



**Enduro  
inside . . .**



. . . Fast for  
your bike.



- Why Enduro Bearings?
- Technology
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- Bearings
- Pulleys
- Bottom Brackets
- Headsets
- Wheel Kits
- Suspension Kits
- Combo Boxes
- Fork Seals
- Tools

# Why Enduro Bearings?



## **Enduro Bicycle Bearings provide superior performance & value**

- With dual-lip labyrinth seals keep dirt out and grease in, even under extreme conditions.
- Grease is filled both sides with waterproof High Pressure Grease.
- We stock hundreds of standard sizes in multiple levels of quality and price.
- All sizes and specifications for any cycling applications
- MAX - full compliment bearings for high load applications like suspension pivots.
- ABEC-5 level precision available for many sizes (recommended for hubs).
- Now available in Angular Contact design as well (recommended for specific hubs).
- Ceramic-Hybrid bearings using the best Silicon Nitride ( $\text{Si}_3\text{N}_4$ ) balls, providing superior smoothness and reduced weight.
- Now 440 C full stainless bearings with waterproof high pressure grease.
- XD-15 ceramic bearings using the most advanced nitrogen steel races and Cerbec ceramic balls, far surpassing anything else available in the market for the ultimate bearing.

## What are ABEC 3 and ABEC 5 ratings ?

ABEC ratings (Annular Bearing Engineer's Committee) are **standards** to which each bearing must pass many tests in order to meet the scheduled requirements including noise testing at high RPM, extremely tight tolerances for the internal diameter, outer diameter, roundness of ball, trueness of races, and surface finish for all of the above.

There are five classes from largest to smallest tolerances: 1, 3, 5, 7, and 9. The higher ABEC classes provide better precision, efficiency and greater speed capabilities, but do not necessarily make the components spin faster. All quality manufacturers around the world manufacture to at least ABEC 1 standard. Enduro Minimum Standard is ABEC 3.

Some aspects of ABEC ratings are important for bicycle bearings, but not all. In fact a high ABEC rated number for a bearing does not necessarily mean a high performance, long lasting bearing for your bicycle. For instance, you can have a high ABEC rated bearing that has a race groove only half as deep as ours because this feature is not covered by ABEC ratings. Since the groove would be shallower, there is less surface for the ball to roll on, and easier to pass the noise test. (Less surface contact = lower noise). However, the shallow groove of this bearing can yield less than half the support of our deeper groove design, and can be only half as strong, lasts half as long and becomes rough much sooner. Our deep groove ABEC 3 and ABEC 5 bearings offer the deepest grooves possible in every size, and are more difficult to pass the test due to the improved architecture of our bearings.

## Balls

Balls are rated by their grade. A Grade 3 ball means that the ball is 3/1,000,000" tolerance of sphericity, and so is extremely round. In fact, the races of any bearing can't come close to this level of precision in their trueness, but every component being closer to perfect helps decrease friction.

Another feature of Grade 3 is surface finish, which in this case is free of scratches or scuffs, and to a <0.003 micron fine finish. **The lower the grade number, the better is the ball.**

Enduro Bearings only uses very high grade balls, whether steel or ceramic. Only 10 years ago, Grade 25 would be considered a very high grade ball, used in the best hubs and bottom brackets made. Enduro Bearings starts with Grade 10 balls and then Grade 5 or Grade 3 at the top.



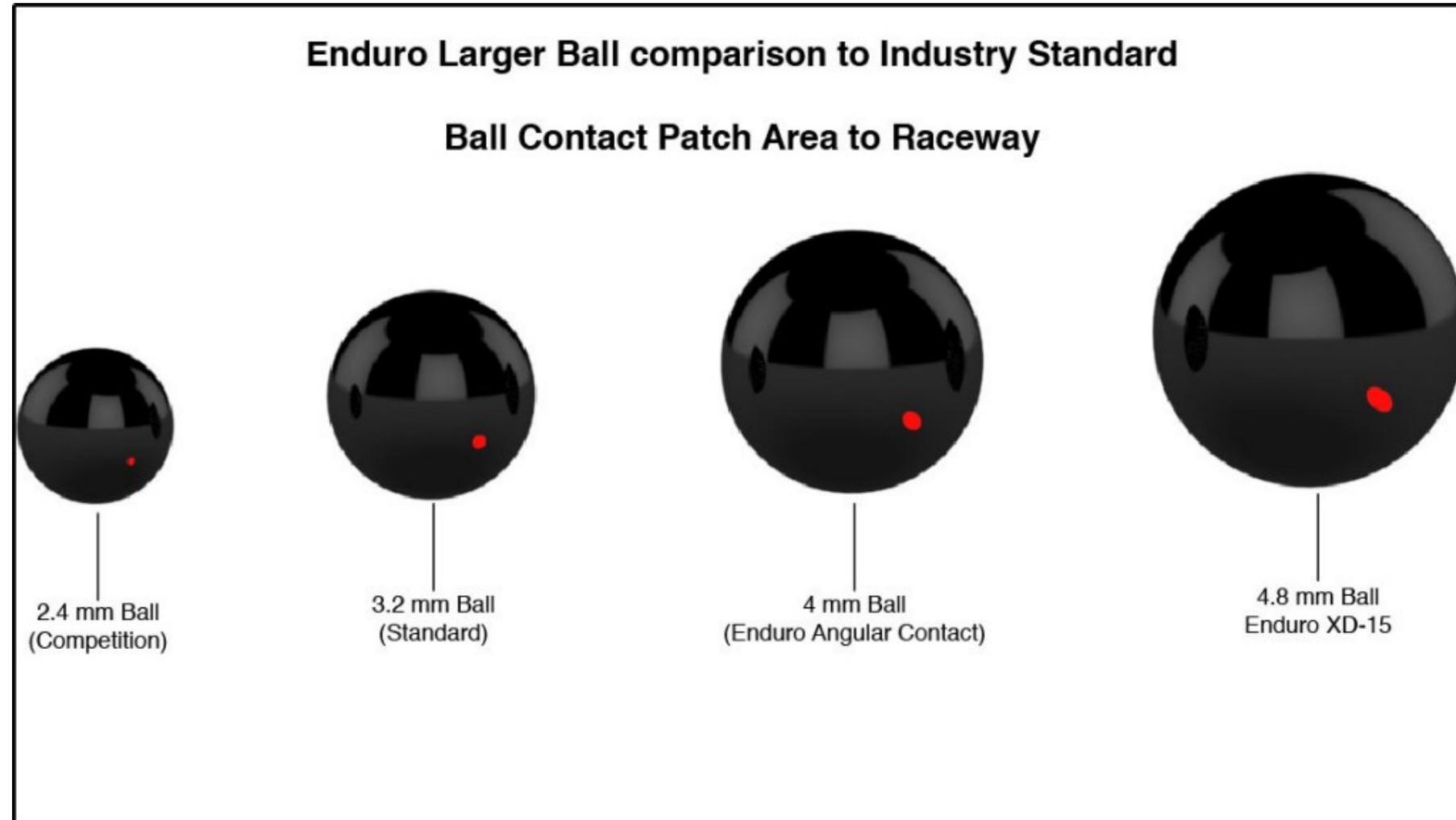
## **Silicon Nitride Balls (Si<sub>3</sub>N<sub>4</sub> material)**

Made from pure Silicon Nitride material (Si<sub>3</sub>N<sub>4</sub>) with extreme high density from uniform compaction (3.25 g/cm<sup>3</sup>), the micro-structural elements of this material is second to none. In other words, it is **extremely dense**. There are several materials used for ceramic balls and races and we only use the best, **Silicon Nitride**. Other ceramic materials should not be considered because of their inferior characteristics. The high precision **Grade 3 or 5**, Si<sub>3</sub>N<sub>4</sub> pure ceramic balls are 3 or 5/1,000,000” from exactly round in sphericity.

**60% lighter** weight and **7 times harder** than steel, friction is reduced to near zero. Resistance to heat is **8 times greater** than that of steel, tougher and less brittle than other ceramic materials. There is simply no comparison for corrosion resistance or magnetic problems with our Si<sub>3</sub>N<sub>4</sub> balls.

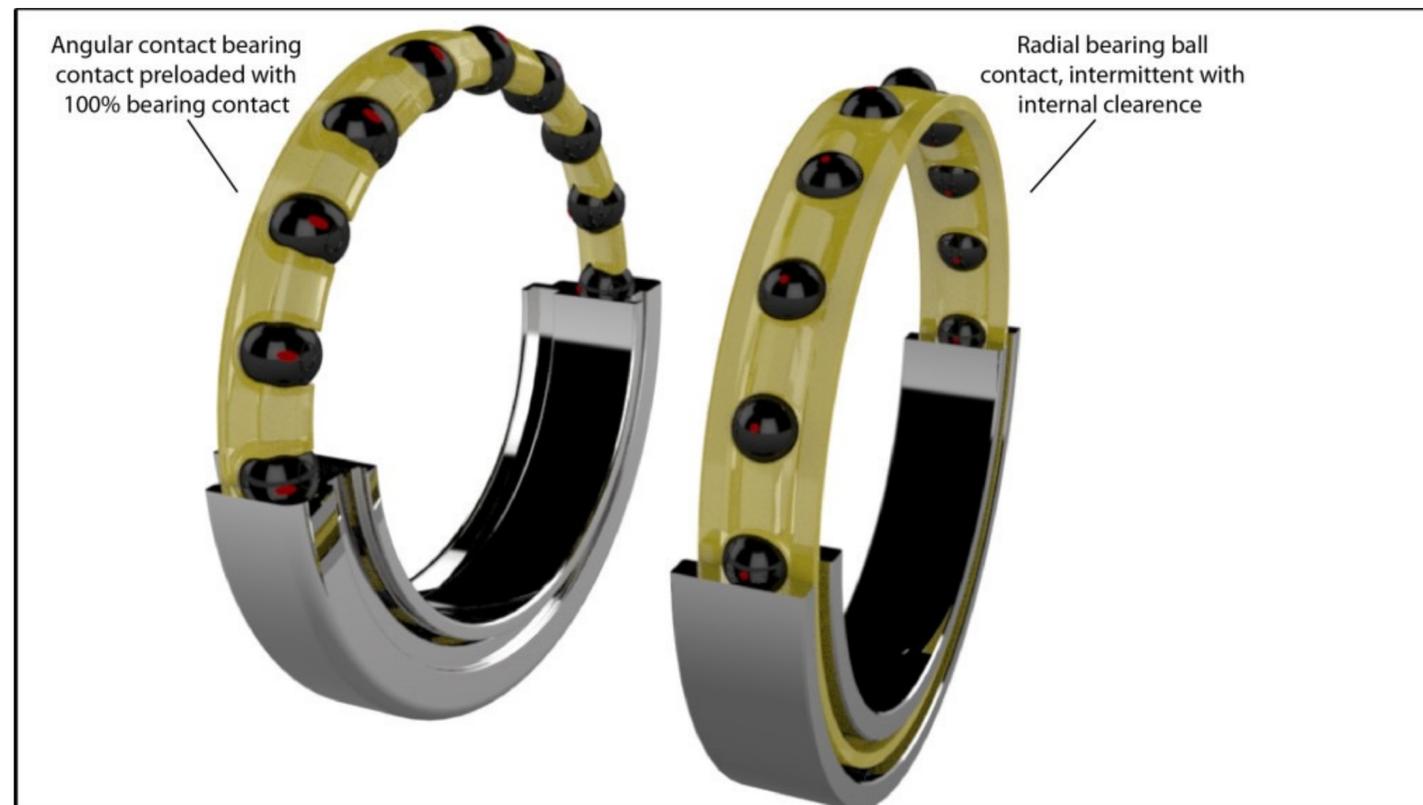
## A word about ball size:

Remember, increasing the diameter of a sphere by 2 times, increases the surface area by 4 times and the volume by 8 times. Refer to the diagram below for a better visual comparing the ball size of Enduro Bearings bottom bracket bearing to the 3 other competitors for the SAME sized bearing, 24 x 37mm. The red dot on each ball indicates the surface contact area that changes dramatically with the larger balls Enduro Bearings uses.



## A word about ball size:

Further to this, it is easy to understand why we have developed our Angular Contact (A/C) designs for several levels of our bearing line. Compared to radial bearing design, you not only can use larger balls, but since A/C bearings are preloaded, all of the balls are always making contact in the races evenly. In the radial bearing diagram below, you can see how in certain situations for a radial bearing, only half the balls are making contact. And not always in the correct radial axis, since there is internal clearance or play between the balls and races. For A/C bearings, they are **always loaded 100% of the time** in an opposed  $15^\circ$  direction, carrying the load evenly and smoothly with more contact area. What this means is no wheel “flop” when you change direction on your bike, no rubbing of disc brakes to slow you down, and bearings running smoothly 2 ½ times longer than radial bearings.



## **What is the Static Capacity ?**

Static Load Capacities (SC, in lbs) are limits well before deformation of the bearing. These are conservative figures, and the bearing can really withstand twice the load before damage begins to occur. For the bicycle industry, we do not list dynamic loads because the bearings never spin the thousands of RPM's to rate.

## **Bearings Installation and Removal:**

Bearings should never be installed by pressing on the inner race. Always press on the outer race with a pilot brushing or similar tool, which will only make contact with the metal side of the outer race. A bearing press or similar should be used to exert the force needed to press the bearing into the housing. Care needs to be taken that the bearing is started straight and not at an angle to the housing.

## Grease

We use several special greases which are in general all formulated by combining a **base oil** with a **thickening agent**. They lubricate rolling bearings by bleeding a small amount of oil out of the “reservoir” of the grease thickener and into the raceway. The oil provides the elastohydrodynamic lubricating film needed to **reduce friction and wear**. Greases can also serve as effective seals to protect bearings from contaminants and moisture. For greater loads, especially where vibration or shock loading is likely, such as pivots or headsets, **special anti-wear additives** can improve grease performance. Likewise, special thickeners and additive packages can augment a grease’s natural resistance to wash-out by water or salt-water spray. Thickeners can also be processed to reduce the noise-generating characteristics of a grease.

For instance, we use **Kluber 7272**, which specifically addresses the issues of the two very different materials in a **ceramic hybrid** bearing. This grease only runs better and smoother with time and is highly resistant to washing out. It is engineered to stick to the balls and continually be pulled back into the ball path where it is needed. Other greases can end up pushed out to the edge of the ball path, doing nothing. For our **ABEC 3** bearings we use a similar high pressure grease, **Mobil XHP 222**, which is an excellent and clean rolling grease and also has excellent water displacement characteristics. For the **MAX** type bearings and some **bottom bracket** bearings, we fill both sides with either **CRC Marine grade** grease for ultimate salt water protection, or **Almagard 3752** for ultimate high pressure characteristics. These high pressure greases will not get pushed out by the extreme loads of a suspension bearing pivot for example.

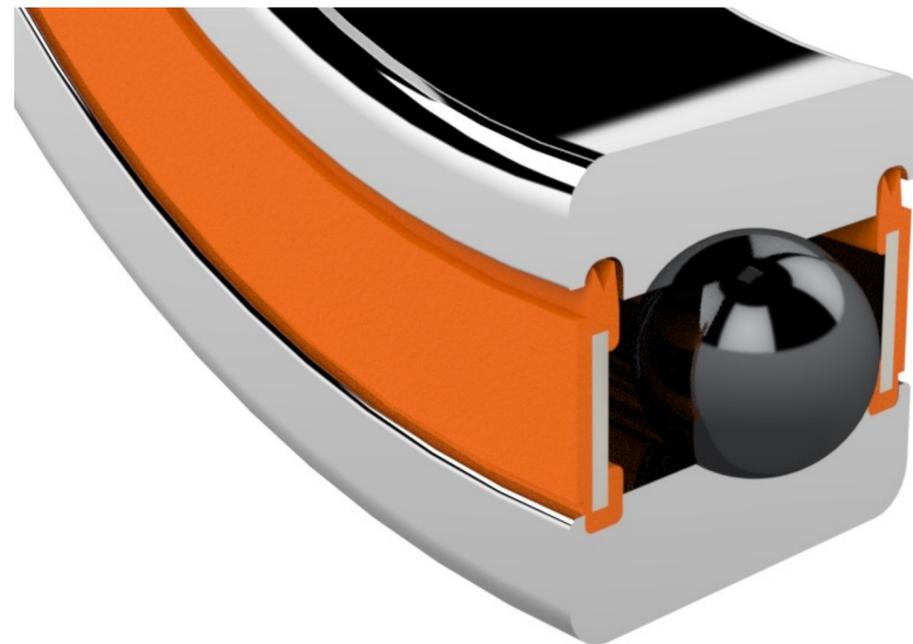
## Chromium Races

In most instances, Enduro Bearings uses 52100 High Carbon Chromium Alloy Races with heat treatment followed by cryogenic treatment. Starting with vacuum de-gassed chromium steel alloy, and hardened to Rockwell HRC 64, these super high precision races are **cryogenically treated** not once, but **three times** during the final super polishing phase as in Zero, CH or A/C bearings. Cryogenic treatment means taking the races down to minus 190° C to normalize the crystalline structure of the material so that the races will resist the hardness of the ceramic balls and get the maximum wear potential. This critical treatment to the races is left out by many manufacturers, but not by Enduro Bearings. For the top ZERØ bearings, we also additionally give them a **Magnetite finish** (black in color or **Black Oxide**) which is **corrosion resistant** and further stabilizes the bearing assembly. The races are again polished after this process to give the smoothest ball path.

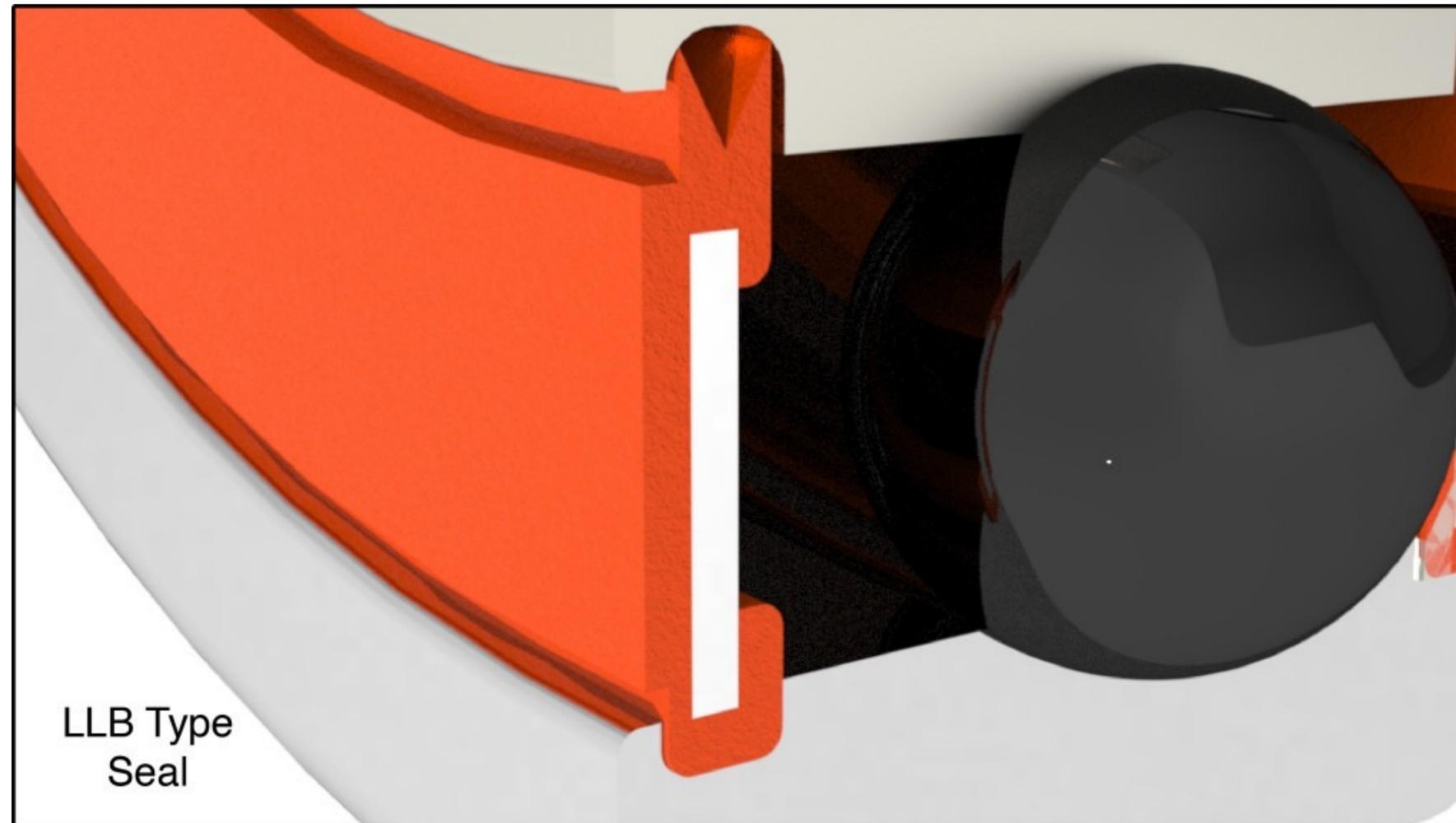


Our bearing seals are designed and tested in house for maximum performance. We never use any “off the shelf” parts, every component of our bearings is considered for performance, weight, and durability, and this includes the seals. For this reason, we have 5 types of seals for the different types of specialized bearings that we offer. All of our seals can be removed for service by gently prying from the inside with a small blade and carefully lifting the seals from the inner and outer grooves.

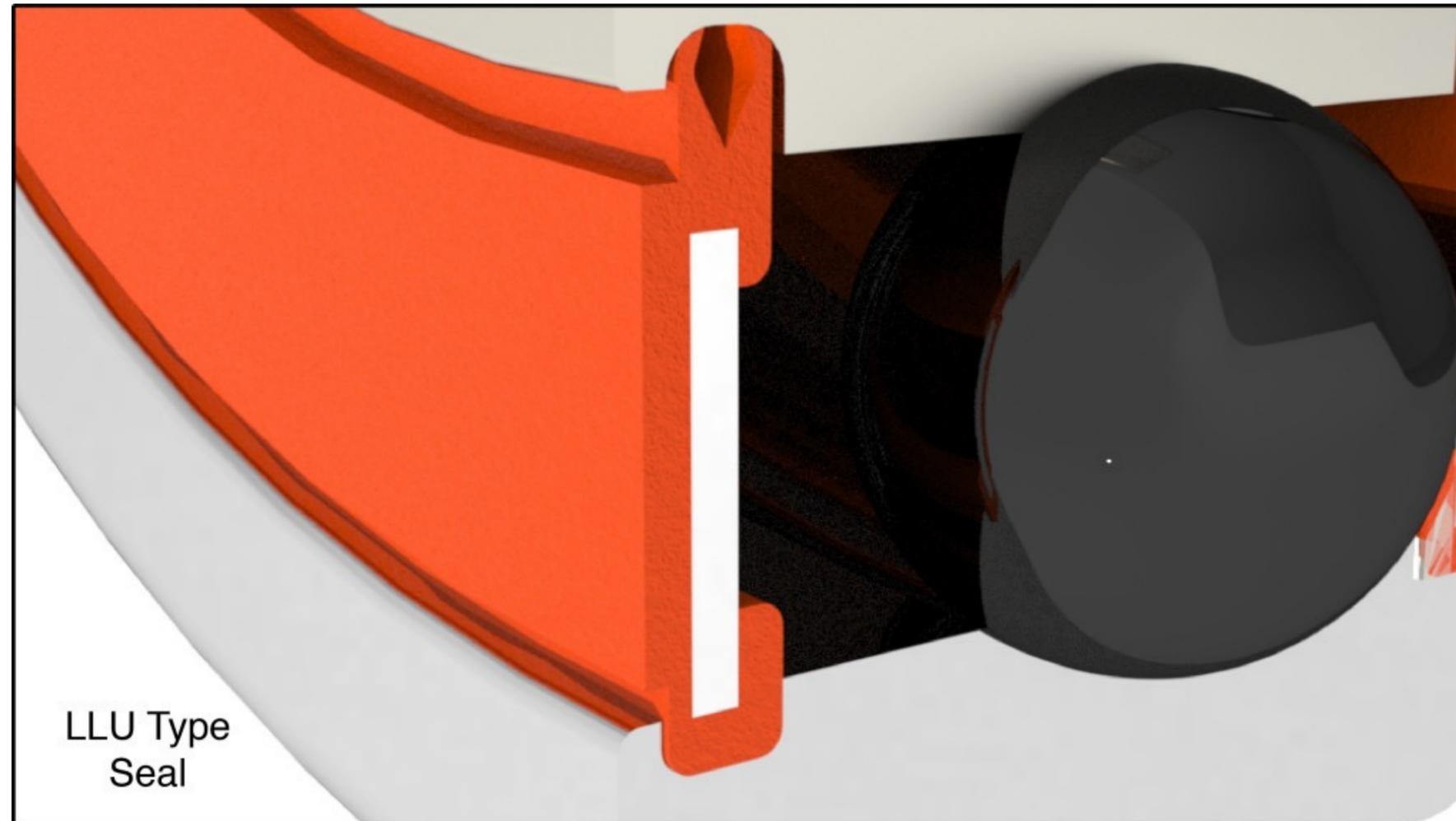
**2RS:** Literally means Two Rubber Seals and simply means that the bearing has these. There are many types of seals. On most other bearings 2RS means that the seal is made from rubber and has one sealing lip rubbing on any flat part of the inner race. Our seals are either LLU (usually the MAX type bearings) or LLB (better for hubs).



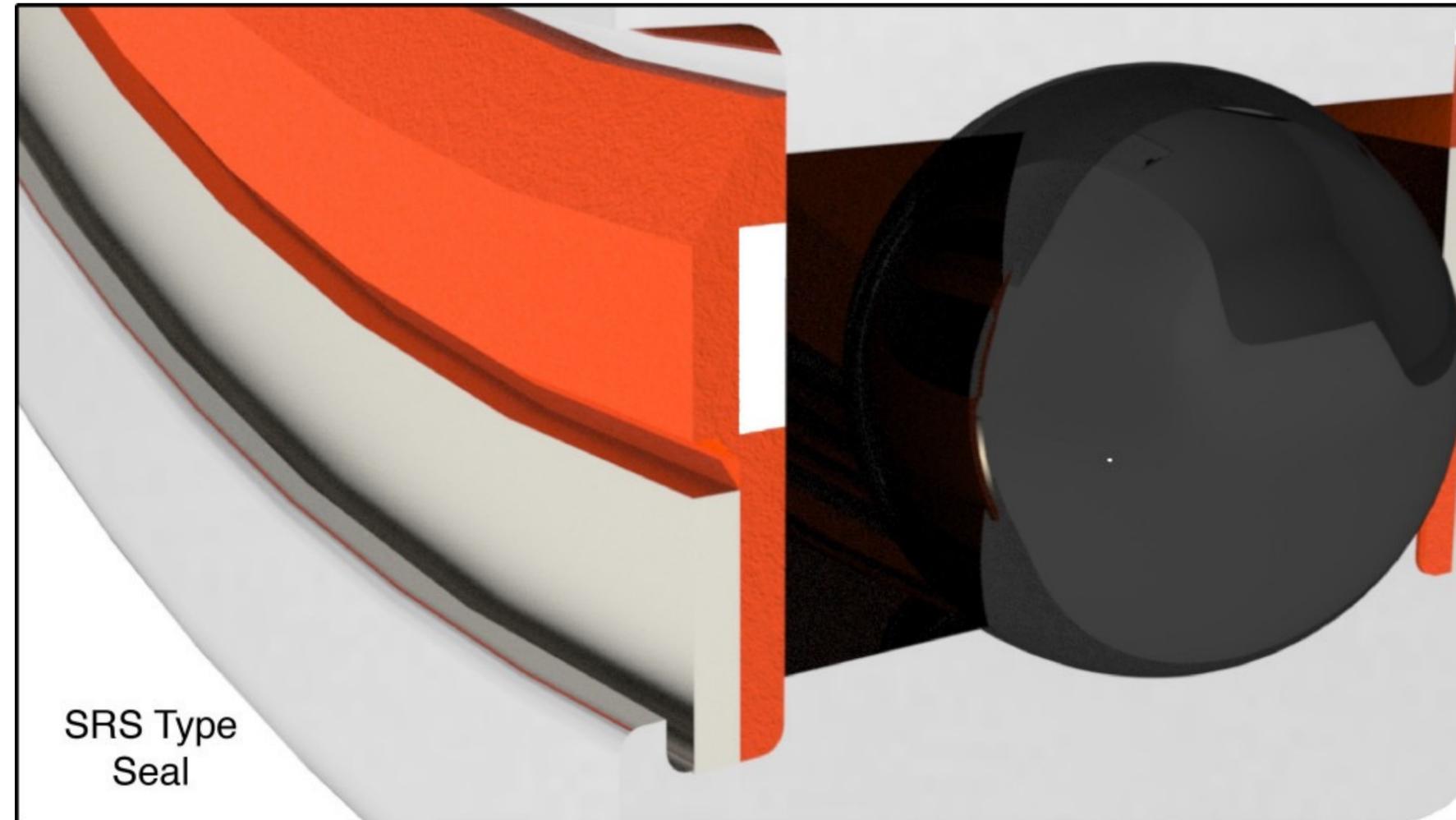
**LLB Seals:** Our most popular seal type, this is a Nitrile material rubber with a steel insert. Rather than the standard 2RS type seal, we go a step further by machining a groove into the inner race where the seal can rotate with better efficiency and less rolling resistance. Rather than one thick seal lip rubbing on a blunt surface, LLB type utilizes two razor thin sealing lips riding in the groove with light contact. The outside lip keeps the water and contaminants out, while the inner seal retains the grease for smooth function and long intervals between servicing.



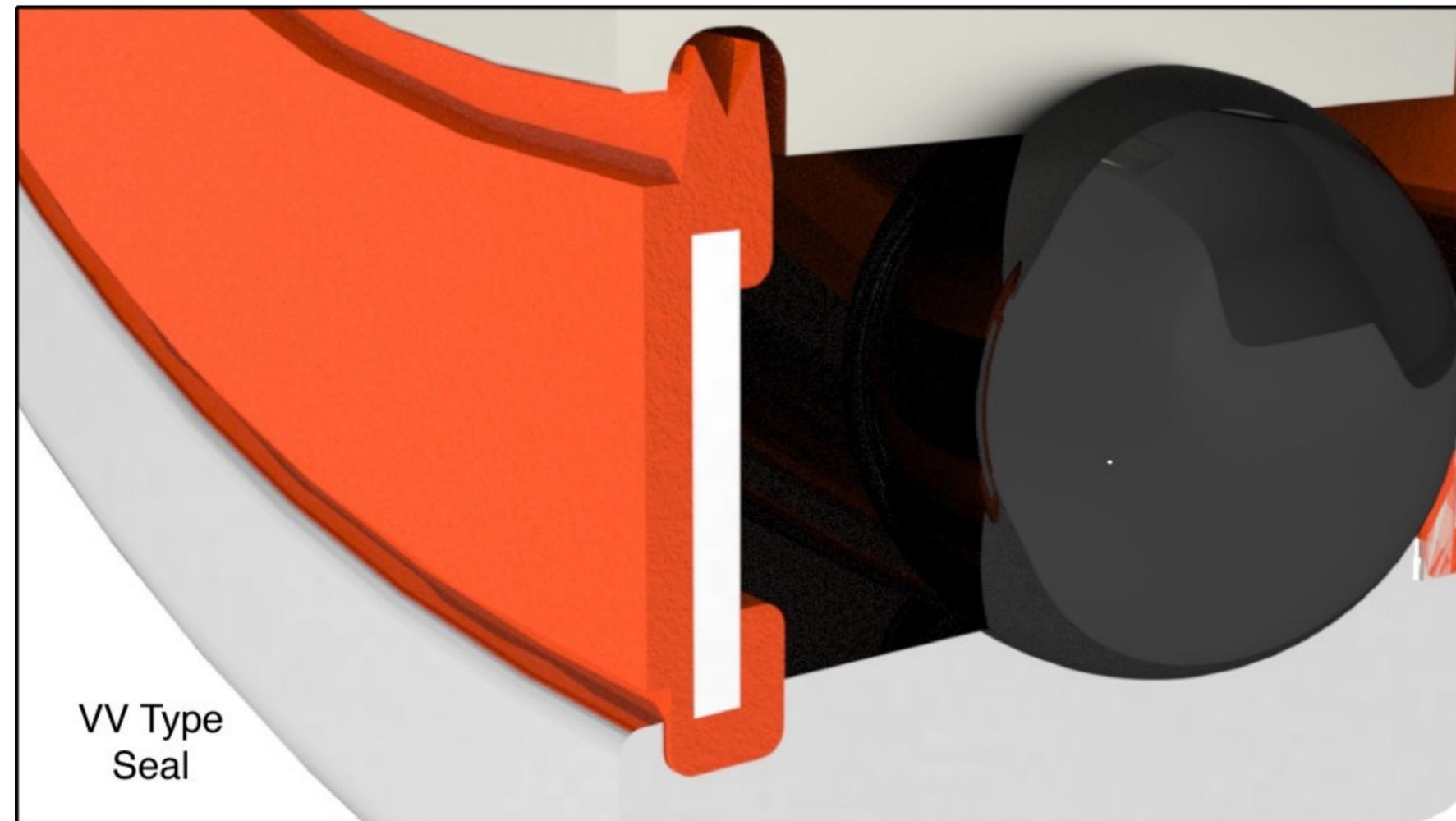
**LLU Seals:** Similar to the LLB type seal, LLU is a full contact, dual lip seal riding in a groove on the inner race. With more sealing pressure, these are ideal for pivots or headsets that continually come in contact with dirt, sweat, and dust. The increased seal pressure and 2 lips help retain the 90% grease fill we use on these bearings to better displace any moisture and continually lubricate the balls and races.



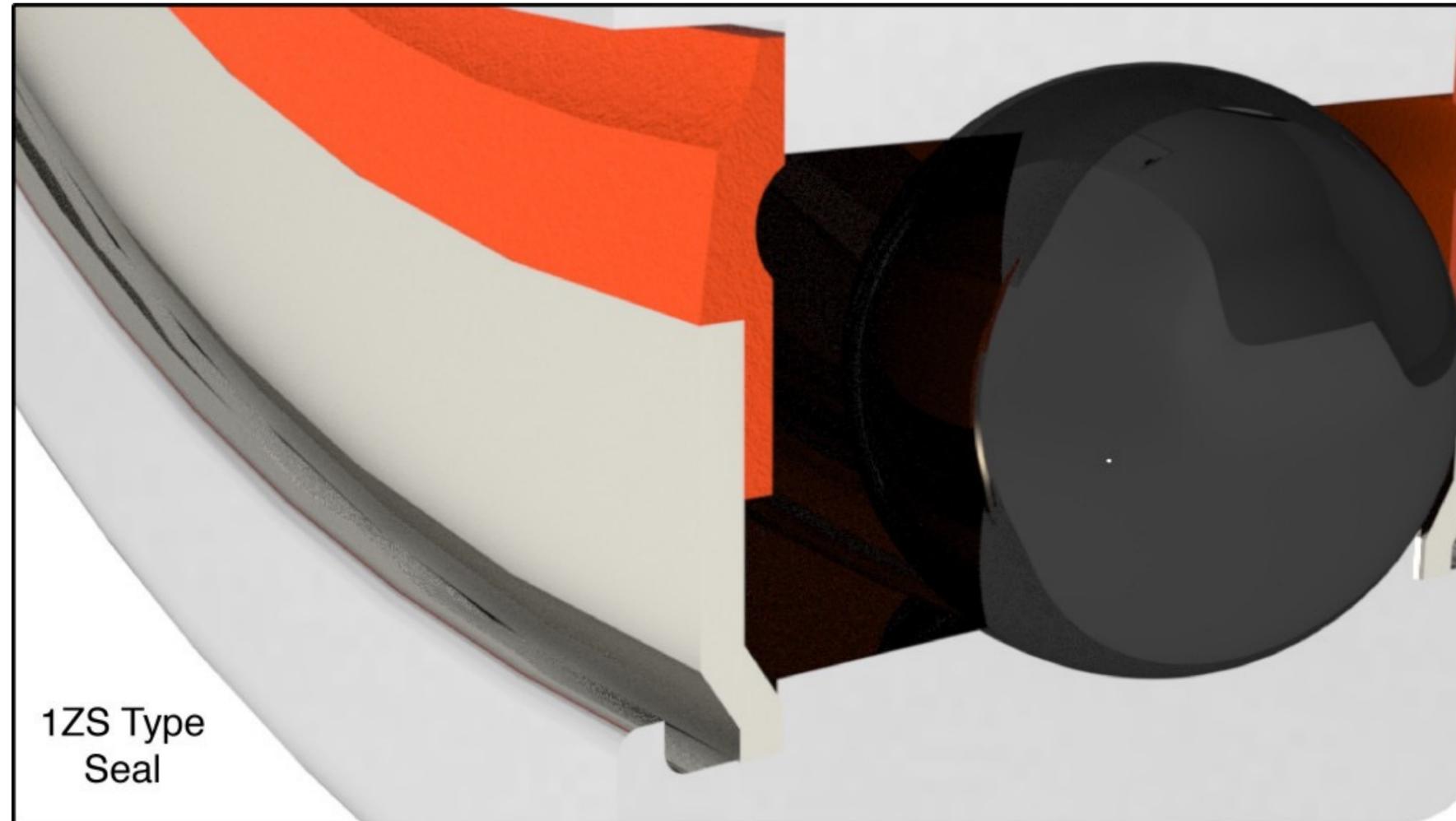
**SRS Seals:** Featured on many of our ABEC 5 level bearings, these seals employ a snap ring that can be removed with a small knife for quick and easy servicing. These seals can be removed with no danger of bending them while performing lubrication service, ensuring they will spin as smoothly after. The single sealing lip makes contact on a step machined into the inner race, and sealing as an axial face seal. This type of seal configurations has extremely low rolling resistance and speed, while being an effective barrier against dirt and water.



**VV Seals:** Developed with the idea of rolling as fast as possible, this dual lip configuration does not make contact with the bottom of the machined groove. Since these bearings also have a high rate of grease fill, the grease migrates to the bottom of the groove where a hydromatic type seal is established between the 2 lips and the grease in the groove. This grease barrier keeps the dirt and contaminants from coming inside the bearing, while still rolling smoothly and with the least resistance of all our bearings.



**1ZS Seals:** Developed for Greaseable Bearing systems mostly found on suspension bikes, these bearings are completely open on one side where the grease is delivered during service by a pump through a grease fitting. As the old grease is displaced, it is purged past the inside seal lip of our specially designed “Seal-Shield”. This Seal-Shield will not pop off from the grease pressure, but remains in place as the old grease passes past the sealing lip and is refilled with fresh grease.



# Bearings



We offer a full line of steel to ceramic bearings. From headsets to hubs, wheels to suspension pivots, bottom brackets to jockey wheels. If it spins, Enduro is there.

We also offer a whole line of Angular Contact (A/C) hub bearings. These bearings, when used in a hub with adjustable preload, eliminate all side play and last longer than standard radial bearings.





## Grade 10 Chromium Steel Balls

High precision balls are within 10/1,000,000" round, twice as round as the industry standard, at it's highest level.

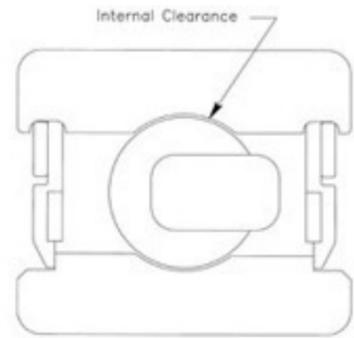
## 52100 High Carbon Chromium Alloy Races

Vacuum de-gassed process for the purest chromium alloy steel, hardened to R-62, extremely tough and very durable. Polished to a mirror finish for ABEC-3 precision and noiseless movement.

Riveted Steel Retainer for toughness

ABEC-3 tolerances and noise tested

C-3 or C-N Internal Clearance



C-3 refers to the internal clearance of a bearing and is the standard clearance in the U.S. This is the play between the ball and the races before the bearing is installed. Our C-3 clearance is a tightersize, but for a 10-18 mm ID bearing, our standard is 11-21  $\mu\text{m}$  where most manufacturers use 11-25  $\mu\text{m}$ . (0.011-0.025 mm).



Depending on the application these bearings use LLU or LLB type seals, although they may be marked 2RS.

## **MAXimum quantity of Grade 10 Chromium Steel Balls:**

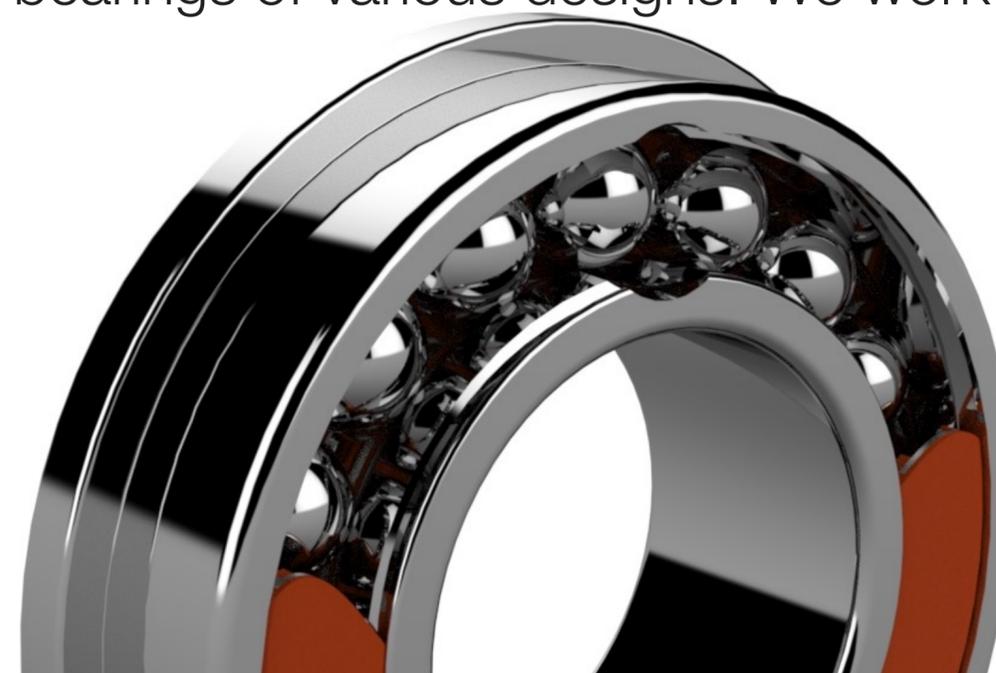
Designed specifically for suspension pivots, Enduro Bearings pioneered MAX type bearings almost 20 years ago for bicycles to address the challenges associated with mountain bike pivots. These bearings have 35-40% more load capacity than standard radial bearings. We accomplish this with a special design where the maximum number of balls are inserted into the bearing. The race grooves are deeper on these bearings for more lateral support for the twisting and multiple forces associated with mountain bike pivots. LLU seals give maximum protection against the elements, while keeping the 90% fill of Almagard Extra High Pressure Grease inside.

Also available now are MAX BO bearings which get an additional Magnetite treatment for hardness, rust resistance and even more reliability.

We also make Angular Contact MAX type bearings, in both sealed and greaseable types. These bearings are spec'd on some of the best mountain bikes available, and you can also get them from us for replacement, or for building your own custom mountain bike. We supply to almost 100 companies with bearings of various designs. We work directly with frame builders to get every detail right.

## **52100 High Carbon Chromium Alloy Races:**

Purest alloy steel with the toughness like no other. MAX bearings use CRC Marine Grease, will not wash out or break down under any extreme circumstances. Even salt water will not penetrate or break it down.



## **Grade 5 Chromium Steel Balls**

High precision balls are within 5/1,000,000" round. These are military level specification, used for precision equipment. R-64 hardness, of the highest grade.

## **52100 High Carbon Chromium Alloy Races**

Vacuum de-gassed process for the purest chromium alloy steel, hardened to R-62, extremely tough and very durable. Polished to a mirror finish for ABEC-5 precision and noiseless movement.

## **Graphite/Nylon Ball Retainers**

Nylon with graphite retainers are virtually frictionless while providing constant lubrication.

## **The ABEC-5 Standard**

To meet the ABEC-5 standard, bearing design must pass all tests, which include noise testing at high RPM, extremely close tolerances for I.D. and O.D., roundness of ball, trueness of the races and micro surface finishes of balls and races.

## **Available in C-3 and C-N internal clearance**



## Stainless Steel Bearings

Enduro Bearings manufactures some series of bearings using 440C stainless steel balls and races. This material provides maximum corrosion resistance in applications and environments where critical. Depending on the application, they are designed to ABEC-3 or ABEC-5 tolerances. Stainless steel has 20% less load capacity than the 52100 chromium steel, used in most of our bearings, but with far superior corrosion resistance.

When the rain won't go away, and your bicycle is more often used as a boat rather than a land craft, you may want to consider 440C stainless steel bearings. While a little softer than chromium bearing steel, 440C stainless steel is a good alternative in constant wet conditions, or where sweat becomes a problem such as headset bearings. Enduro Bearings uses **LLB type seals** and **CRC Marine Grease** in these bearings to additionally water proof against the elements.



## Angular Contact Bearings

We produce a line of Angular Contact (A/C) cartridge bearings specifically designed for hubs.

In standard radial bearings, only 3 or 4 balls make contact during the load, at any given time. In Angular Contact (A/C) bearings, ALL balls are engaged and spread the force over a larger surface area, to decrease friction and minimize wear. Wheel play can be adjusted out of the hub providing a more stable wheel, and making it easier to adjust disc brakes while still spinning freely.



## Ceramic Hybrid (CH) ABEC-5 Grade

Ceramic bearings are not only here to stay, they are now the standard, period. When carbon fiber was first introduced, there were many riders still on steel bikes in the Tour de France, but now every racing bike is made of carbon fiber. This is the case for ceramic bearings, and the CH bearings are an **excellent choice for entry into the technology**. **ABEC-5** tolerances and **LLB seals** with **Graphite Nylon retainers** are premium features that are not available on our competitor's ceramic hybrid bearings at two or even five times the cost. Oversized Silicon Nitride Grade 5 balls and cryogenic treatment of the ABEC-5 races ensure long lasting, smooth rolling bearings at great value.

These are now also available in Angular Contact (A/C) design, for even greater durability and ultimate speed.



## ZERØ ceramic Grade

Proven time and again in World Cup race conditions, the ZERØ Ceramic bearings are the ultimate race day weapon. **Oversized Grade 3 balls** roll on races which are ground to a mirror finish after receiving Magnetite and then **Cryogenic treatments** for hardness and longevity. More durable and with even lower rolling resistance than any 2RS bearings, they come closer to that magic “zero” rolling resistance number. Enduro Bearings uses **Silicone seals** which are more slippery than rubber seals used by other ceramic bearing suppliers. We get more email and blog feedback on the ZERØ's than any other bearing, describing the noticed difference in downhill rolling speed. And they win the independent wattage output tests when stacked against the competition. If you want to buy raw speed, ZERØ bearings are it.



## **XD-15 Ceramic Grade**

Want to make your bike faster than any other? Had enough of servicing your ceramic bearings so that they will survive another rainy day race? Would you rather have a bottom bracket outlast your frameset? Then you have arrived at the solution. XD-15 ceramic bearings have it all - hands down the speediest, and longest lasting ceramic bearing available on the market.

Nitrogen steel is the secret, precision machined and ground to **ABEC-5 tolerances** at our facility in Gilroy, California. This is a very special nitrogen infused steel material and will not rust or corrode. It is more than **5 times the corrosion resistance of 440C stainless material**. The process to make this steel involves remelting a very high grade of martensitic stainless steel from the end of an electrode. This occurs in a highly-controlled remelt chamber while introducing nitrogen gas, producing a homogenous steel free from coarse carbides and giving ultimate fatigue resistance.

These bearings spin with the very least resistance of anything we have developed to date featuring **oversized Grade 3 Silicon Nitride balls**. On top of this, they will be spinning with the same ease one year or even two years from now, with longer intervals between servicing.

No one else in the bicycle industry offers this combination of speed and durability: XD-15 bearings for wheels, bottom brackets, and drive train.



## XD-15 Ceramic Grade

New Compatibilities coming soon



XD15 6806

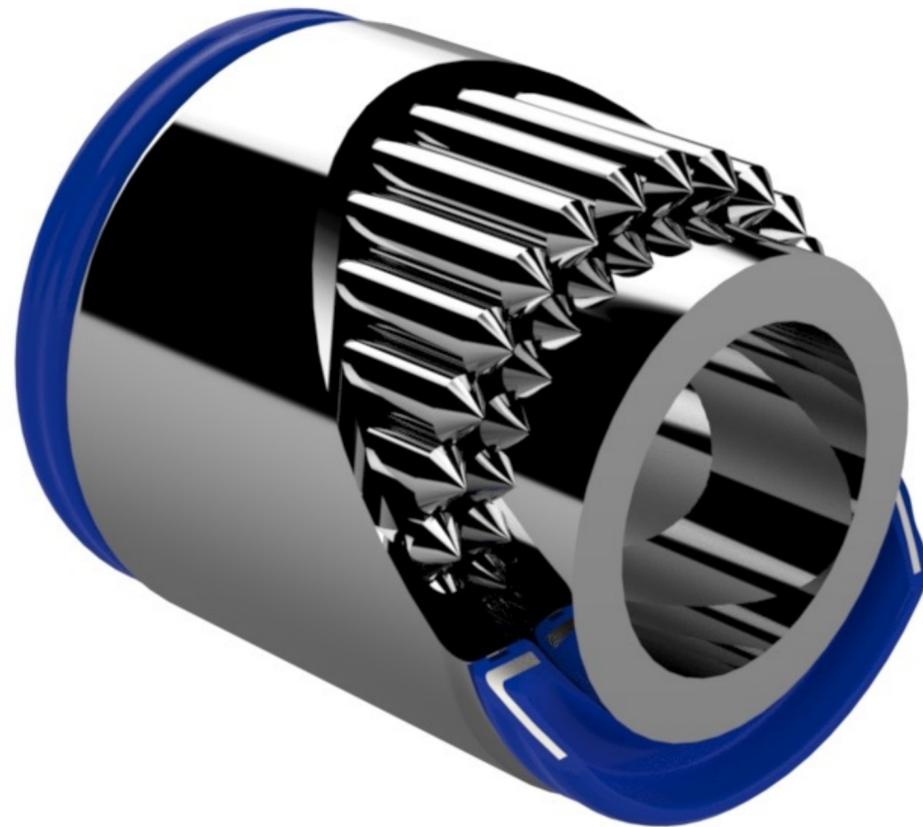
XD15 MR2437

**NEW**



## Shock Needle Bearing

- These kits replace the bushings in rear shocks with a needle bearing.
- The needle bearing reduce friction for smoother shock travel, so much so, you may need to increase your damping setting after you install them.
- The needle bearing do not wear like bushings do. In fact, they may outlast your bike!



# Applications



	Hubs	Bottom Bracket	Linkages	Shocks
ABEC 3	✓	✓		
MAX			✓	
ABEC 5	✓	✓		
Angular Contact	✓			
Angular Contact MAX			✓	
Stainless Steel	✓	✓		
Ceramic Hybrid	✓	✓		
Zero Ceramic	✓	✓		
Full Ceramic		✓		
XD-15		✓		
Shock Needle				✓

## **Ceramic Hybrid (CH) ABEC-5 Pulleys**

Machined from solid Delrin at our California machine shop, not molded, they are much harder and more precise than any competitor's jockey wheels. These are machined smooth for easy cleaning and highly recommended for cross competition or mountain bike usage. Of course they work perfectly for any Road application as well. Where aluminum jockey wheels are loud and deteriorate almost immediately after installing, Enduro Bearings jockey wheels will shift perfectly and precisely a year or two from now as the day you installed them.



## **ZERØ Ceramic Pulleys**

Independently tested and winning competitions for the least rolling resistance, the truly best part of these jockey wheels is the silent and crisp shifting they afford. Machined from solid Delrin at our California machine shop, not molded, they are much harder and precise than any competitor's that have copied this design. Where aluminum jockey wheels are loud and deteriorate almost immediately after installing, Enduro Bearings jockey wheels will shift perfectly and precisely a year or two from now just the same as the day you installed them.



## **SRAM XX1 ZERO Ceramic Pulleys**

Created specifically with the SRAM XX1 drivetrain in mind, these jockey wheels are made of super hard, solid Delrin and machined to perfection at our California facility. The unique 12 tooth, narrow/wide design allows for extra precise chain retention. Zero ceramic bearings ensure crisp, smooth shifting in all riding conditions. These pulleys can be used with all aftermarket chains.



## **XD-15 Pulleys**

The ultimate jockey wheel with Enduro XD-15 bearings. Not only 1 gram lighter each than the super light ZERØ's, these will outlast your derailleur's lifespan! They will spin with the same speed years from now, as fast as the day you installed them. When installed with our XD-15 bottom bracket and XD-15 wheel kit, these complete the ultimate Enduro Bearings Speed Kit for your bike, reducing the overall friction to almost nothing.



## Bottom Brackets

From Road to Mountain, Ceramic Hybrids to ZERØ Ceramic, and now XD-15 and TorqTite, Enduro Bearings has your Bottom Bracket solution. Here is a short list of Bottom Bracket Kits we offer:

- BB30 Adapters
- BB30, BB30 External Kits, BB30 PF
- BB90/95
- BB86
- BB30 Cranks to BB86/92 Frames
- BB92
- External BB's
- BB's Bearing kits



## TorqTite

The TorqTite bottom bracket line is designed to replace any press fit type on the market. This means no more glue, paste or tape to try and keep things quiet. This unique and patent pending system uses a double threaded internal sleeve to tighten the right and left cups with two spanner wrenches and torque your bottom bracket tight on installation. No more movement or internal fretting of your bottom bracket against your carbon fiber or aluminum frame, just a tightened mechanical system eliminating annoying and unwanted noises. Noises and internal friction that can also sap energy and wattage output. TorqTite guarantees perfect parallel alignment between the bearings even if the frame is not perfectly straight, eliminating lost energy.



# Bottom Brackets



## TorqTite

Available with the best Enduro XD-15 ceramic bearings, or with 440C stainless bearings, the TorqTite system is the ultimate mechanical bottom bracket system to guarantee the best results with the highest wattage output and no unwanted friction. Available in a wide range of standards, listed below.



## T47

**NEW**

**What is it?** Imagine a 68mm-wide PressFit 30 BB shell; now cut it in 47x1mm threads. That's the new T47 standard, designed by Chris King and Argonaut Cycles to cure the plague of squeaky, oversized BB's.

Provides an oversize bottom bracket shell for compatibility with many crank axle variants, and generous real-estate for oversized frame tubes (light, stiff, etc.), but with a quiet and user-friendly threaded cups. a 68mm-wide PressFit 30 BB shell; now cut it in 47x1mm threads. That's the new T47 standard, designed by Chris King and Argonaut Cycles to cure the plague of squeaky, oversized BB's.

The driving force was to take the advantages of a 30mm spindle and modern frames and combine them with the proven durability, quiet performance and lovability of the traditional threaded bottom bracket.



## T47

**NEW**

Available with the best Enduro XD-15 ceramic bearings, or with 440C stainless bearings. Both featuring angular contact design to best handle pedaling forces while riding and prolong bearing life.

Cups thread into frame ensuring perfect fit and no unwanted movement over time. No special presses or retaining compounds are necessary.

Larger diameter cups mean larger bearings. Your super stiff, 30mm cranksets are at home with the T47 standard.

All bottom brackets proudly USA made at our machining facility in Gilroy, California.

3 colors available to choose from: Black, Red, and Blue

T47 68-73mm for Shimano/SRAM  
Road or Mountain



T47 68-73mm for 30mm Cranksets  
Road or Mountain



T47 Wide for 30mm (Rotor, RaceFace, FSA)  
Road or Mountain



We don't mess around with inexpensive headset bearings at Enduro Bearings, it's simply not worth it. While many headset makers will offer you Cr-Mo or standard steel headsets for your carbon road bike, steel cross bike, or full suspension mountain bike, we feel that's like putting bias ply tires on a rally car. We don't offer the entry level for headset bearings. Instead we begin with chromium steel, Black Oxide finish A/C type and then offer full 440C stainless steel at the top. They are always engineered with the largest balls possible and dual lip seals riding in a micro groove for ultimate protection against sweat and the elements. They are filled 90% with high pressure water proof grease, so you don't have to ever guess if there is grease inside. Watch for more headset related components and even larger selection of sizes from Enduro Bearings.



## Wheel Kits

Your wheels spin more than any other part of your bike. Therefore, having the best bearings in this application will reveal the greatest results. We offer a full line of steel and ceramic bearings for all bicycle hubs on the market

Kits are available for most Hubs, including American Classic, DT Swiss, Easton, FSA, HED, Industry Nine, Mavic, Reynolds, Rolf, Spinergy, White Industries, Zipp and many more.

All Kits come with a Puller for removing old Bearings

**ABEC 5 Chromium Steel Wheel Kits** : All ABEC 5 Kits come with our ABEC 5 Ceramic Bearings

**Ceramic Hybrid CH Wheel Kits** : All Ceramic Kits come with our CH Series Ceramic Bearings

**ZERØ Ceramic Wheel Kits** : Kit comes with our top of the line Zero Ceramic Bearings Available for DT Swiss, Mavic and Zipp hubs

**Loose Ball Bearings** : Available in Sizes Ranging from 1/4" thru 3/32"

Made of Steel Grade 25 & Grade 5 Chromium, Ceramic Grade 5 & Grade 3 Silicon Nitride and CERBEC Grade 3 Silicon Nitride



## Suspension Kits

We have a full line of suspension kits to cover the many dual suspension bikes on the market. Pivot bearings are exposed to a vast range of dirt, water sand and other abuses. We have designed MAX type bearings to handle these extreme conditions and use them in all of our suspension kits. They have a 35-40% higher load capacity than the standard retainer type bearings most people sell. We also pack them both sides with a high impact, water proof grease.

## Pedal Kits

Available for Look, Speedplay and Time Pedals



- Best selling bearings per application
- well sorted in an easy to use box
- Affordable price for dealers
- 4 different boxes

## Wheels



## Wheels Starter



## Suspension



## Bottom Brackets



## Wheels

EB8068 <b>608 2RS</b> 8 X 22 X 7 	EB8156 <b>CH 608 LLB</b> 8 X 22 X 7 	EB8001 <b>6000 2RS</b> 10 X 26 X 8 	EB8159 <b>CH 6000 LLB</b> 10 X 26 X 8 	EB8003 <b>6001 2RS</b> 12 X 28 X 8 	EB8160 <b>CH 6001 LLB</b> 12 X 28 X 8 
EB8191 <b>BB Puller</b>  EB8600	EB8027 <b>6802 2RS</b> 15 X 24 X 5 	EB8138 <b>CH 6802 LLB</b> 15 X 24 X 5 	EB8029 <b>6803 2RS</b> 17 X 26 X 5 	EB8033 <b>6805 2RS</b> 25 X 37 X 7 	EB8141 <b>CH 6805 LLB</b> 25 X 37 X 7 
	EB8043 <b>6901 2RS</b> 12 X 24 X 6 	EB8146 <b>CH 6901 LLB</b> 12 X 24 X 6 	EB8045 <b>6902 2RS</b> 15 X 28 X 7 	EB8147 <b>CH 6902 LLB</b> 15 X 28 X 7 	EB8047 <b>6903 2RS</b> 17 X 30 X 7 

## Suspension

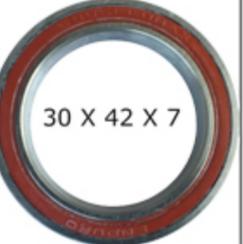
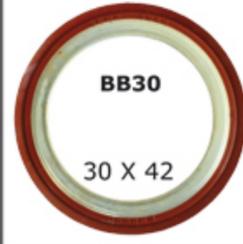
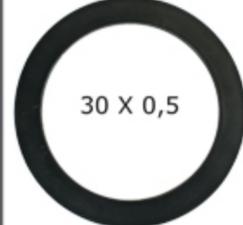
EB8002 <b>6000 2RS MAX</b> 10 X 26 X 8 	EB8004 <b>6001 2RS MAX</b> 12 X 28 X 8 	EB8023 <b>6800 2RS MAX</b> 10 X 19 X 5 	EB8024 <b>63800 2RS MAX</b> 10 X 19 X 7 	EB8028 <b>6802 2RS MAX</b> 15 X 24 X 5 	EB8030 <b>6803 2RS MAX</b> 17 X 26 X 5 
EB8191 <b>BB Puller</b>  EB8601	EB8034 <b>6805 2RS MAX</b> 25 X 37 X 7 	EB8042 <b>6900 2RS MAX</b> 10 X 22 X 6 	EB8044 <b>6901 2RS MAX</b> 12 X 24 X 6 	EB8046 <b>6902 2RS MAX</b> 15 X 28 X 7 	EB8048 <b>6903 2RS MAX</b> 17 X 30 X 7 
	EB8064 <b>688 2RS MAX</b> 8 X 16 X 5 	EB8067 <b>698 2RS MAX</b> 8 X 19 X 6 	EB8069 <b>608 2RS MAX</b> 8 X 22 X 7 	EB8077 <b>R 6 2RS MAX</b> 3/8 X 7/8 X 9/32" 	EB8661 <b>6901 SM MAX</b> 12 X 24 X 7/10 

## Wheels Starter

<p>EB8068 <b>608 2RS</b> 8 X 22 X 7</p> 	<p>EB8134 <b>608 SRS</b> 8 X 22 X 7</p> 	<p>EB8001 <b>6000 2RS</b> 10 X 26 X 8</p> 	<p>EB8130 <b>61000 SRS</b> 10 X 26 X 8</p> 	<p>EB8003 <b>6001 2RS</b> 12 X 28 X 8</p> 	<p>EB8131 <b>61001 SRS</b> 12 X 28 X 8</p> 
<p>EB8122 <b>61803 SRS</b> 17 X 26 X 5</p> 	<p>EB8027 <b>6802 2RS</b> 15 X 24 X 5</p> 	<p>EB8121 <b>61802 SRS</b> 15 X 24 X 5</p> 	<p>EB8029 <b>6803 2RS</b> 17 X 26 X 5</p> 	<p>EB8033 <b>6805 2RS</b> 25 X 37 X 7</p> 	<p>EB8124 <b>61805 SRS</b> 25 X 37 X 7</p> 
	<p>EB8043 <b>6901 2RS</b> 12 X 24 X 6</p> 	<p>EB8127 <b>61901 SRS</b> 12 X 24 X 6</p> 	<p>EB8045 <b>6902 2RS</b> 15 X 28 X 7</p> 	<p>EB8128 <b>61902 SRS</b> 15 X 28 X 7</p> 	<p>EB8047 <b>6903 2RS</b> 17 X 30 X 7</p> 

EB9110

## Bottom Brackets

<p>EB8113 <b>MR 2437 LLB</b></p>  <p>24 X 37 X 7</p>	<p>EB8809 <b>MRA 2437 LLB</b></p>  <p>24 X 37 X 7</p>	<p>EB8736 <b>Sram Adaptor</b></p> <p>WA 22 X 24 X 11.5</p> 	<p>EB8825 <b>71806 LLB</b></p>  <p>30 X 42 X 7</p>	<p>EB8035 <b>6806 LLB</b></p>  <p>30 X 42 X 7</p>	<p>EB8036 <b>6806 LLU MAX</b></p>  <p>30 X 42 X 7</p>
<p>EB8853 <b>BB30 Small Adapter Shimano</b></p>  <p>EB9116</p>	<p>EB8806 <b>MR 22378 LLB-E</b></p>  <p>22 X 37 X 8/11,5</p>	<p>EB8881 <b>Seal</b></p> <p>BB86 - BB90 - BB92 <b>Shimano</b></p> <p>24 X 37</p> 	<p>EB8882 <b>Seal</b></p> <p>BB30</p> <p>30 X 42</p> 	<p>EB8879 <b>Seal</b></p> <p>BB86 - BB90 - BB92 <b>SRAM</b></p> <p>22 X 37</p> 	<p>EB8514 <b>Seal</b></p> <p>BB90 Outboard <b>Shimano</b></p> <p>24 X 37</p> 
	<p>EB8884 <b>WA Spacer</b></p>  <p>24 X 0,5</p>	<p>EB8885 <b>WA Spacer</b></p>  <p>24 X 1,0</p>	<p>EB8886 <b>WA Spacer</b></p>  <p>30 X 0,5</p>	<p>EB8890 <b>Wave Washer</b></p>  <p>24 X 1,0</p>	<p>EB8891 <b>Wave Washer</b></p>  <p>30 X 1,0</p>

## Enduro Fork Seals and Rear Shock Seal Kits

Enduro Bearings invented, designed and formulated polyurethane wipers for the mountain bike fork. Standard designs are plagued by “stiction” contamination and quick degradation of overall performance. Enduro Bearings signature Blue Polyurethane wipers solve these problems, upgrading performance in all of these areas, especially smooth performance over long periods without maintenance. They keep the dirt out and the oil inside. Enduro Bearings wipers seal better, move faster, are slicker, last longer, and run quieter than stock wipers. And now coming with Moly Disulphide lubricated lower oil seals, your forks will move quicker still while never leaking a drop of oil. Available for most major brands and models of suspension forks at substantial savings and improvement over stock wipers.

Specially designed  
polyurethane blue wiper



Lower wiper constructed from  
**MOS2 Moly Disulphide 2**



High performance resin material designed for places on the bike where  
load carrying capacity, friction, and operating temperature are primary concerns.

We have an entire line of tools to aid in the safe removal and installation of bearings into all parts of the bicycle. Our tools are 100% US made by Sonny's Bicycle Tools there in California.



# Pedal Dummy - CT-010



## **Category:**

Crank Tool – Pedal Dummy

## **Description:**

Drive Side Only

**NEW**



# X-Drive Tool - BBT-001



## **Category:**

External BB Tools – X-Drive Cup Tool

## **Description:**

Tool for removal and install of any FSA, Shimano, SRAM, Truvativ, or Enduro style outboard cups. You will need to use a breaker bar and 3/8" drive to remove cups that are especially tight.



# Shimano Crank Tool - BBT-001/B



## Category:

External BB Tools - Shimano crank fixing bolt

## Description:

Tool for securing the crank fixing bolt on Shimano cranksets. Designed with a 3/8" drive on the back for torque wrench/breaker bar attachment.

**NEW**



# X-Drive Tool - BRT-001



## **Category:**

External BB Tools – X-Drive BB Tool Set

## **Description:**

Tool for removal and install of bearings into any standard outboard cups.



# Shimano FC24/FC25 Cup Tool - BBT-020



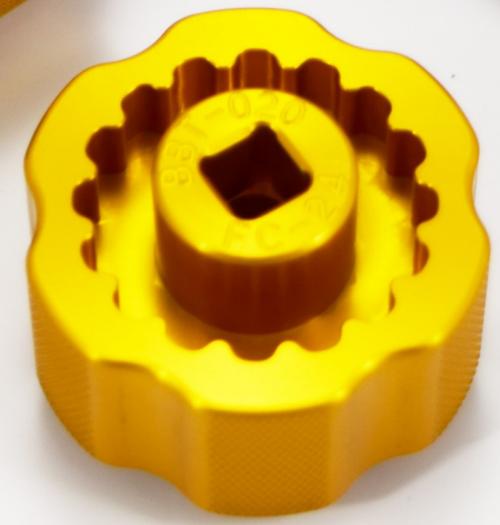
## Category:

External BB Tools – Shimano Cup Tool

## Description:

Tool for DURA ACE 9000 and ULTRA 6800/CT 8000

**NEW**

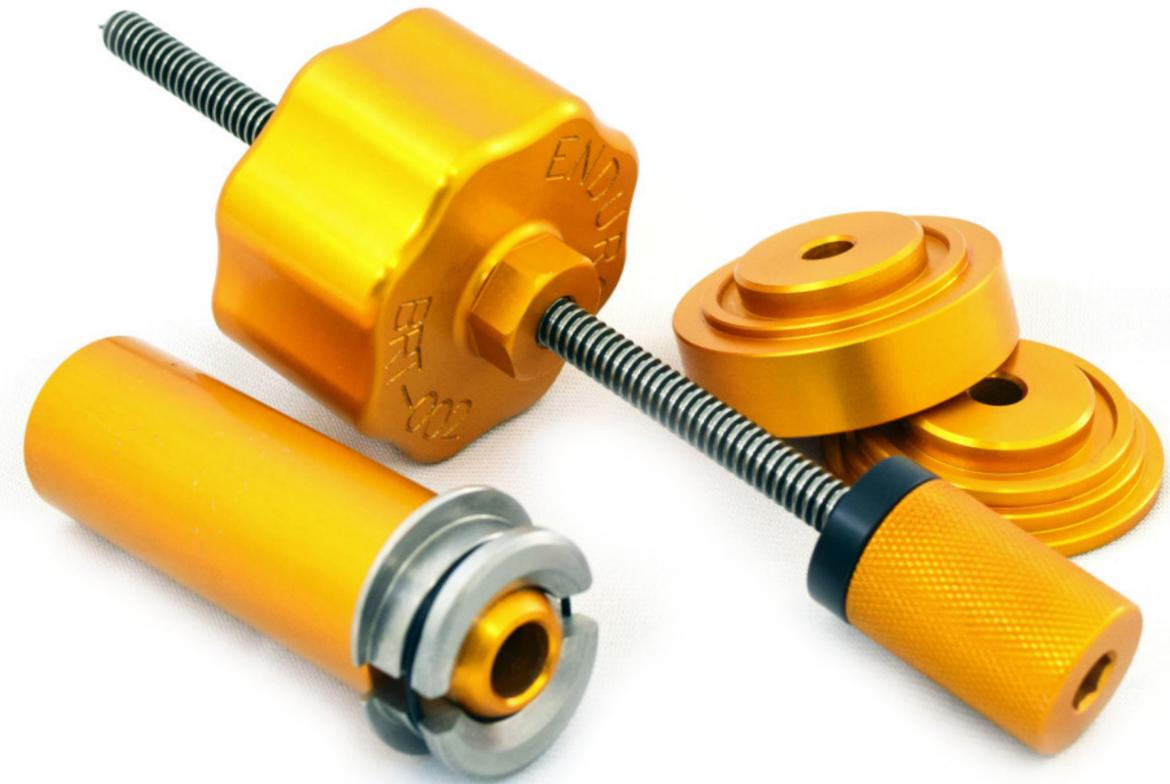


## **Category:**

BB30 Tools – BB30 Bottom Bracket Tool

## **Description:**

This tool allows you to safely remove and install the 6806 bearings into any model BB30 bottom bracket. It will now also work with any PF30 system.



# BB86/92 Tool - BRT-003

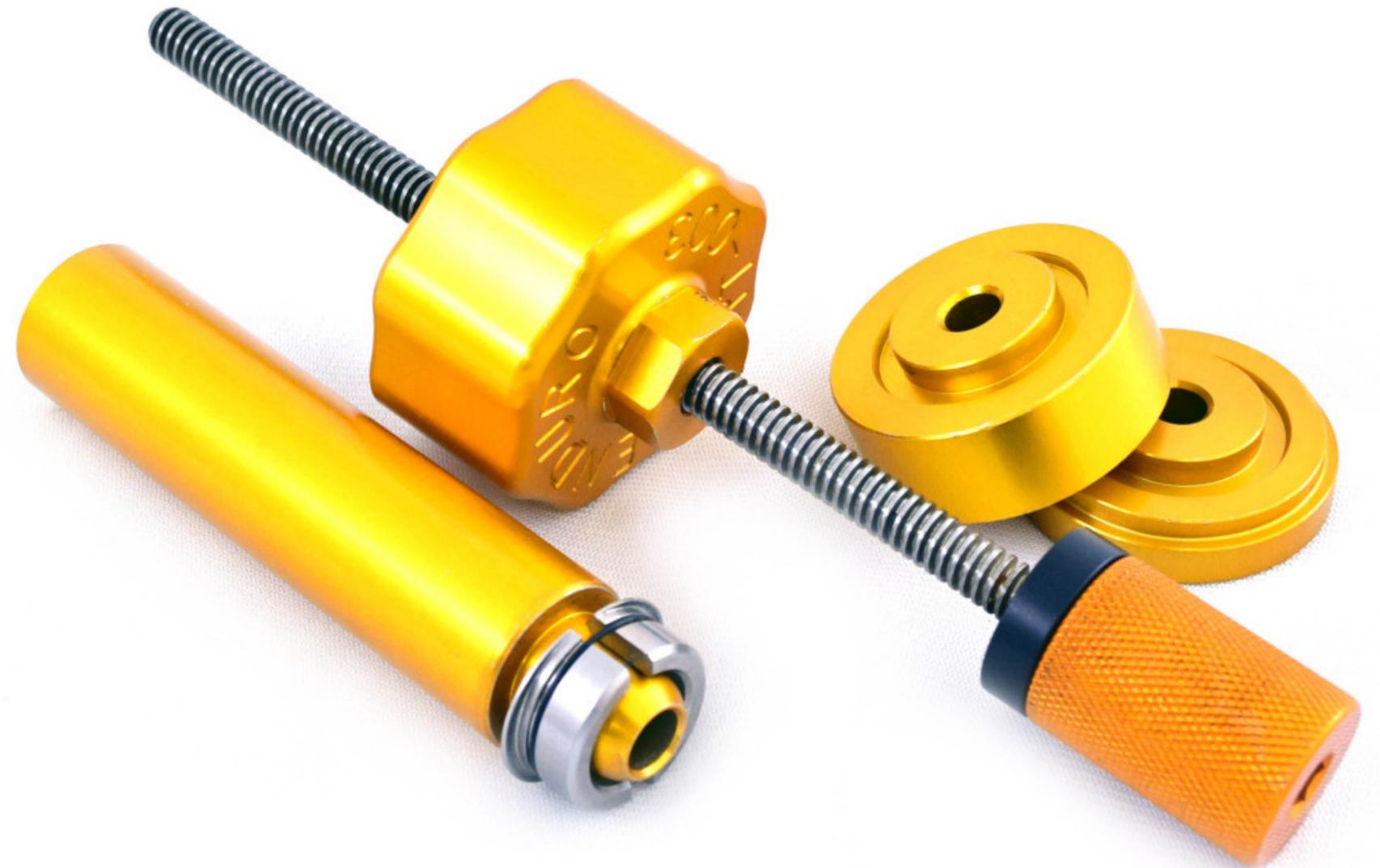


## **Category:**

BB86/92 Tools – BB86/92 Cup Removal Tool

## **Description:**

This tool is for the removal and install bearings into BB86 or BB92 cups



## Category:

BB90 Tools – BB90 Bottom Bracket Tool

## Description:

This tool works in conjunction with the BRT-005 to press bearings into the BB90 bottom brackets. Will work with the Shimano and SRAM style bearings from Enduro.



## **Category:**

External BB Tools – Campagnolo Ultra Torque Bearing Removal Tool

## **Description:**

Tool for removing the bearings from the crank spindle on Campagnolo cranks.



**Category:**

External BB Tools – Campagnolo Ultra Torque Bearing Install Tool

**Description:**

These Pilots work with the BRT-005 (Hub Press) to press new bearings onto the ultra torque cranks.



# TorqTite Tool - BRT-009



## **Category:**

TorqTite Wrench – TorqTite Instalation and Removal Tool

## **Description:**

This tool is for the removal and install TorqTite BB's



# TorqTite & T47 Pro Tools - BBT-015 - BBT-025



## Category:

Bottom Bracket Tools - TorqTite and T47 Cup Tools

## Description:

These tools allow you install TorqTite and T47 bottom brackets. They feature a 3/8" drive on the backside for use with a torque wrench or breaker bar. BBT-015 is for BB86/92 and BSA30 units, and BBT-025 is for PF30/BB30 units.

**NEW**



# Cannondale Tool - CT-001



## **Category:**

External BB Tools – Cannondale Crank Spider Tool

## **Description:**

This tool allows you to swap out the chain rings on Cannondale cranks by removing the spider.



# Cap Pin Tool - CT-002



## **Category:**

External BB Tools – Cap Pin FSA, Cannondale, Zipp

## **Description:**

This tool allows you to remove the cap pin on the FSA, Cannondale and Zipp cranksets.



# Cap Pin Tool - LHT-001



## **Category:**

Lefty Front Hub Pin Tool for Cannondale

## **Description:**

This tool allows you to remove the cap pin on the Cannondale Lefty Hubs.



# Hollowgram Crank Tool - CT-008



## **Category:**

Removal Tool for Cannondale Hollowgram Cranks

## **Description:**

Tool for removing the crank arms off of Cannondale Hollowgram cranks. Utilizes a puller style thread straight into the crank arm, and presses against the spindle for safe removal.



# Rotor Spider Tool - CT-003 - CT-003/2 - CT-004



## Category:

Rotor 30mm Spider

## Description:

This tool allows you to remove Rotor Spiders - CT-003.

This tool allows you to remove Rotor Compact Spiders - CT-003/2.

This tool allows you to remove Rotor 24mm Spiders - CT-004.

**NEW**



## Category:

Tool Case

## Description:

- Stainless Universal Bearing Extractor
- Hub press and guides (BRT-005)
- Hub press and guides (BRT-005)
- Outer Guides (BBT-004)
- Front Hub Bearing Press

**NEW**



Case Only (With Laser pre-cut foam)  
Complete with tools

# Universal Puller



## Category:

Hub and Suspension Pivot Tools – Blind Hole Puller Set

## Description:

This tool set allows you to pull bearings that are pressed into a housing as found in all hubs and pivots. Works with any bearing with an inside diameter between 8-40mm.

**NEW**



# V-Type Puller - BBT-105



**Category:**

Universal Use.

**Description:**

Small tool to remove bearings. Included in all of our Wheels Kits.



# Hub and Bottom Bracket Press - BRT-005



## Category:

Hub and Bottom Bracket Tools – Press.

## Description:

This tool set is for pressing bearings into hubs, pivots or some bottom brackets. Contains 12 bushings to fit all the major size bearings used in hubs and pivots.

All those bushings are available separately in both inner and outer sizes.



## Category:

Front Hub Press.

**NEW**

## Description:

Smaller version of the BRT-005. This will also work for the Shock Needle bearings removal and replacement

All those bushings are available separately in both inner and outer sizes.



# Pilot Bushing Set - BBT-004



## Category:

External BB Tools – Pilot Bushing Set

## Description:

Toolset that includes outer guides for all the most common bearing sizes. Can be used in conjunction with our Hub Press Tool (BRT-005).



# Shock Eye Needle - NBT-001



## **Category:**

Shock Eye Needle Bearings.

## **Description:**

Install and Remove Shock Eye Needle Bearings.

Works with NBT-002 : Guide for install Needle Bearings





**Thank You !**