

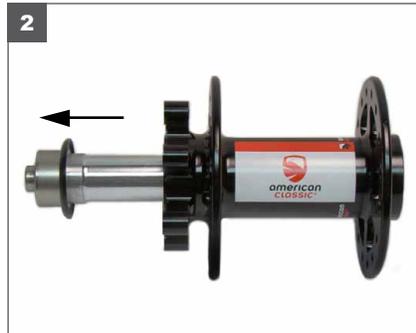
MTB Front Disc 9mm Thru-Axle QR Retrofit

Converting Your Front MTB Disc 130 9mm Quick Release hub to 9mm Thru-Axle Quick Release.

- **Tools Needed:** Two 19mm cone wrenches, 22mm wrench or adjustable wrench, **9mm thru-axle quick release retrofit kit** (9mm thru-axle with pressed on end cap, round thread on end cap, and 22mm hexagonal thread on adjusting nut)
- **While disassembling the hub, keep all loose parts organized on a clean rag or paper towel. Proper re-assembly is very important to rider safety. Be careful not to damage threads or aluminum nuts. This kit only works in American Classic Disc 130 hubs.**
- **This conversion kit requires using a 9mm Thru-Axle Quick Release, not a standard quick release. Available for individual purchase.**



1. Using two 19mm cone wrenches, turn counter clockwise to loosen and remove the lock and adjusting nut.



2. Push the quick release axle to the disc side, and pull the axle from the hub.



3. Insert the 9mm thru-axle from the disc side of the hub.

Very Important!

Make sure the dust seal is NOT on the 9mm thru-axle end cap as it can get pinched against the bearing.

If the dust seal is pinched in final assembly the hub will appear to be tight and loosen when riding.

Find the 22mm adjusting nut (included with kit) and 19mm adjusting nut with dust seal removed from quick release axle.



4. Remove the dust seal from the smaller 19mm adjusting nut.



5. Insert the dust seal in the groove on the outside of the 22mm adjusting nut.



6. Thread the 22mm adjusting nut with dust seal attached onto the end of the 9mm thru-axle and tighten with a wrench. Tighten the adjusting nut until there is no play and back off one quarter rotation.



7. Thread endcap fully onto axle. NOTE: The end cap will **NOT** tighten onto the adjusting nut. There will be a small gap between the end cap and adjusting nut. There is an O-Ring in the adjusting nut so it does not need to be locked down.



8. Finally slide the remaining dust seal over the end cap on the disc side.

Bearing Adjustment: With the wheel in the fork, check for the desired adjustment by wiggling the tire at the rim to feel for "slightly more than no play."

All repairs should be performed by a professional bicycle mechanic.

sales@amclassic.com • www.amclassic.com