



HECKLER 5 MAINTENANCE INSTRUCTIONS

Overhauling your frame should include replacing certain parts that wear over time. These parts can be ordered from your LBS or SCB directly via the website www.santacruz bicycles.com or call 831.459.7560



The Heckler5 ProPack includes:

- 1 Pivot Axle
- 2 Pivot Washers and 2 Pivot M8 Bolts
- 4 Bearing Clamp M6 Bolts
- 2 Front Shock M5 Bolts and Washers
- 1 Front Shock Axle
- 1 Rear Shock M8 Bolt and Nut
- 1 Sample size Loctite Thread locker #242

Other tools you'll need:

- | | | |
|--|-------------------------------|------------------------|
| Allen wrenches, 4, 5 & 6mm | 1/2" or 13mm wrench or socket | Soft blow hammer |
| Brass punch (sometimes an 8mm allen works) | Grease | Your favorite beverage |
- 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

If your bike isn't completely disassembled already, remove both wheels and cranks as a minimum. If you want to clean everything, you'll have to also take off your brake caliper and rear derailer and housing. Take a sip of your beverage. Mmmm.

Step 2 – Remove Shock



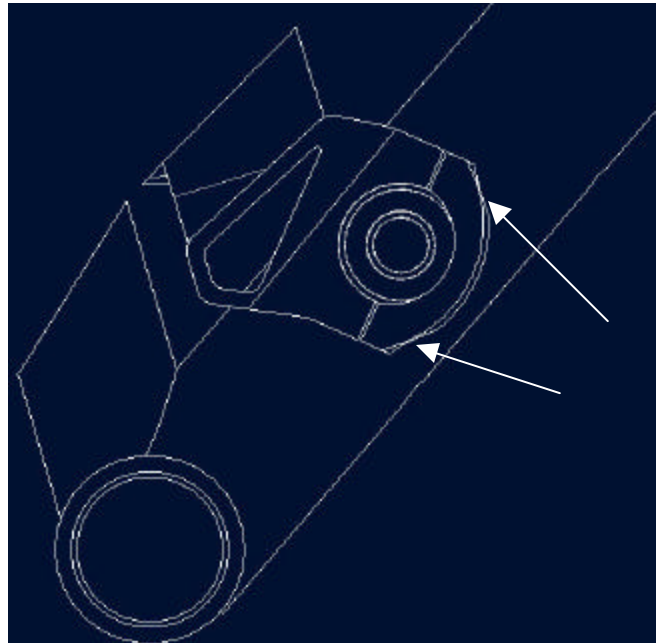
Using two 4mm allen wrenches, turn the bolts on the front of the shock in opposing directions. Remove one bolt. Using a punch (or 8mm allen wrench if necessary) tap the shock axle out. This should happen without major hammering. If it seems really seized up, don't bash it or you risk damaging the frame. If it really won't move, try removing the opposite bolt and tapping the other direction, or you can always give us a call or email Scott for more suggestions – the contact info is at the bottom of the page.

Remember, if you screw up your frame, it's your fault, so it's better to make sure you take the time to do it right now.

Next use your 1/2" wrench and 6mm allen to remove the rear shock bolt. Tap it out gently. Remove the shock from the frame. Sip.

Step 3 – Remove Bearing Clamp Bolts

Using an 5mm allen wrench, remove the four bolts from the two bearings clamps. The locations of these are shown in the picture on the right. The bolts have low heads, so be sure to have a nice sharp wrench, clean the dirt from inside the heads with something pointy, and have the tool seated deeply before attempting to turn it. Once both clamps are removed, you should be able to remove the swingarm, or at least move on to Step 4.



Step 4 – Replacing Bearings and Axle



Almost halfway done now. Use two 5mm allen wrenches to remove one of the pivot bolts and washer from the axle. Try to pull the axle out of the frame. If it seems stuck, thread your old rear shock bolt (the M8 long one – see picture) into the axle and tap on that so you don't mushroom the axle itself. Once it is out, the bearings will fall out too. Clean the area well, and put some grease into the pivot tube (the one welded into the down-tube). Insert your new pivot axle and bearings. **Put some Loctite #242 on the bolts** before threading them with the washers back onto the front triangle. Nice.

Step 5 – Re-install Swingarm

First put some Loctite #242 on the new bearing clamp bolts. This is essential. Now place the swingarm onto the bearings, orient the bearing clamps so the “retaining lip” is furthest from the frame (this lets the bolt holes line up correctly) and carefully thread in the M6 clamp bolts. Something seem tight? STOP and make sure things are clean, nothing is cross-threaded, things are in the right place, etc. Before tightening the bolts, check the alignment of the swingarm on the bearings. The design allows for a small amount of lateral motion before the bolts are tightened. Make sure you're in the center. Leave all the bolts snug until the very end, you never know...

Step 6 – Re-install Shock



If you're replacing the reducers and/or DU bushings on your shock, do that now. Beware that you get no grease on the DU bushings, but you should put a dab of grease in the hole of the reducers (steel shaft on Progressive, aluminum on Fox) before putting the frame hardware back in. Greasing the reducers will help you get the bolt and axle out of your frame when you do this again. Position the rear of the shock on the swingarm mount, then place the front of the shock between the tabs under the top tube. Slide your new shock axle through the frame tab, the shock and into the other side. This should be easy to do. Thread the M5 bolts and washers (grease the threads!) into the axle and snug them down. Repeat for the rear with your new M8 bolt and nut. Be sure the shock adjustment dials are all in the right orientation.

Step 7 – Dial That Action In

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.

Fastener Description	Torque (in-lbs)
Pivot Axle Bolts (M8 X 1.25 X 12 low head allen cap screws)	120
Bearing Clamp (M6 X 1.0 X 16 low head allen cap screws)	60
Rear shock bolt (M8 X 1.25 X 40 allen cap screw with nylok nut)	120
Front shock axle retaining bolts (M5 X 0.8 X 8 allen head cap screws)	40
Dropout chain-ring bolts	80