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- Maintenance
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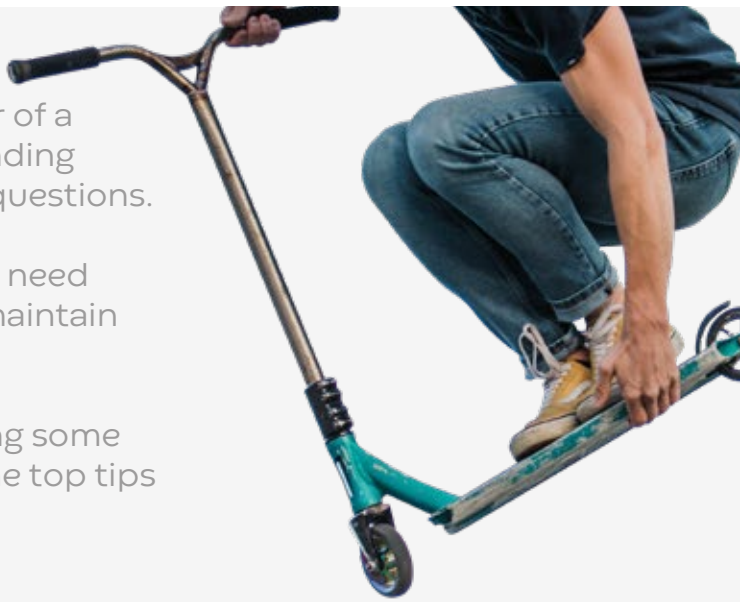
CONTENTS

Congratulations! - you're now the proud owner of a brand new scooter. Whether you're already landing tricks or just starting out, we know you'll have questions.

This guide will take you through everything you need to know about your scooter, its parts, how to maintain them and how to replace them.

Our experienced scooter team will be answering some frequently asked questions and giving you some top tips on how to get the most out of your new set up.



DECKS

THE BASICS

Decks need to be strong, long lasting and comfortable in order to support you. They're one of the most important features of your scooter, and scooter brands are constantly designing their newest decks to be stronger and lighter.

CHOOSING THE RIGHT DECK

STANDARD vs INTEGRATED DECKS

If you do not own any parts before you buy your deck then you can choose any deck you like.

If you already own a standard (also known as non-integrated) headset, then you will need to buy a standard deck.

If you own an integrated headset then you will need to buy an integrated deck (for more info on headsets, see pages 8-11).

If you choose a standard deck, the head tube at the front of the deck will be the same diameter all the way up and you will need a standard/non-integrated headset (fig. 1).

If you choose an integrated deck then the head tube will funnel out at the top and bottom (fig. 2) to allow the headset bearings to be fitted (see pages 8 - 11).

You will need an integrated headset when choosing an integrated deck.

fig. 1 - Standard (Non-integrated)

fig. 2 - integrated

GLOSSARY

Tail - The back end of the scooter deck
Head tube - The tube on the neck of the scooter which holds your scooter bars.
Rounded - Smoothing the edges inside a bolt meaning that a screw/Allen key no longer works

DECK SIZE AND RIDING STYLE

Your main focus when choosing a deck should be your riding style or the style of riding you want to progress into.

A deck longer than 20" will be more suitable for street riders, as it gives the added benefit of locking into ledges and rails. Shorter decks are great for park riding. They give the rider more control in the air, making tricks easier.

Typically, a rider with bigger feet should look to choose a larger, wider deck - but there are no major disadvantages for any riders wanting to use a wider deck. Experience level will also have some impact on the size of deck you feel most comfortable on, as a larger deck will feel more stable for beginner riders.

Your choice will mostly come down to personal preference. Head tube angle, integration types and whether or not your deck is concave are all preferences that you will develop as you ride and define your style.

FITTING BRAKES

Any replacement brake that you choose, must have bolt holes which match the pattern of holes on the tail of your scooter deck.
These could be 3 holes in a triangle, 2 holes side by side (either vertically or horizontally) or a single hole. See right for examples.

Remove your rear wheel and slide your brake into place so that the holes in the brake overlap the holes in your deck. Push the bolts provided through the holes and tighten the nuts until the brake is securely in place.
Be careful not to over tighten the bolts as they can be easily rounded.

Examples of a 3 hole and a 2 hole brake.

WHEELS & PEGS

WHEELS

Scooter wheels are becoming one of the most important parts of your set up as big tricks become the norm. Your wheels need to be able to take the impact from jumps and tricks without buckling under the pressure.

CHOOSING YOUR WHEELS

WHEEL DUROMETER

Wheels come in various different sizes, durometers and styles.

The **durometer** of a wheel refers to how hard the wheel is; a softer wheel has better grip but wears down faster than a hard wheel (which is made for speed).

The durometer scale goes from 0-100a with 100a being the hardest.

WHEEL CORES

The centre of the wheel will be either metal or nylon.

Nylon core wheels are for beginners and not recommended for skate parks or ramps.

Metal core wheels are fine for parks, street, pavements and ramps and can withstand the impact of tricks.

Solid core offers the most durability, spoked core and hollow cores are lighter weight but offer less strength.

Solid Core Wheel

Hollow Core Wheel

Spoked Core Wheel

GLOSSARY

Durometer - The hardness of your wheels, ranging from 0 - 100a (0 being the softest and 100a being the hardest).

REMOVING & FITTING WHEELS

Most scooters will require a 6mm Allen or hex key and a 13mm socket, however, there are a few brands brands which instead require two 5mm Allen keys to remove and fit wheels.

REMOVING

Loosen your axle bolt using your Allen keys, and pull the axle bolt out of the fork (for the front wheel only) and wheel.

NOTE: Take care not to lose any spacers or washers that may already be fitted.

FITTING

Put the new wheel, including any spacers, back in place. Push the axle bolt through the forks, spacers and wheel.

There will be a spacer in the centre of the wheel that may drop down.

To reposition the dropped spacer, use one of your Allen keys to move the spacer up slightly until the axle can be pushed through.

Once the axle is in place, attach the axle bolt and tighten up.

INSTALLING STUNT PEGS

Pegs are available either hollow or solid, and most will be supplied with a longer, replacement axle.

To install a majority of pegs, you must first remove the axle from either the front or back wheel of the scooter.

Once the axle has been removed, put the axle through the peg and then through the wheel and forks as before. In the case of solid pegs, the axle will thread on to the end of the axle.

If your pegs don't come supplied with new axles, they may fit your current scooter axle or you may need to purchase new axles to fit.

BEARINGS

THE BASICS

Your bearings will keep your scooter spinning. Whether it's your wheels or your bars, a smooth rotation is the key to a smooth ride.

CHOOSING YOUR BEARINGS

Some bearings will be faster than others and some will be stronger; this is normally noticeable by the price. All bearings will be fine for you to use unless indicated otherwise on our website, so your choice will primarily come down to budget and personal preference.

REMOVAL & FITTING

REMOVAL

First, wedge a flat blade screwdriver down the side of the bearing. Once the screwdriver is in place, tap it gently with a hammer to prise the bearing out.

Naturally, this can cause the bearing to break or pop, so if you need to keep the bearings take caution when tapping them out.

NOTE: SkateHut also sells a bearing removal tool.

FITTING

The easiest way to install bearings is to use a bearing press. If you do not have the luxury of having a bearing press at home, you can still pop them in yourself.

We would advise you to place the bearing on the wheel, on top of the groove it is being fitted into.

Place a small piece of wood over the bearing and tap with a hammer. This should push the bearing into place without popping it.

Do not hit the bearing directly with the hammer as this will damage the bearing.

NOTE: We cannot be held accountable for damages caused to bearings during your installation or removal.

If you are concerned about damaging your bearings, we highly recommend asking a professional;bike, scooter and skateboard shops may be able to fit bearings for you.

MAINTENANCE

CLEANING

Bearings can be maintained by keeping them as dry as possible and ensuring they are free of dust, dirt, grit, sand and any other grime you can think of.

NOTE: Never spray them with WD40, which goes sticky when warm and can clog up bearings.

LUBRICATION

Occasionally you will need to lubricate your bearings. It's best to use bearing specific products when doing this.

A minimal amount of the product should be used when doing so; one or two drops of the lubricant per bearing should be enough.

NOTE: SkateHut stocks a range of bearing friendly lubricants and speed creams.

GLOSSARY

ABEC rating - The higher ABEC classes provide better precision, efficiency and greater speed capabilities, but do not necessarily allow the components to spin faster.

GRIPTAPE

THE BASICS

Griptape is designed to help your feet stick to the board whilst you ride.

Griptape comes in plenty of designs, helping you to make your scooter unique.

REMOVAL & FITTING

REMOVAL

To easily remove old griptape, hold a hair-dryer about 5 inches away from the griptape and slowly move it along to warm the glue underneath.

Pull the griptape up with your fingers and slowly peel off.

Don't worry if there's any glue left on your deck as this will help your fresh griptape stick down.

FITTING

1. First, measure the distance between the base of the scooter neck and the brake as well as across the width of your deck.

2. Trim the griptape to these dimensions then peel the back off to expose the sticky side of the tape.

3. Line your griptape up over your deck then press it down to stick it firmly to your deck - making sure you don't get any air bubbles.

Alternatively, stick an unmeasured length of griptape to your deck and use a Stanley knife to cut away any excess griptape around the neck, brake and sides of your scooter.

NOTE: This requires skill and a steady hand and shouldn't be attempted by beginners or without the supervision of an adult.

TOP TIP

Keeping your griptape dry and away from extreme temperatures can help prolong the life of your griptape

FORKS

THE BASICS

Strength and weight are key factors when choosing forks.

You need forks that are sturdy enough to withstand tough landings, but light enough to allow your bars to spin with ease.

CHOOSING YOUR FORKS

You can divide forks into 2 types: **Aluminium One Piece** and **Chromoloy/ Steel**.

Forks made from dense metals, such as steel, increase the strength but tend to weigh more.

Within these types there are a wide variety of choices, depending on your current/desired set up. Forks can be threaded or threadless (threadless forks require a threadless headset) as well as **ICS, HIC** or **SCS** ready.

Some variations limit your compression choices, such as the length of your forks and whether they are open topped or closed topped.

REMOVAL & FITTING

If you are using IHC/HIC forks you will need to remove the compression bolt and shim before you fit your forks.

Install the first part of the headset (see page 8-11) and push your forks up through the bottom of the head tube before installing the headset's upper crowns race and top cap. To remove your forks, remove the top part of your headset and pull the fork out of the head tube.

GLOSSARY

Shim - Can be fitted over your fork to increase its diameter (for use with oversized bars).

HEADSET

THE BASICS

A properly mounted headset allows your handlebars to spin freely. There are two types of headset:

NON-INTEGRATED HEADSETS
Comprise of 2 bearings, an upper and lower crowns race, a top cap and 2 headset cups.

INTEGRATED HEADSETS
Comprise of 2 bearings, an upper and lower crowns race and a top cap.

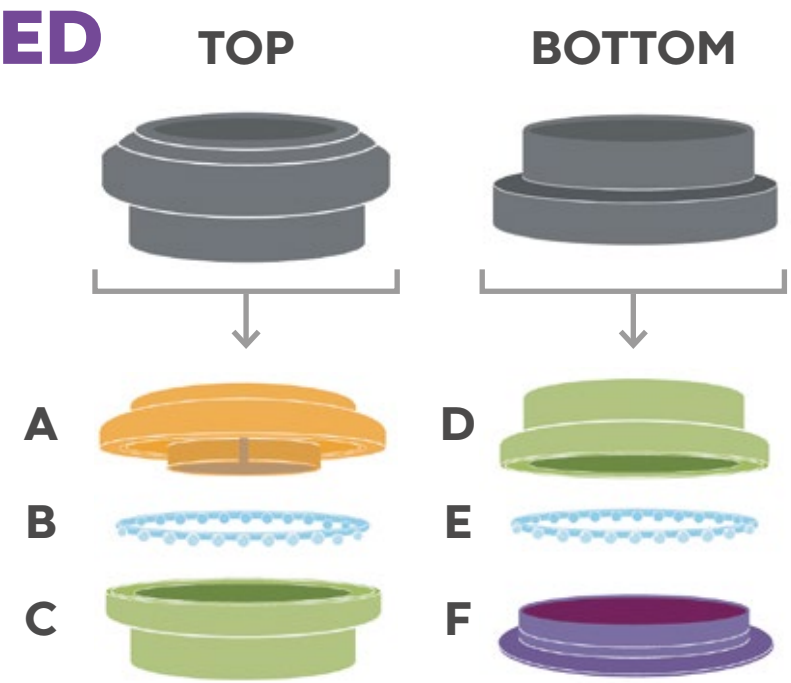
CHOOSING YOUR HEADSET

Headsets are either integrated or non-integrated, and will fit integrated or non-integrated decks respectively. Once you know which headset type is compatible with your deck, your choice will come down to design preference and budget.

NON-INTEGRATED (STANDARD)

TOP
A. Top Cap
B. Upper Bearings
C. Headset Cup

BOTTOM
D. Headset Cup
E. Lower Bearings
F. Lower Crowns Race



FITTING NON-INTEGRATED (STANDARD)

When you remove your headset from the packaging, try to keep it in the same order as it was packed in. **NOTE:** The screw in cap is not needed as this is only used in fitting non-integrated headsets to bikes. Split the headset into two halves from between the two headset cups. (see previous diagram).

INSTRUCTIONS

Remove your old headset completely before you begin.

First, insert the bottom headset cup **(D)** into the bottom of your headtube. A straightforward way to do this is to place the headset cup upside down on a sturdy flat surface, place the headtube over the headset cup and use a mallet to gently hammer the headtube down over the headset cup.

Make sure your headset cup is installed fully and repeat for the top of the headtube using the top headset cup **(C)**

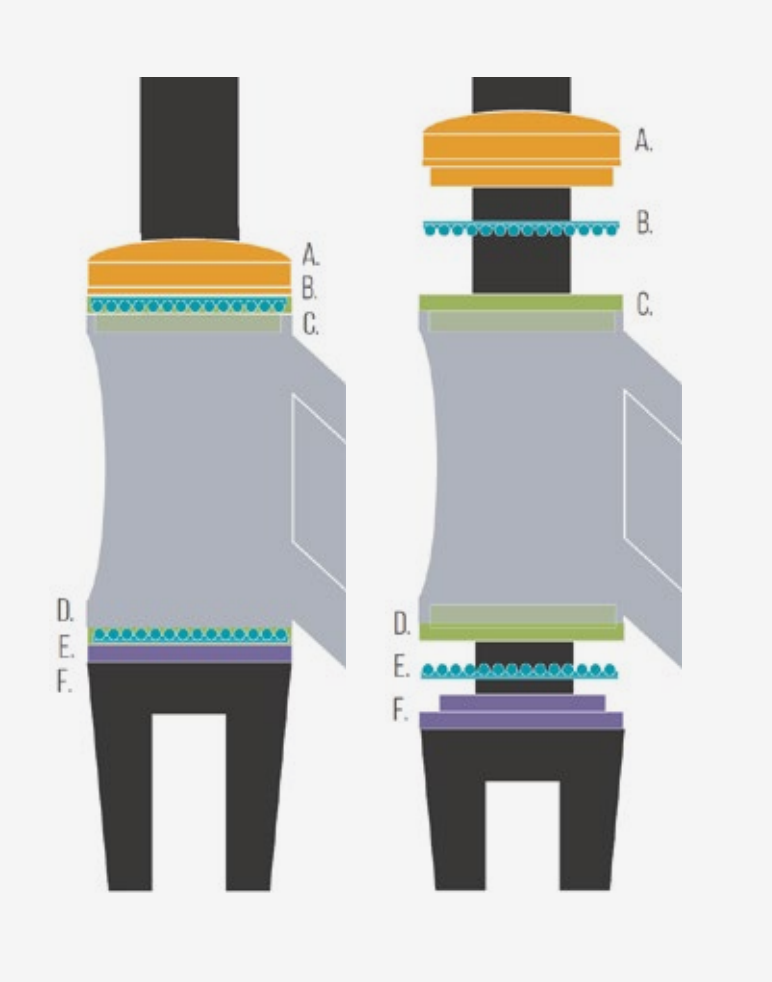
Fit your lower crowns race **(F)** over your forks, followed by one of the plastic rings, if one is provided (smooth side down).

Slot the lower bearing ring **(E)** over the top of the lower crowns race with the bearings facing towards the deck.

Put your forks into your deck, making sure that the lower crowns race **(F)** fits into the headset cup **(D)** before repeating the process for the upper bearings **(B)**

NOTE: For the top side, ensure the bearings are installed into the headset facing the deck (as is the smooth side of the plastic ring if provided). Your headset may also come with a metal ring, which slots into the plastic ring - these are not essential for every headset so don't worry if you haven't been given them.

Finally, the plastic top cap **(A)** should fit over the headset cup to complete installation.



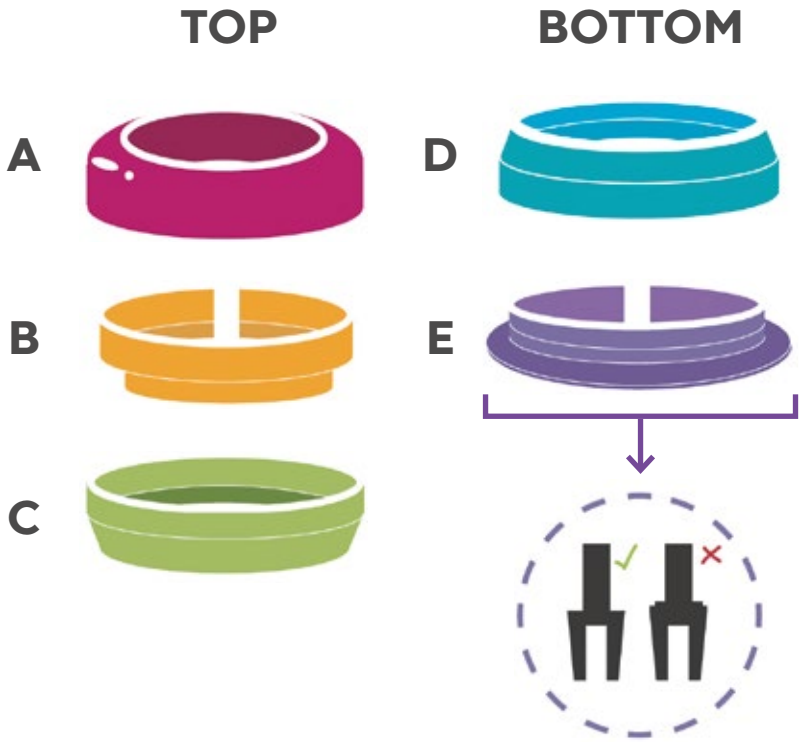
HEADSET

INTEGRATED

TOP
A. Top Cap
B. Upper Crowns Race
C. Top Bearings

BOTTOM
D. Lower Bearings
E. Lower Crowns Race

NOTE: Lower Crowns Race (E) is **not** needed on a graduated fork stem.



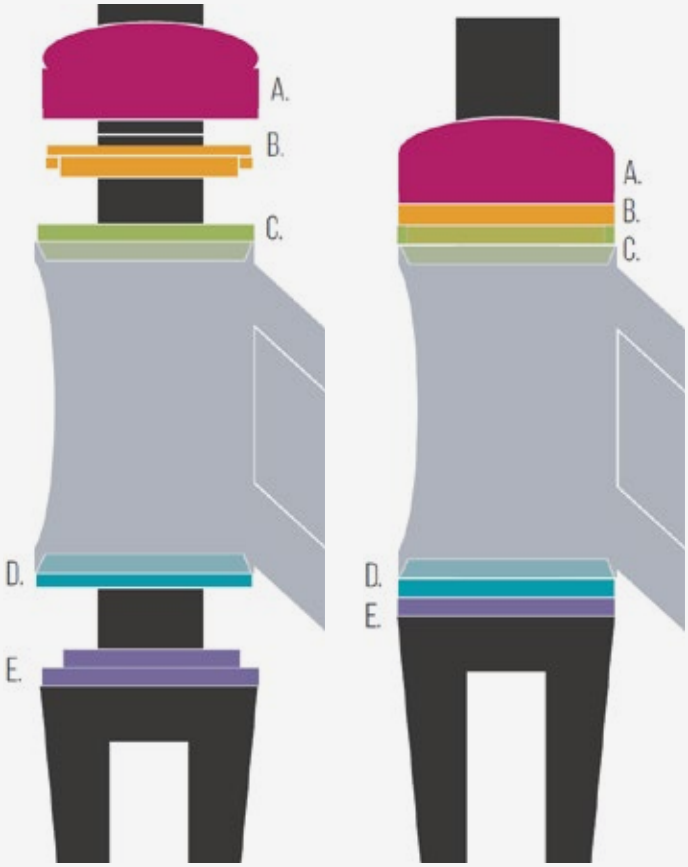
INSTRUCTIONS

Push the top bearings **(C)** into the top of the headtube and the lower bearings **(D)** into the bottom of the headtube.

Add the lower crowns race **(E)** to your forks (if needed required) and insert the forks through your headtube. The lower crowns race stops the bearings from rubbing against the forks.

Once the forks are through the headtube, you may see a gap between the stem of the fork and the top bearings. If there is a space, place upper crowns race **(B)** into this gap to prevent the forks from moving around.

Take the top cap **(A)** (normally coloured/ branded) and place this over the top of the forks to finish off the headset installation.



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DRONE

GRIPS

THE BASICS

Handlebar grips come in either rubber or foam and fit over the ends of your bars to cushion your hands while you ride.

Being comfortable on your scooter is hugely important for riders of all abilities.

CHOOSING YOUR GRIPS

Rubber grips are the standard for stunt scooters. They offer both comfort and durability for riders; cushioning the impact from landing jumps and tricks. Grip plugs fit into the end of your grips a nd help them hold their shape - these will come as standard with your grips.

The price of grips will depend on their durability, design and comfort. SkateHut stock a range of rubber grips for under £15. Grip plugs are normally provided with grips, but can also be bought separately if you wish to customise your bars.

FITTING TIPS & TRICKS

1. Place two open garden ties inside the length of the grips on opposite sides, leaving the ends sticking out. Use these smooth surfaces to slide the grips over the bars fully before gently pulling the ties out.

2. Spray hairspray inside your grip and slide the grip onto the bar fully. Once the liquid dries, your grips will be stuck securely in place.

3. Use compressed air to inflate your grips slightly as you pull them over your bars. Be careful not to over inflate your grips as this could damage them.

COMPRESSION

THE BASICS

Compression ensures that your bars and forks are held together securely, whilst still being able
to spin freely.

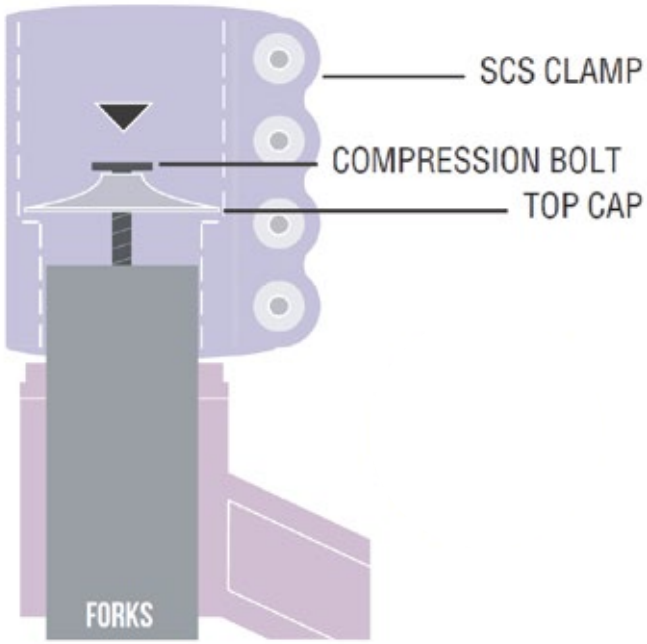
Compression systems come in a variety of types, referred to using their initials; SCS, ICS, HIC and IHC.

Understanding compression systems may seem confusing at first, but once you can understand the basics, replacing and looking after your kit becomes much easier.

SCS - STANDARD COMPRESSION SYSTEM

OVERVIEW

SCS compression is a large clamp, internally divided into two sizes. It uses a top cap and bolt or a combined top bolt. SCS cannot be used with bars which have a slit in the stem.

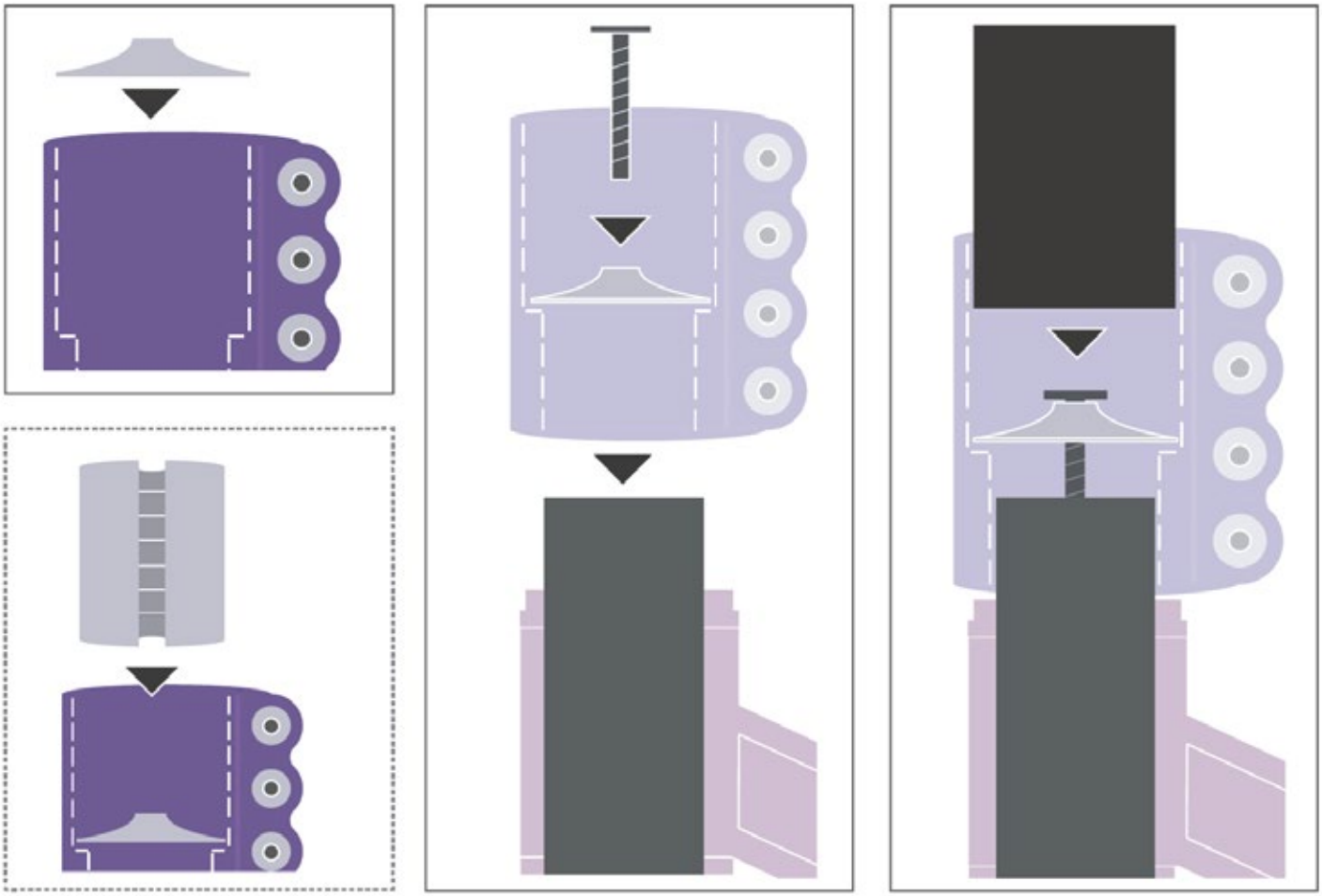


FITTING

Once your forks and headset are in place, put the narrow end of the SCS clamp over the top of the protruding fork.

The ridge inside of the clamp should sit approximately 5mm above the top of the fork to allow the compression bolt/cap to pull the fork and clamp tighter together. If you do not have this gap then put an extra headset spacer (or two) over the top of the fork before you put the clamp on.

Place your compression cap (or bolt) into the top of the clamp and screw down into the forks to pull the two together. Some SCS forks will use a compression cap and a thin bolt whilst others use a compression bolt similar to that used in IHC compression.



* Insert a shim into your SCS clamp if you are running standard sized bars.

ICS - INVERTED/INTERNAL COMPRESSION SYSTEM

OVERVIEW

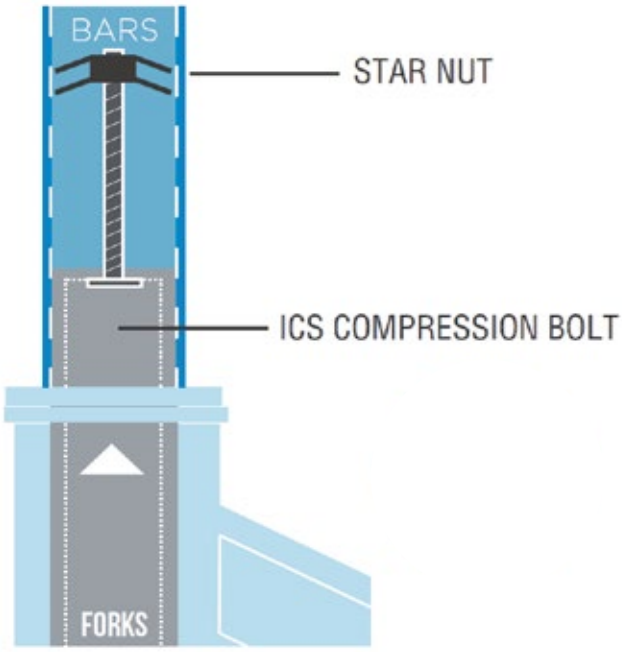
ICS uses a compression bolt, threaded up through the forks into a star nut installed in to the bars. This compression system is only compatible with ICS forks.

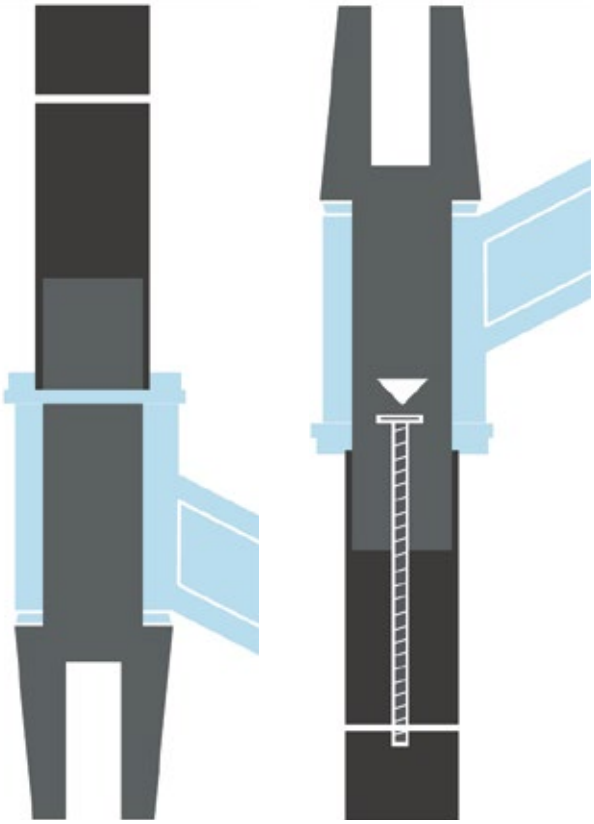
FITTING

You may need to install a star nut into your bars before you start.

Once the forks and headset are in place, fit your handle bars over the top of the forks. The bars should be pushed down until the bottom of the bars meets the top cap of the headset. When the bars are in place, turn the scooter upside down and drop the ICS compression bolt down through the hole in the bottom of the forks.

Using a long 5mm Allen key, move the bolt until it finds the hole and tighten the bolt into the star nut in the bars. Be careful not to over tighten the bolt as this may round the bolt and damage the star nut. Turn the scooter back over and check that the bars are in line and tight, with no headrock.





GLOSSARY

Headrock - when your bars and fork aren't tightened enough and wobble as a result.

HIC – HIDDEN INTERNAL COMPRESSION

OVERVIEW

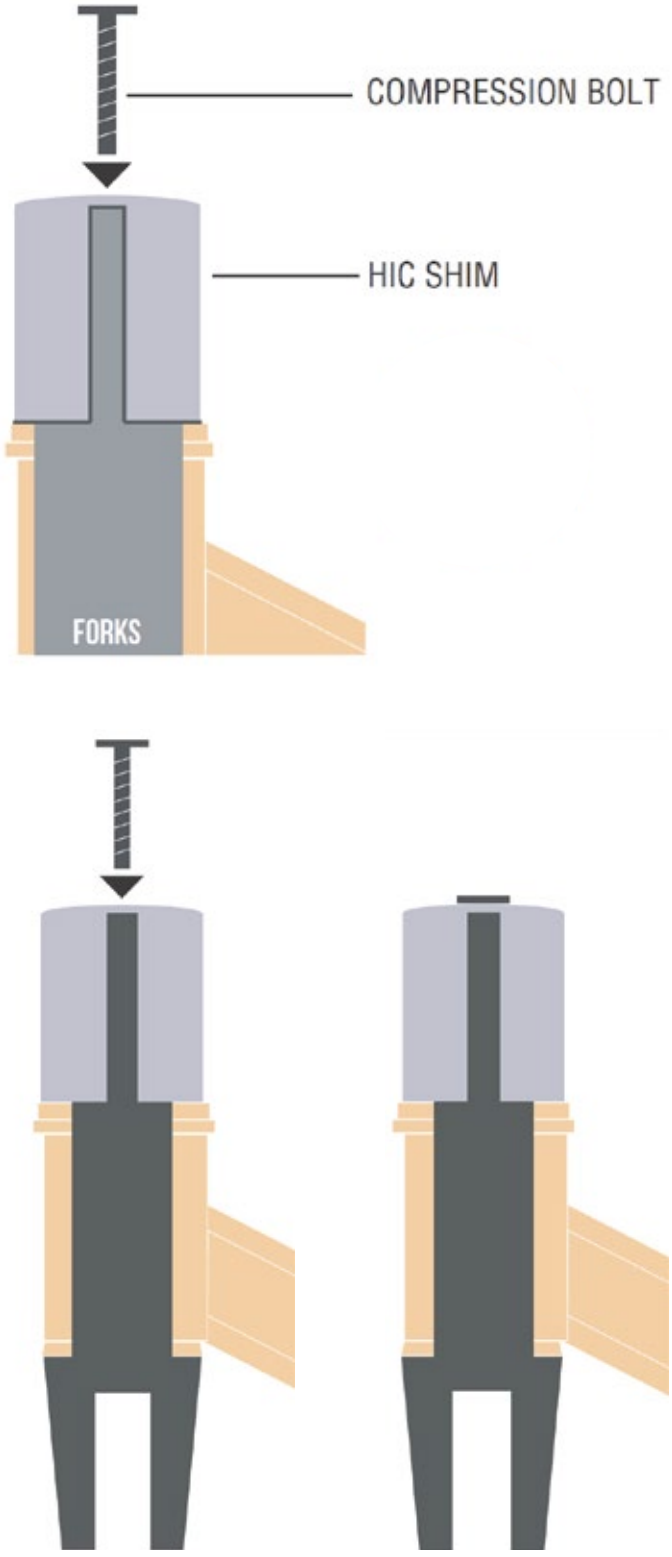
Made up of a star nut (installed into forks), shim and compression bolt and often used with oversized bars. Shims can come in different shapes, sizes and materials.

FITTING

You may need to install a star nut into your forks before you start.

Once the forks and headset are in place, fit the shim over the top of the protruding forks. Tighten the compression bolt through the shim and into the star nut installed in your forks.

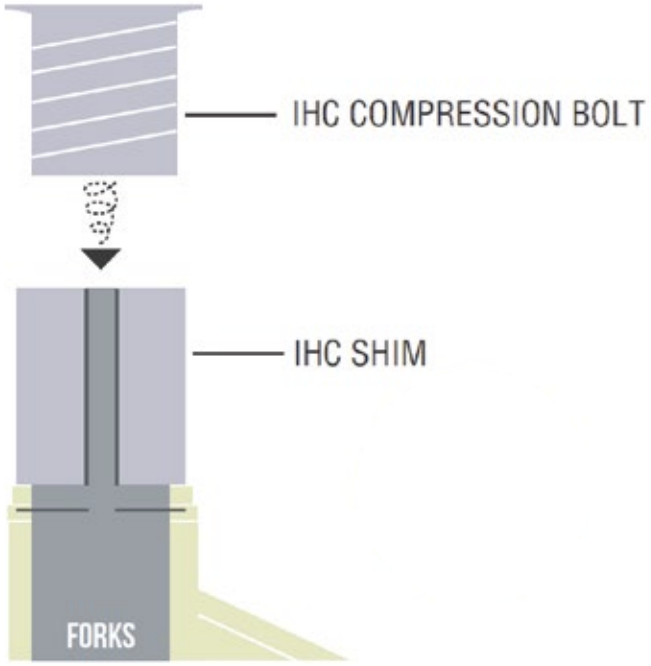
Your bars will then sit over the shim and can be held in place by a clamp.



IHC - INTERNAL HIDDEN COMPRESSION

OVERVIEW

IHC is often built into the forks. It's very similar to HIC, and consists of a shim (fitted before the headset top cap), compression cap and compression bolt.



FITTING

Requires IHC ready forks.

Installs the same way as HIC:

Once the forks and headset are in place, fit the shim over the top of the protruding forks. Tighten the compression bolt through the shim and into the star nut installed in your forks.

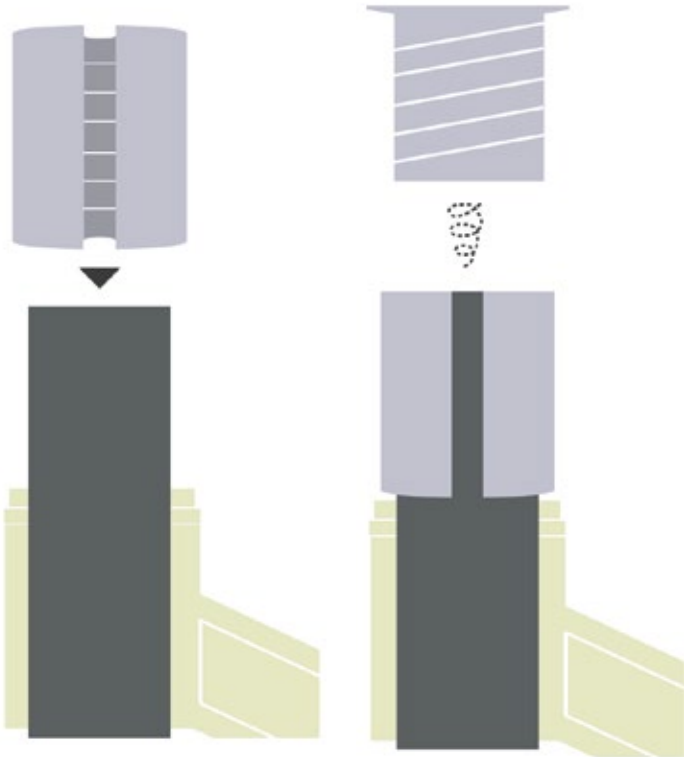
Your bars will then sit over the shim and can be held in place by a clamp.

STARNUTS

INSTALLING

Occasionally your compression will require a star nut to be fitted, either to your bars (ICS) or to your forks (ICS and HIC). We strongly advise that this be done by a professional.

This is a service SkateHut provide, as do many bike repair shops and other scooter retailers.



COMPRESSION COMPATIBILITY

SCS - Standard compression system

FORKS:
- SCS prepared
- Open top
- Threadless or threaded

BARS:
- No slit in stem (SCS ready)
- Standard (22mm external/28mm internal) *requires shim
- Oversized (35mm external/28mm internal)
- Oversized (35mm external/32 mm internal)

HIC - Hidden internal compression

FORKS:
- HIC prepared
- Open top
- Threadless or threaded

BARS:
- Slit in stem
- Oversized (35mm external/32 mm internal)

ICS - Inverted/internal compression system

FORKS:
- Closed top

BARS:
- Slit in stem
- Standard (22mm external/28mm internal)
- Oversized (35mm external/28mm internal)

IHC - Internal hidden compression

FORKS:
- IHC prepared

BARS:
- Slit in stem
- Standard (22mm external/28mm internal)
- Oversized (35mm external/28mm internal)

MAINTENANCE

You should regularly tighten your compression system to keep everything secure and in place. Aim to tighten your compression/clamp before every session, or at least once a month.

CLAMPS

THE BASICS

Clamps are used to hold handlebars onto an unthreaded fork. The more clamping power the less likely the rider is to suffer from wheel off-set. Some riders even use more than one clamp to maximise performance.

CHOOSING YOUR BEARINGS

There are 3 main types of clamp:

1. Oversized collar clamp:

Suitable for oversized bars on scooters running HIC forks, if the oversized clamp comes with a shim it can then be used on scooters running standard sized bars with: IHC, THREADED and ICS FORKS

2. Standard sized collar clamp:

Only for scooters running standard sized bars with IHC, ICS or THREADED forks.

3. SCS compression clamp:

Suitable for scooters running SCS forks. Some SCS clamps are only compatible with standard sized bars; please check with SkateHut Customer Services if you are unsure.

When choosing a clamp for your scooter, it's important to look at the other components you have. The compression system you use will dictate which type of clamp you are able to use.

FITTING & REMOVAL

REMOVAL

When replacing HIC, IHC and clamps on unthreaded forks, loosen the bolts in your clamp and pull the bars out.

Next, remove the clamp and replace with your new clamp. Before putting the bars back on make sure you get them in line with the front wheel and tighten the clamp bolts. To remove an SCS compression clamp, remove your bars - you will find a bolt in the middle of the clamp holding the forks in place. Remove this bolt and take the clamp off.

FITTING

If you are fitting an SCS compression clamp, then put the new clamp on the forks and tighten the compression bolt until there is no movement in the clamp or fork. Replace the bars, straighten them and then tighten up the clamp bolts.

If you are running ICS then remove the front wheel first. Using a long 5mm or 6mm Allen key, remove the compression bolt from inside the fork before you loosen the clamp bolts.

Pull off the bars and then the clamp. Replace with your new clamp and fit the ICS bolt to your bars, making sure you have no headrock. Replace the front wheel then straighten everything up before you tighten the clamp bolts.

F.A.Q

What do I do if my clamp keeps coming loose?
Check the thread on the bolts and in the clamp. If these seem fine then it might be that the bolts need to be a little tighter, sometimes an extra quarter or half a turn can make all the difference.

TOP TIP

You should ideally check your clamp is tight before each riding session, but this may not be possible.

Realistically try and check all your bolts are tight once a week.

BARS

THE BASICS

One piece scooter bars are the bars of choice for serious riders. The added strength and stability means that you can attempt tricks with more condence.

CHOOSING YOUR BARS

The main factors to consider when choosing your bars are width and height. Smaller/narrower bars weigh less and can make tricks easier, whereas larger bars offer more comfort and stability.

There's no easy way to pick what size bars are going to be right for you; your final decision will come down to personal preference. Below is a rough guide to get you started:

WIDTH

The best way to find the bar width that is right for you is to measure your shoulder span. This will give you a good idea of how wide your bars should be.

You may find that you prefer bars a little smaller or bigger than your shoulder width, but having bars that are too big or too small can have a serious impact on your comfort when riding.

HEIGHT

Most riders like their bars to sit around hip to waist height when standing on the deck. So keep this in mind when you decide which height bars to purchase.

Don't worry if the size is slightly too high though - your bars can be cut down to the perfect height after purchase. **NOTE:** This will invalidate your warranty.

MAINTENANCE

Your bars are the control centre of your scooter, so it's important to take good care of them. Breakages and dents can result in poor controllability and other parts of your scooter not fitting correctly.

It's also important to have a clamp that fits correctly and is fully tightened. A badly fitted clamp will greatly increase the chances of your bars breaking under high pressure or even coming away from your forks entirely.

FITTING

For how to fit bar grips, (see the bars section of this guide).

For how to fit clamps, (see the clamps section of this guide).

The installation and removal of your bars will depend on the compression system you are using, (This is covered in the compression section of this guide).

F.A.Q

How do I straighten my bars?
Loosen the bolts on your clamp then move your bars into position. Don't forget to tighten your compression and bolts back up afterwards.

How do I know if my bars need a slit or not?
If you're wondering whether you need a slit cutting into your bars or the slit cutting off your bars but you're not sure then you need to look at which compression you're using.

If you are using SCS then any slit needs to be cut off. If you're using IHC, HIC, ICS or use threaded forks then you will need to have a slit cut into the bars if there is not one in already.

See the compression section of this guide for a full run down.

Why aren't my bars spinning smoothly?
This could be an issue with your compression being too tight and putting pressure on to your headset, causing it to lock into place. Try loosening your compression little by little until your bars spin freely.

GLOSSARY

Oversized - Larger in diameter than the standard size, usually as a result of the metal (such as chromoly and aluminium), they are made from.

SKATEHUT STORES

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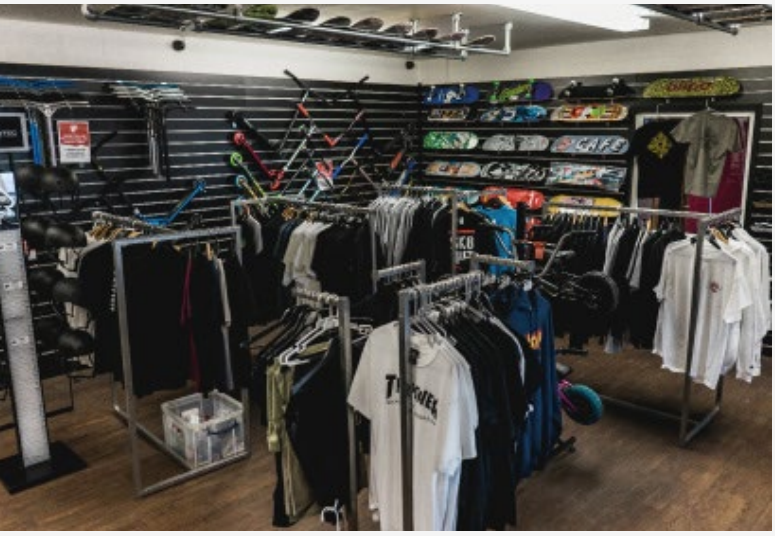

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