing begins to twist stop, remove bearing, clean bore of any burrs and re-press. Bearing is in place when tool bottoms on the face of the link mount

### Step 9 – Install Upper Link



See picture: Using Rock n Roll Super Coat grease on shaft and upper bore on the link. Slap a dab of grease on the washers and stick them against the bearings so the smaller diameter is against the bearing. Put link into place and shove the shaft into the bore. Screw cap into place using some Loctite 242 on the threads of the bolt.



### Step 10 – Reassemble Swingarm

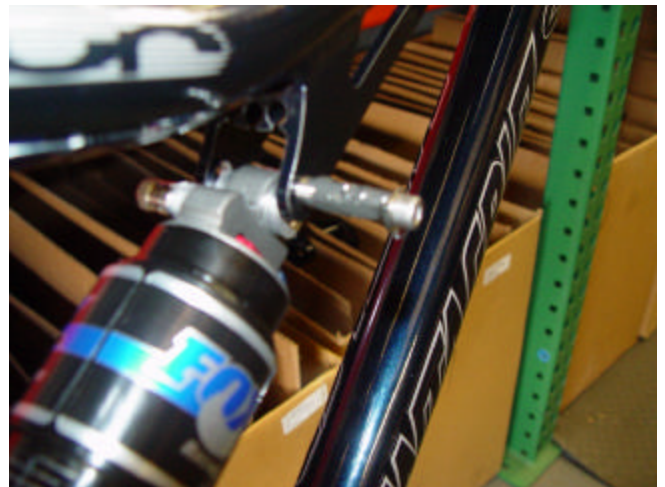


Using same method as on the Swingarm Lower bearings install the bearings into the BB shell Bearings...Make sure that link (swingarm assembly) is installed. Install shaft with grease and make sure that link has grease on the inner bore before installation. Install bolt with Locktite 242 tighten the bolt and shaft. Check to see that the link is centered. If it is not hit the shaft or bolt head firmly with a dead blow plastic hammer Rotate the swingarm up and gently squeeze together the dropouts to allow the SS ends to fit over the link.



## Step 11 – Re-install the Shock

After the seatstays are back over the link, grease shock shaft and inner bore of the link. Slide shock shaft into the bearings and through the shock bushings and link. Install the bolt and cap on the opposite side with 242 Loctite. Tighten bolt and shaft. Turn shock and make sure that the shock bushings are turning in the DU and not on the shaft (the bushing should remain stationary against the link). If they are turning on the shaft tighten the bolts until it stops. Turn the front of the shock up and between the shock tabs on the frame. Install the shaft with grease, use grease on the bolts also.



## Dropout Removal



Remove both bolts from dropout. Place dropout in vice and tighten down. Turn frame slightly to break Loctite free and pull to release dropout from frame.

## Dropout Installation



Put Loctite 242 on surfaces of new dropout as shown. Clean surfaces of frame and install dropout onto frame. Check wheel and derailleur hanger alignment.

You're probably feeling pretty good about yourself now, and you have every right to be, but don't get too cocky yet. Torque is now the key. Don't have a torque wrench? Why not buy one, if you're into working on your bike it's an invaluable tool and will help ensure that you are doing it correctly. Either way, make sure everything is tight now, using the torque spec chart below.

<b>Fastener Description</b>	<b>Prep</b>	<b>Torque (in-lbs)</b>
Lower Pivot Bolts (Custom 8X1.25 Alum)	Loctite 242	80
Shock axle bolts (M5 X .8 X 8 allen head cap screws with washers SS)	Grease	60
Rear Shock axle bolt (M6 X 1 X 8 allen head cap screw Ti)	Loctite 242	70
Top Link Bolt (M5 X .8 X 6 allen head cap screws with washers SS)	Loctite 242	60
Dropout Bolts (M8 X 1.25 X14 allen head cap screw Ti)	Loctite 242	60

<b>Bearing Specifications</b>				
Bearing #	Inside Diameter	Outside Diameter	Width	Location on Frame
3802	12.7mm	24mm	7mm	Lower Link Bearings (4)
6800 2rsmax	10mm	19mm	5mm	Link Mount Bearings (2)
2RS-6 Max CN2	.375in	.875in	.28in	SS end Bearings (2)

**Congratulations, the frame re-build is complete. You, my friend,  
are a champion.**