



MT Riders Club forum



MT 350 Front Wheel Bearings Change

This Guide should help walk you through Changing Front wheel bearings on an MT350

Photos and description supplied by Mr Kay

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The Author accepts no responsibility for death/damage as a result of following this article blah blah blah

Tools / Parts List

Non Specialist Tools

5,8 mm Allen Keys

Drift Mallet

Large Flat head Screwdriver

10mm spanner/10mm socket

Trolley Jack /Bike Lift

Specialist Tools

Torque Wrench

Parts List

Wheel Bearings 84732619

Copper Slip / Copper crest

Grease

Get the bike on the centre stand on top of a 2" thick block of wood (I've used an ABBA stand to similar effect). Use a trolley jack under the bash plate to lift the front wheel clear of the ground then chock it with Handy Blocks of wood. Be sure not to lift it too high and over balance it.



Undo the M6 screw that secures the disc guard to the end of the wheel spindle. Cut the cable tie that secures the guard to the fork leg at the top. Or you may have a bike with a Jubilee clip here instead.



Using the 10mm spanner or socket slacken the nuts on the front end of the Right hand side fork leg



Undo the front wheel spindle with an 8mm Allen key and withdraw. Once approx 20mm of spindle protrudes from the clamp on the RHS leg, the other end should be clear of the threads in the LHS leg - you should be able to wiggle the spindle back and forth as you pull it out. If it is reluctant you may need to carefully drift it out from the LHS, making sure that the spindle or fork threads are not damaged.



It should be possible to pull the wheel out now, when it is clear form the fork leg you should be able to lift the speedo drive off the RHS end of the hub



Make sure you don't lose the small spacer from the LHS. Once the wheel is out, don't pull the front brake lever as you will have to push the calliper pistons back in, in order to refit the wheel.



Carefully pry out the oil seal and speedo drive dog (the thin disc with a raised tab) using a large flat head screwdriver . It shouldn't require a great deal of force, be careful not to bend the dog.



Using a suitable drift (an old large flat screwdriver works well) at an angle locate the inside edge of the far bearing. Use a mallet to tap the bearing out, working around the circumference to ensure that the bearing comes out squarely and does not twist inside the housing. It should not require earth shattering blows from the almighty hammer of Thor to remove.



Flip the wheel over and remove the central spacer. Drift the other bearing out of its housing, again making sure that it comes out squarely. If the bearings drop out with no force at all, the hub will be worn and require replacement.



Give the bearing housings a wipe over and inspect for signs of wear or damage.



Making sure that it goes in squarely; tap the new bearing into one side of the hub. Try and concentrate the blows on the outer race of the bearing so as not to put shock loads through the balls or raceways. Remember to reinstall the central spacer otherwise you will be changing the bearings again in short order. Tap in the bearing on the other side in the same way.



Drop the Speedo drive dog into the RHS of the hub, ensuring that the tabs line up with the slots in the hub. Ideally a new oil seal should be installed but if the old one will suffice if it has been cleaned and doesn't look torn or damaged. Tap the oil seal into the housing with the lips facing inward, making sure it goes in squarely. If you have a large enough socket, it will make an ideal drift to tap the seal home



Inspect the Speedo drive for wear and ensure that it turns smoothly and freely. Pack some grease (waterproof grease would be ideal) into the housing.



Put a smear of copper grease over the spindle. You'll thank me for this next time you come to remove it.

Roughly locate the wheel between the fork legs, ensuring that they point straight ahead. Locate the Speedo drive in the RHS end of the hub.



Lift the wheel into place between the fork legs. It may take a bit of wiggling to get the disc engaged in the calliper between the pads. Once in place, slide the spindle part way through the fork leg clamp, speedo drive and hub. Offer up the small spacer between the LHS fork leg and the hub.



Once the spacer is in place, slide the axle all the way through the hub and into the LHS fork leg, ensuring that the leg is still aligned correctly with the hub. Tighten the spindle ensuring that the Speedo drive is angled to give a smooth, kink free route for the cable. Manufacturer's torque setting is 68Nm (50ft/lbs). Personally I tighten pretty tight by feel, bearing in mind that I still want to be able to remove the wheel with the contents of the bike's toolkit

Spin the wheel and check that it rotates smoothly. If it doesn't, it's likely to be one of the following:

Bearings aren't seated correctly in hub.

Central spacer between bearings is missing.

Spacer is missing next to LHS fork leg.

Calliper problem.

If everything feels good, the clamp nuts can then be tightened. Manufacturer's torque setting is 7Nm (5ft/lbs).

[Torque wrench, 10mm socket]

Fit the disc guard, securing it at the top with a new cable tie and at the wheel spindle with the M6 screw.

[5mm Allen key]

Once the bike is back on its wheels, pump the front brake and check it is working correctly before riding the bike.