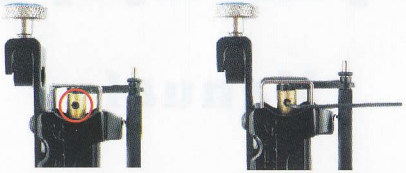
The STEALTH machine requires minimal maintenance and care. Like all tattoo machines, the main piece that needs to be changed from time to time is the BEARING. The STEALTH motor rarely burns out. Compared to a traditional coil machine. Think of the bearing as your spring set and the motor as your coils.

BEARING – Just like your skateboard bearing, keep it clean and dry. As you can see from Diagram #1, the bearing allen screw will sometimes get loose. You will need to tighten this area down when needed.

LUBRICATION: Your bearing will require some lubrication to keep it running smoothly. You can use any type of lubrication, we recommend bearing lubricant or even motor oil. Dip a Q-Tip into the lubricant and then dab and small amount on top of the bearing. Then run the machine to spread the lubricant evenly into the bearing.

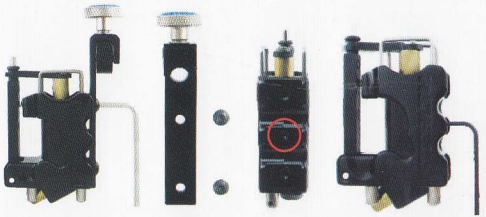
SPECIAL NOTE : Lightly hand tighten the screw, DO NOT crank it down too hard. Too much pressure to the motor rod will affect machine performance.



(Diagram #1)

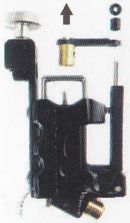
MOTOR – Vibrations will loosen the motor allen screw as well. You will need to tighten this area down when needed. As shown in the diagram you will need to remove the vice plate (Diagram #2). In order to remove the vice plate you will need to use an allen wrench to remove the 2 screws. You will then be able to access the motor screw.

SPECIAL NOTE : Lightly hand tighten the screw, DO NOT crank it down too hard. Too much pressure will strip the screw.



(Diagram #2)

BEARING REPLACEMENT



In order to replace your STEALTH bearing, first remove the O-ring & tube located in Diagram #3. Then loosen the bearing screw just enough to loosen it from the motor rod. Lift on the bearing in order to remove it. In order to replace the bearing back on, follow the instructions in reverse.

(Diagram #3)

MOTOR REPLACEMENT

(Diagram #4)

In order to replace your STEALTH motor, first remove the bearing, then remove the vice place and loosen the motor screw. Then remove the two screws on the motor plate to access the motor. (see Diagram #4).