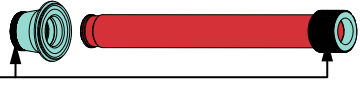


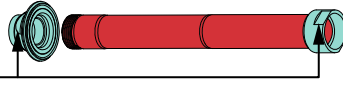
IDENTIFY YOUR HUB AND AXLE

ALUMINUM AXLE
(XCX, TRS, LG1 EN WHEELS)



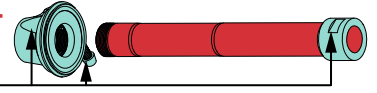
KNURLED ENDCAPS. THREADS TOGETHER BY HAND (TOOL-FREE).

STEEL AXLE
(LG1 DH WHEELS)



NOTCHED ENDCAPS. THREADS TOGETHER WITH CONE WRENCHES.

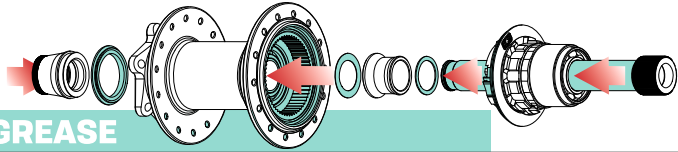
STEEL AXLE + PINCH BOLT
(E*SPEC WHEELS)



NOTCHED ENDCAPS + PINCH BOLT. THREADS TOGETHER WITH CONE WRENCHES.

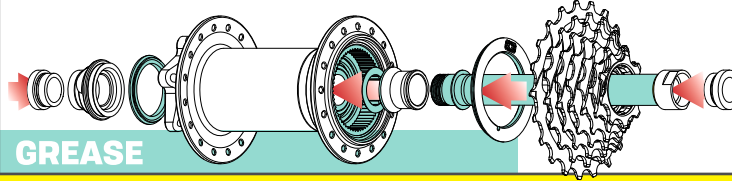
REAR HUB W/ALUMINUM AXLE (XCX, TRS, LG1 EN WHEELS)

INSTRUCTIONS APPLY TO ALL DRIVER CONFIGURATIONS



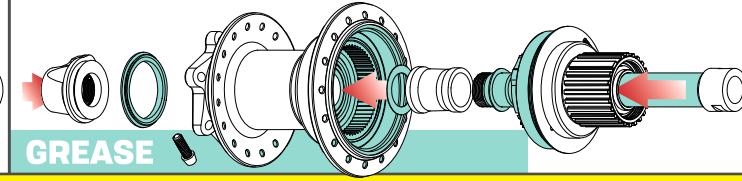
REAR HUB W/STEEL AXLE (LG1 DH WHEELS)

INSTRUCTIONS APPLY TO ALL DRIVER CONFIGURATIONS



REAR HUB W/STEEL AXLE + PINCH BOLT (e*spec WHEELS)

INSTRUCTIONS APPLY TO ALL DRIVER CONFIGURATIONS



GREASE

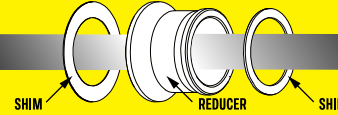
GREASE

GREASE

SHIM + REDUCER INSTALLATION

REGARDLESS OF HUB MODEL OR DRIVER BODY, ALL E*THIRTEEN HUBS USE TWO SHIMS: ONE ON EACH SIDE OF THE REDUCER. THIS IS CRITICAL TO PROPER HUB PERFORMANCE.

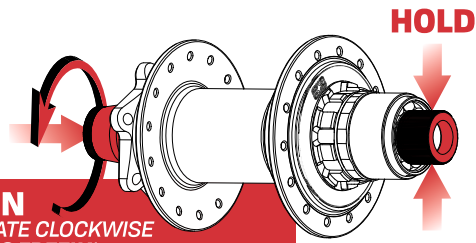
HUB BODY



DRIVER BODY

INSTALLATION

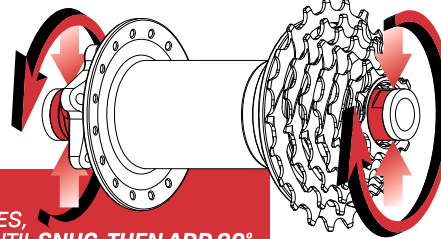
PUSH INWARD, ROTATE CLOCKWISE UNTIL ENDCAP SPINS FREELY*



HOLD

INSTALLATION

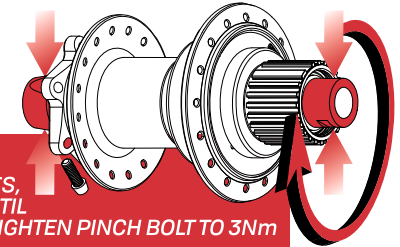
USING CONE WRENCHES, ROTATE CLOCKWISE UNTIL SNUG, THEN ADD 90°



CONE WRENCH
DRIVE SIDE: 17MM
NON-DRIVE SIDE: 20MM*
*some older models of TRS/LG1 EN use 18mm

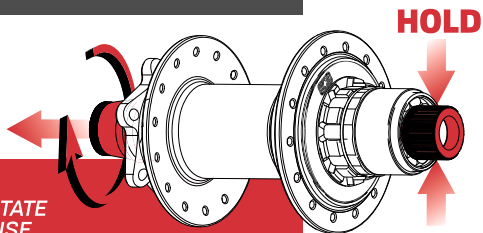
INSTALLATION

USING CONE WRENCHES, ROTATE CLOCKWISE UNTIL SNUG, THEN ADD 90°. TIGHTEN PINCH BOLT TO 3Nm



REMOVAL

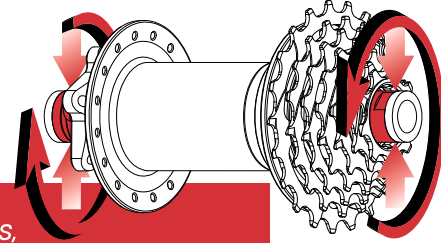
PULL OUTWARD, ROTATE COUNTER-CLOCKWISE



HOLD

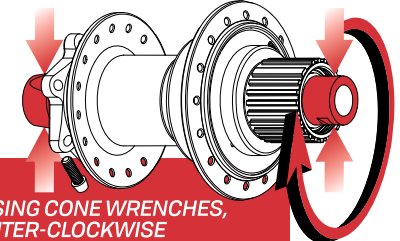
REMOVAL

USING CONE WRENCHES, ROTATE COUNTER-CLOCKWISE

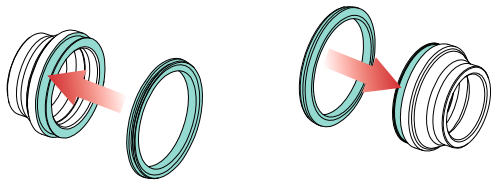


REMOVAL

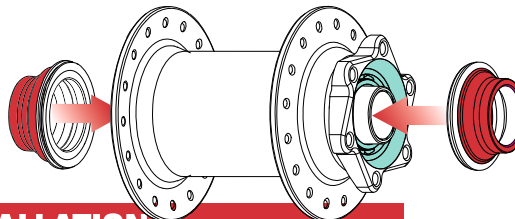
LOOSEN PINCH BOLT. USING CONE WRENCHES, ROTATE ENDCAPS COUNTER-CLOCKWISE



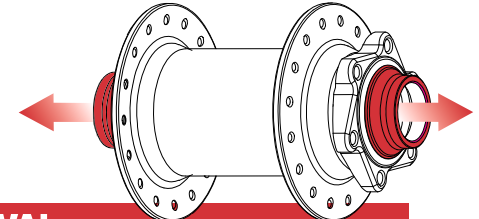
FRONT HUB (ALL WHEELS)



GREASE



INSTALLATION



REMOVAL