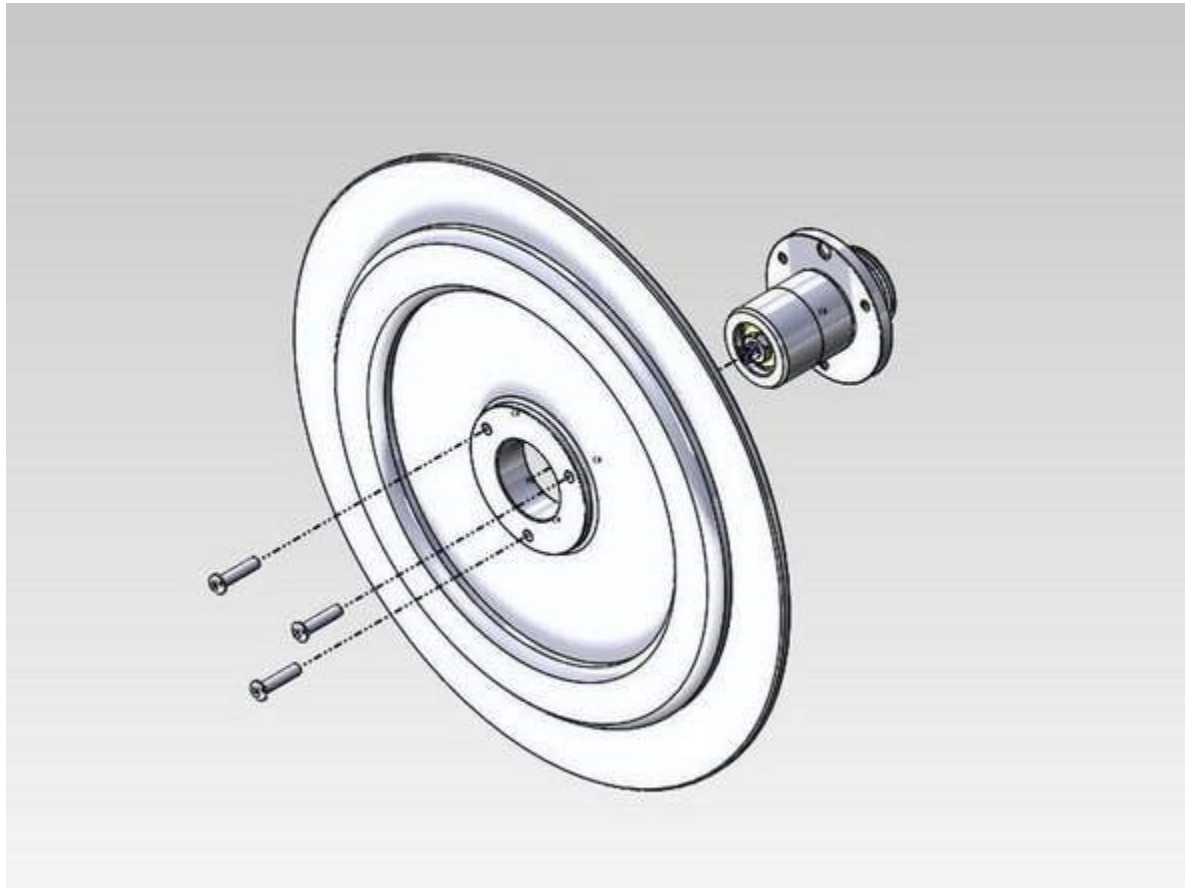


# Flywheel Hub Bearings



Difficulty	Moderate
Steps	15
Time Required	15 - 20 minutes

## Introduction

This SOP details the process to replace V1 flywheel hub bearings on both Raxon and Tonic bikes.

Symptoms of a bearing problem could include a clicking noise, vibration and/or regular interruptions in the stroke coming from the flywheel. These

symptoms could also get worse over time. If there is a problem with the bearings, you will need to replace the hub and axle assembly.

PW: peloton

## Tools

- bullet

Phillips Head Screwdriver

- bullet

4 mm Allen Srench

- bullet

5 mm Allen Wrench

- bullet

Microfiber Cloth

- bullet

Bike Tire Lever

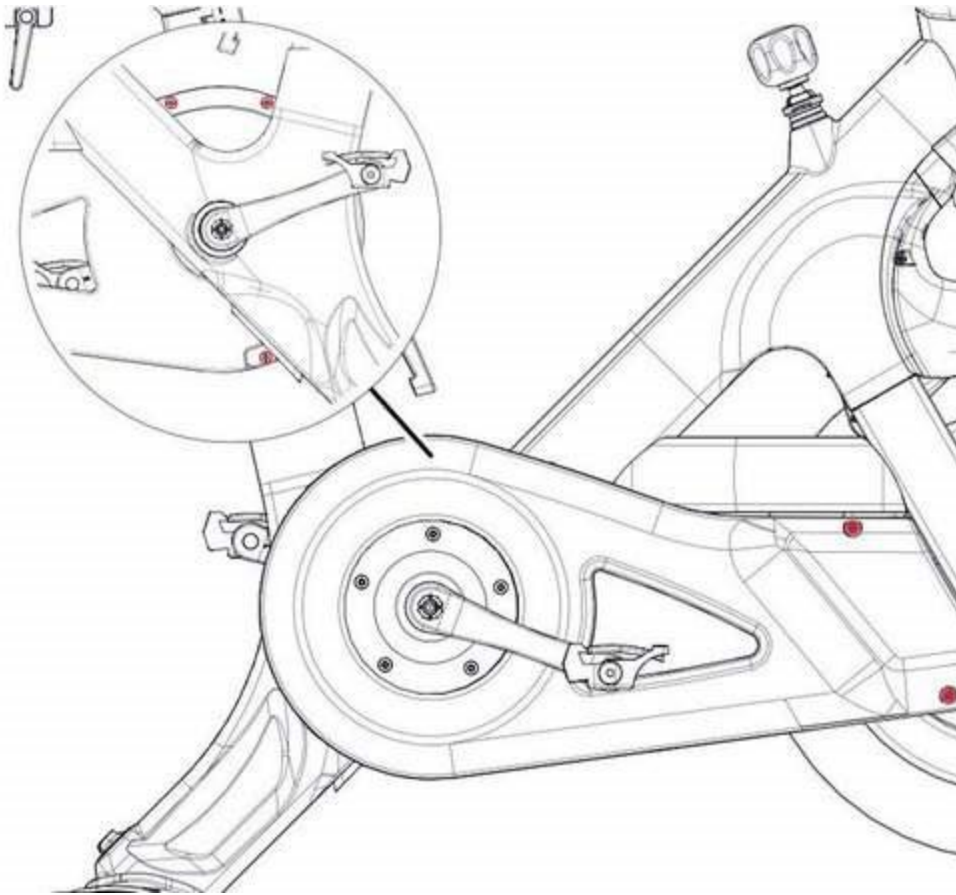
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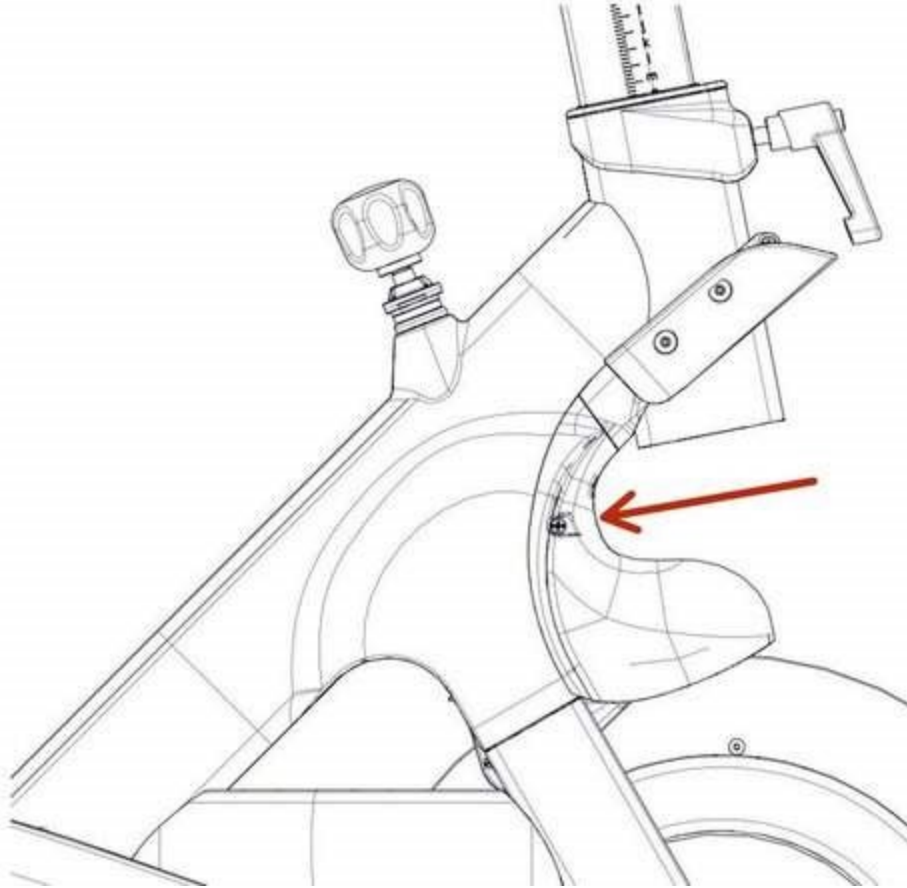
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## Step 1 - Remove the outer belt guard



- Use a Phillips head screwdriver to remove the five screws holding the outer belt guard in place.
- Two longer screws are located at the front of the belt guard.
- Three shorter screws are located at the back of the belt guard and are accessible from the left side of the bike. Set the parts aside.

## **Step 2 - Remove the water bottle holder**



- Turn the resistance knob clockwise to lower the magnetic brake.
- Use the Phillips head screwdriver to remove the two screws attaching the front protection guard and water bottle holder to the bike frame. Set the screws aside.
- Pull the water bottle holder down and away from the bike and set it aside.

### **Step 3 - Remove the belt from the pulley**



- **Caution - Keep hands away from moving pulley. If your hands are caught between the belt and pulley you could be seriously injured.**
- Turn the resistance knob counterclockwise to raise the magnetic brake.
- Insert a bike tire lever between the belt and the top of the pulley where they meet.
- Hold the tire lever at a steep angle, pushing the bottom half towards the pulley.
- Slowly rotate the crank arm counterclockwise, continuing to push on the lever. The belt should peel off of the pulley.

## **Step 4 - Remove the front belt guard**



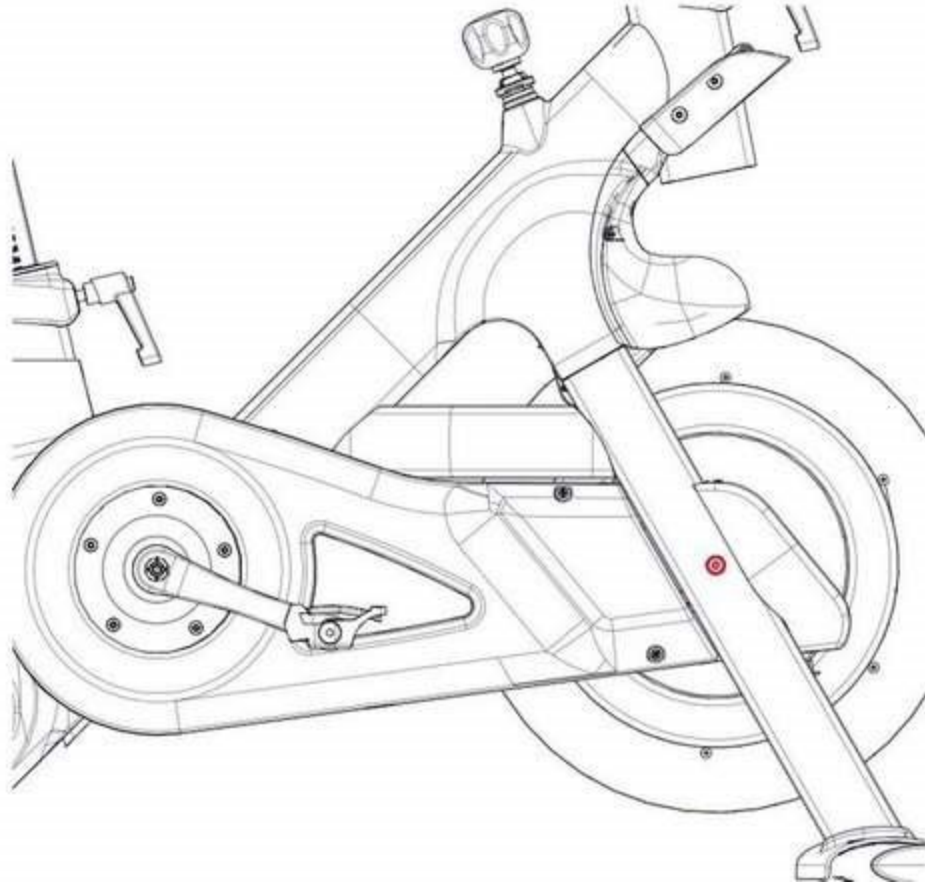
- The front belt guard is located at the right side of the flywheel. Use the Phillips head screwdriver to remove the screw at the top of the front belt guard. Set the screw aside.
- The front belt guard is now held in place only by a plastic rivet on the underside. Pry it free with your fingers and set the rivet and the belt guard aside.

## **Step 5 - Detach the cadence sensor**



- The cadence sensor is mounted next to the axle on the right side. Use a 4mm Allen wrench to unscrew the bolt and washer holding the cadence sensor in place.
- Leave the bolt and washer in the sensor bracket. Move the sensor to the outside of the front fork, and let it hang loose.

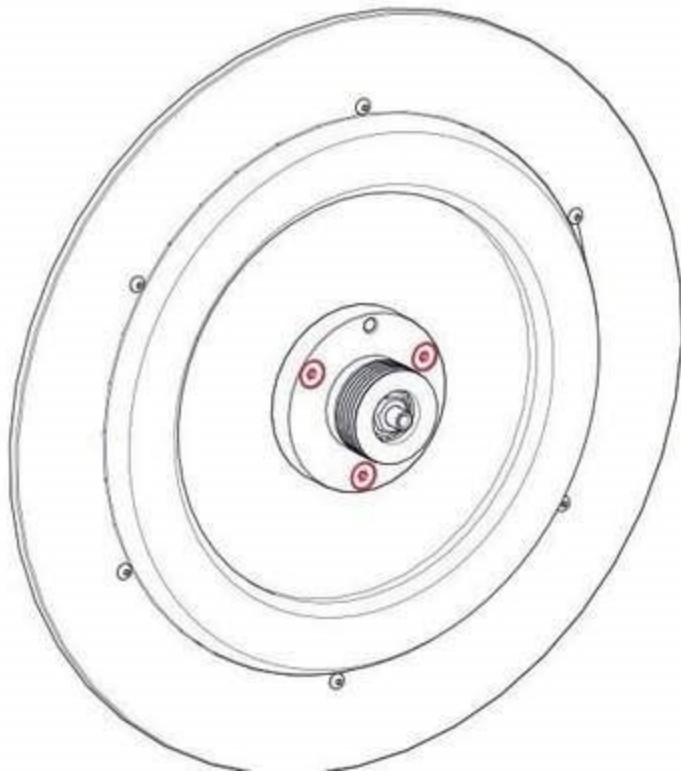
## **Step 6 - Remove the flywheel**



- The axle bolts are located on the outside of the front fork, one on each side.
- Use a 5mm Allen wrench to unscrew both bolts. Set the bolts and their washers aside.
- Pull the flywheel forward and out of the bike frame, and set it down on a towel, a piece of cardboard, or another soft surface, with the drive hub facing up.
- Be careful: the flywheel is very heavy.

## **Step 7 - Remove the hub and axle assembly from the flywheel**





- Use the 5mm Allen wrench to remove the three bolts securing the hub assembly to the flywheel. Set the bolts aside.



- Use the 5mm Allen wrench to remove the three bolts securing the hub assembly to the flywheel. Set the bolts aside.



- The hub and axle assembly may be in one or two pieces.
- To remove a two-piece assembly, pull the two halves apart.
- To remove a one-piece assembly, slide it out of the flywheel from the drive hub side.

## **Step 8 - Install the new hub and axle assembly**



- **If you have a two-piece hub and axle assembly:**
- Insert the threaded end of the axle into the flat side of the drive hub.
- Use a 19mm socket wrench to screw the axle nut tightly onto the threaded end of the axle.
- Take the drive hub and add it to the flat side of the flywheel. The axle should emerge on the other side of the flywheel.
- Make sure the holes in the drive hub line up with the three holes on the flywheel underneath. Take the three bolts you removed in the previous step and add them to the holes.

- Add the idler hub. Line it up so that it fits onto the bolts coming from the other side of the flywheel.
- Screw in each bolt most of the way using the 5mm Allen wrench. Then tighten all three bolts to 10 lb-ft (13.6 N m) of torque.

## Step 9 - Install the new hub and axle assembly



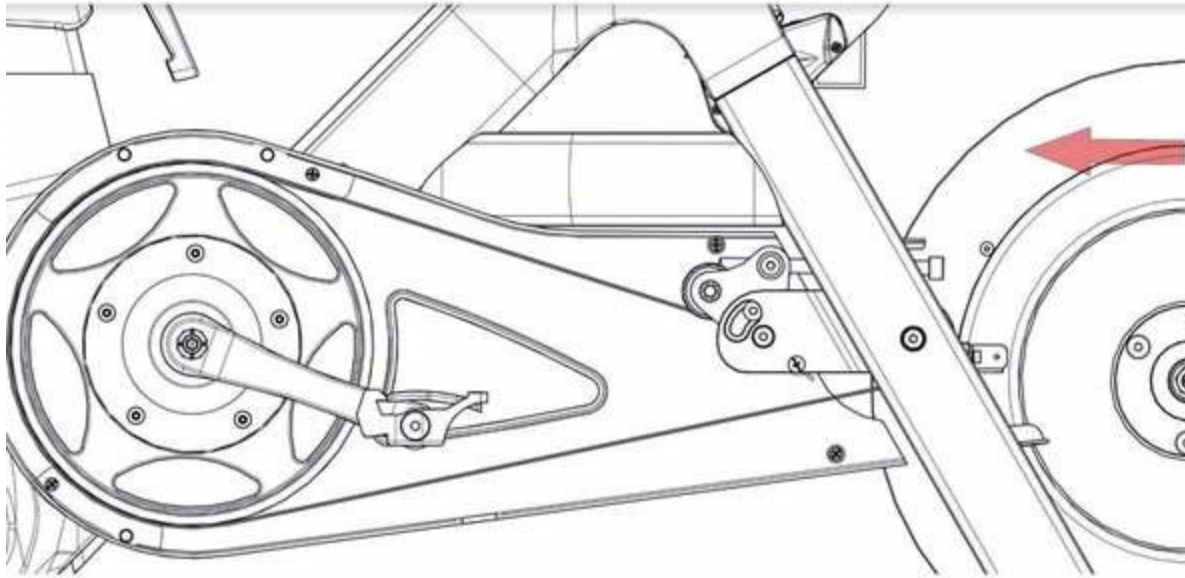
- If you have a one-piece hub and axle assembly:
- Insert the idler hub into the flat side of the flywheel. It will emerge on the other side.

- Insert the three bolts you removed in step 7 into the holes around the drive hub. Rotate the hub until the bolts also fit into the corresponding holes on the flywheel.
- Screw in each bolt most of the way using the 5mm Allen wrench. Then tighten all three bolts to 10 lb-ft (13.6 N m) of torque.

## Step 10 - Reinstall the flywheel

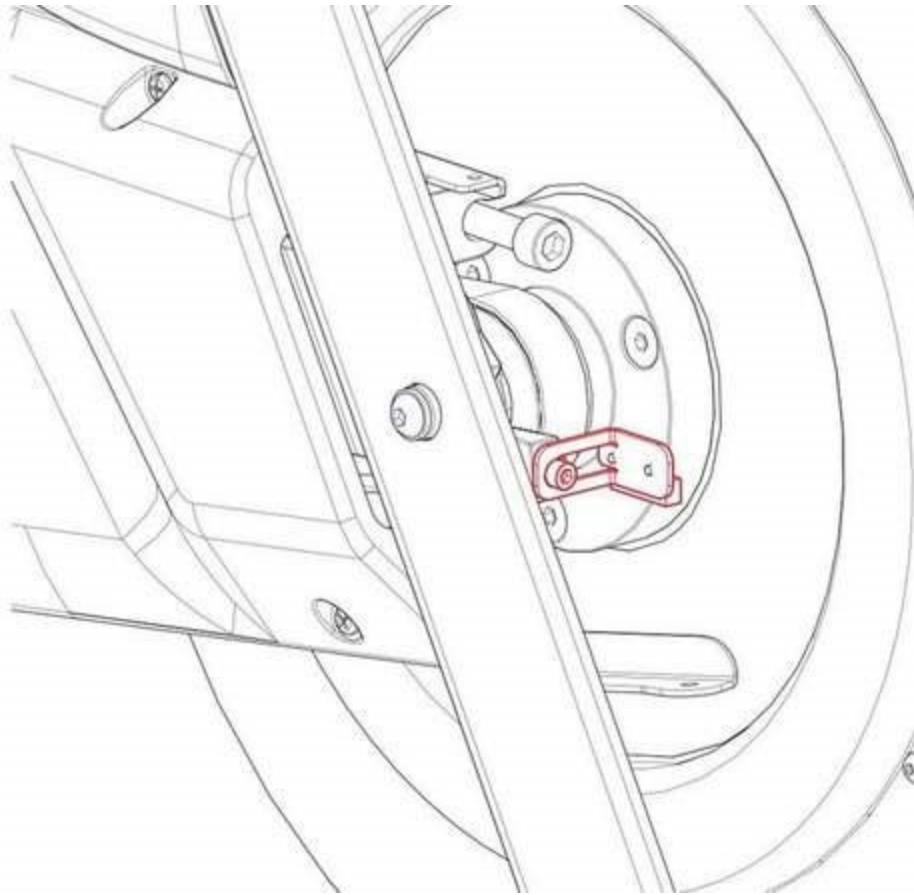


- Position the flywheel in front of the bike with the ridged side of the hub at the right.
- Loop the belt around the drive hub. The ridges on the inside of the belt should mate with the ridges on the hub.
- Lift the flywheel slightly and fit it into the axle rests inside the front fork.



- Turn the resistance knob counterclockwise and slowly turn the flywheel to make sure it rotates smoothly.
- Use the 5mm Allen wrench and the two bolts and washers you removed in step 9 to secure the flywheel. These bolts should be tightened to 11 lb-ft (14.9 N m) of torque.

## Step 11 - Reattach the cadence sensor



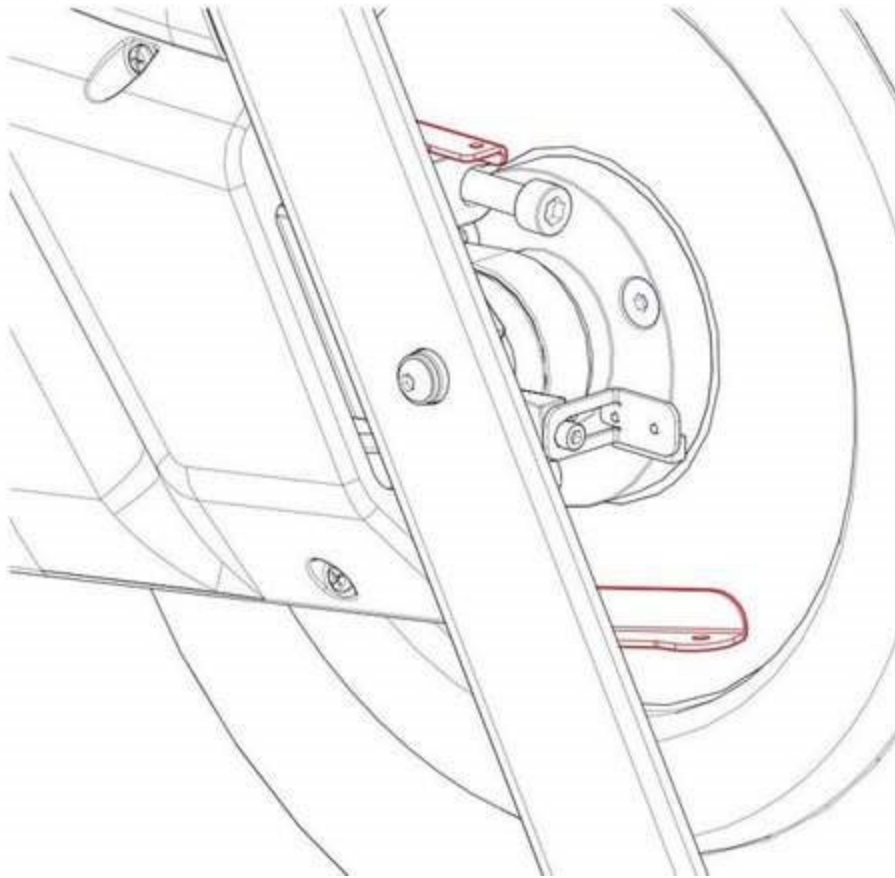
- Attach the cadence sensor to its mount at the right of the flywheel using the 4mm Allen wrench and the washer and bolt you unscrewed in step 5.





- Before you tighten the bolt, make sure the painted dot on the sensor faces the flywheel.

## **Step 12 - Reinstall the front belt guard**



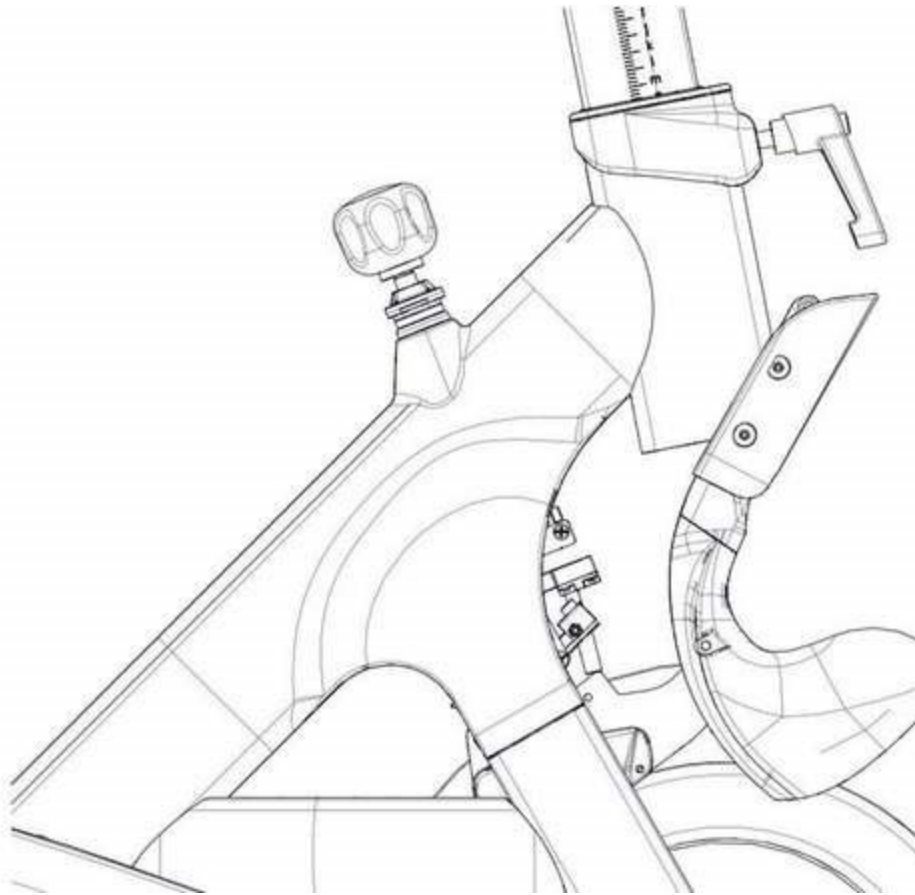
- The mounts for the front belt guard sit above and below the cadence sensor.
- Line the belt guard up against the right post of the front fork, making sure it doesn't pinch the cadence sensor wire.
- Secure the front belt guard to the top mount using the Phillips head screwdriver and the bolt you removed in step 4.
- Take the plastic rivet you removed in step 4 and push it into the lower hole in the front belt guard to secure it to the bottom mount.

## **Step 13 - Return the belt to the pulley**

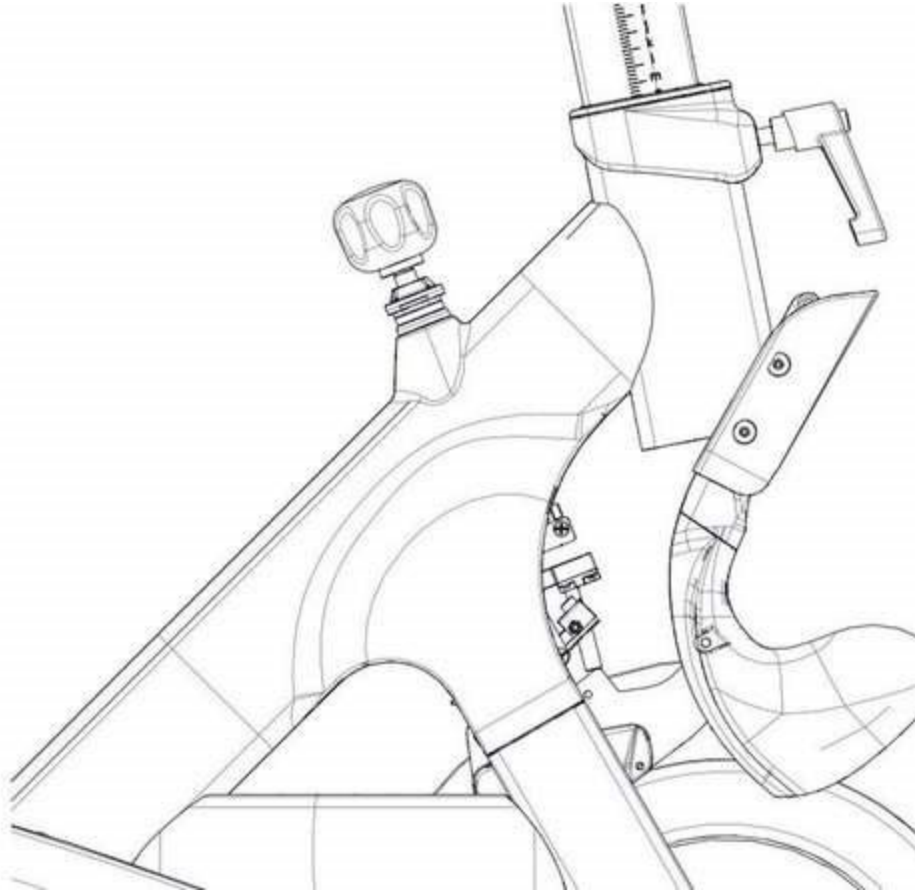


- Fit the belt around the orange pulley, starting at the top. You won't be able to get it all the way around, but fit as much of the belt into the pulley's grooves as you can.
- Slowly rotate the crank arm counterclockwise, pushing the loose part of the belt onto the pulley as you go.
- The belt should track onto the pulley. If you're having trouble, try turning the resistance knob all the way counterclockwise.

## **Step 14 - Reinstall the water bottle holder**



- Slide the water bottle holder onto the bike frame as shown and press up and back until it is fully seated.



- Use the Phillips head screwdriver and the two screws you removed in step 3 to secure the water bottle holder.

## **Step 15 - Reinstall the outer belt guard**



- Line the outer belt guard up over the pulley and belt. You may have to rotate the right crank arm to fit the belt guard into place.
- Secure the belt guard using the Phillips head screwdriver and the five bolts you removed in step 1. The two longer bolts go in the holes at the front of the belt guard.
- The three shorter bolts go in the holes at the back of the belt guard, accessible from the left side of the bike.

## CONCLUSION

- Pedal for about a minute at anywhere from 70-90 cadence, listening for the clicking noise and feeling for excessive vibration. If the problem is still present, contact Peloton Field Quality or Support for additional help.

