



# BOCA BEARING

Miniature Bearings For Industry, Hobby & Recreation

# ENGINE BEARING INSTALLATION GUIDE

## BOCA'S ECONO-POWER BEARING INSTALLATION GUIDE

**FRONT BEARING:** It is recommended that one of the shields be removed and that the bearing is installed with the shielded side facing the outside of the engine. For Boca Bearing's rubber sealed engine bearings however, it is recommended that you leave both seals on. The bearing is already filled with grease so it does not need the fuel to lubricate it. This also allows more fuel to get to the rear bearing and to help stop leakage through the front bearing.

**REAR BEARING:** For maximum lubrication, both shields may be removed from the rear (large) bearing. However, removing one shield will still allow the fuel/lubricant to flow through the bearing and this method offers the added advantage of providing protection to the chamber area by eliminating the possibility of any foreign matter or contaminants passing through. Either method is acceptable, it's really a matter of preference. If one shield is left in place, the bearing should be installed with the open part of the bearing facing the small bearing in front.

## BOCA'S HIGH SPEED BEARING INSTALLATION GUIDE

**FRONT BEARING:** Some of Boca's High Speed, High Heat front bearings are supplied with one shield. It is not necessary to remove this shield. The bearing should be installed with the shield facing toward the front of the engine. Please note that the shield is the metal/silver ring located on the side of the bearing. For Boca Bearing's rubber sealed engine bearings however, it is recommended that you leave both seals on. The bearing is already filled with grease so it does not need the fuel to lubricate it. This also allows more fuel to get to the rear bearing and to help stop leakage through the front bearing.

**REAR BEARING:** Some of Boca's High Speed, High Heat rear bearings are supplied with one shield. The bearing should be installed with the open part of the bearing facing toward the front bearing. When maximum lubrication is required, the single shield may be removed. However, leaving the one shield in place will still allow the fuel/lubricant to flow through the bearing. This method offers the added advantage of providing protection to the chamber area by eliminating the possibility of any foreign matter or contaminants passing through. Either method is acceptable, it's really a matter of preference.

## CERAMIC BEARING CAUTION

Because ceramic is so much harder than steel we always suggest that you leave one seal or shield on and face it towards the inside of the engine. This will protect your engine if it comes under any excessive side load that may result in the ball being ejected from the retainer.

## REMOVING SHIELDS/SEALS

**REMOVING SHIELDS (C-Clip):** 1. Move an awl or dental tool around the inside of the outer race to locate the end of the c-clip 2. Pry up one end of the c-clip 3. Completely remove c-clip 4. Wedge your tool against the edge of the remaining shield 5. Completely remove shield.

**REMOVING SHIELDS (Fixed):** 1. Using an awl or dental tool gently pierce a small hole into the shield as far toward the outer diameter as possible 2. Place bearing on flat surface 3. Insert tool into puncture hole 4. Slowly pry shield from bearing 5. Completely remove shield.

**REMOVING SEALS:** 1. Using an awl or dental tool locate the inside edge of the outer race 2. gently wedge the tool under the edge of the seal 3. Completely remove seals.

**REMOVING OLD BEARINGS:** Once the engine is assembled, place it into an oven pre-heated to 350. This will uniformly expand the case to its maximum size. The new bearings can be placed in a plastic bag and put into the freezer to contract them to their smallest size for ease of installation. CAUTION: Do not use a torch or heat gun on the engine case as this may cause distortion.

TIPS & ADVICE

REMOVING SHIELDS (C CLIP)



REMOVING SHIELDS (FIXED)



REMOVING SEALS



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