



## SUPERLIGHT/BULLIT 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](http://www.santacruz bicycles.com) or call 831.459.7560

### The Superlight ProPack includes:

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



### The Bullit ProPack includes:

- 1 Pivot Axle
- 2 Pivot Washers and 2 Pivot M8 Bolts
- 2 Bearing Clamp M6 Bolts (low head)
- 1 Rear Shock M8 Bolt and Nut (long)
- 1 Front Shock M8 Bolt and Nut (short)
- 1 Sample size Loctite Thread locker #242



### Other tools you'll need:

- |  |   |                        |
|--|---|------------------------|
| Allen wrenches, 4, 5 & 6mm                 | 1/2" wrench (Bullit) or 10mm socket(SL) | 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 derailleur and housing. Take a sip of your beverage. Mmmm.

## Step 2 – Remove Shock

Removing the shock hardware from the front of the shock is slightly different on the Bullit and Superlight; follow the appropriate directions. **Remember, if you screw up your frame (or somebody else's), it's your fault, so it's better to make sure you take the time to do it right now. If something seems wrong, it probably is, so put down the sledgehammer and relax for a minute.**

**Superlight:** 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.

**Bullit:** Use your ½" wrench and 6mm allen to remove the front shock bolt. Tap it out gently. Remove the shock from the frame. Be careful that the shock doesn't fall and hit your down-tube; it could chip the paint.

Now remove the rear shock bolt and nut. You should be now be able to remove the shock from the frame.

## Step 3 – Remove Pivot Axle

*If you've got a Superlight and want to remove the swingarm, you first need to take off the seatstay bridge by removing the four bolts on the seat stays before continuing. Bullit owners: fudgetaboutit.*

Loosen the bearing clamp pinch bolt (the ones circled in the picture) before attempting to extract the pivot axle. Once the bearing clamp bolts are loose, use two allen wrenches to turn the pivot bolts in opposing directions. Remove one bolt and washer and tap the axle out of the frame using a punch. If it seems stuck, thread your old rear shock bolt into the axle and tap on that so you don't mushroom the axle itself. Once the axle is out, remove the swingarm from the frame, this might require wiggling it a bit to move the bearings away from the down-tube. So far, so good, have a drink.



## Step 4 – Change the Bearings

You should be able to press the bearings out of the swingarm with your fingers. If this is difficult, carefully pry open the slot with a screwdriver while pushing out on the bearing. Be careful not to damage the swingarm or pry open the slot too far. Once the old bearings are out, reverse the process with your new bearings. Remove the old pinch bolts and replace them with new ones, making sure that you use Loctite #242 on the bearing pinch bolt threads. **DON'T TIGHTEN THE PINCH BOLTS YET!** Just put them in by hand, and continue to the next step.

## Step 5 – Re-install Swingarm

Position the swingarm on the frame again, with the bearing holes lined up with the pivot hole. Take your new pivot axle and slide it through the bearing, into the frame and into the bearing on the other side. Apply Loctite #242 to the bolts, and using one washer per side, tighten the bolts down to the recommended torque (in the table at the bottom of the page).

Now it is OK to tighten the bearing pinch bolts. Perfect.

## 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 between the uprights, then place the front of the shock between the tabs or shock shuttle up front.

**Superlight:** 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.

**Bullit:** Slide the short M8 bolt through the shock shuttle/shock and out the other side. Tighten the nut. Repeat for the rear with your new 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.

Model	Fastener Description	Torque (in-lbs)
Bullit	Pivot Axle Bolts (M8 X 1.25 X 12 low head allen cap screws)	120
Bullit/SL	Bearing Clamp (M6 X 1.0 X 16 low head allen cap screws)	60
Bullit	Front and rear shock bolt (M8 X 1.25 allen cap screw with nylok nut)	120
SL	Front shock axle retaining bolts (M5 X 0.8 X 8 allen head cap screws)	40
SL	Pivot Axle Bolts (M6 X 1.0 X 12 allen head cap screw)	60

**Congratulations – your Santa Cruz is now overhauled and ready for riding!**

*(After you put the rest back together)*