INDUSTRY NINE
COMPONENTRY

Front Hub Guide

Axle Conversion Instructions

Identifying Your Hub Type

-We have two different hub designs. A lighter, smaller model called the XC and a larger diameter, heavier-duty hub called the Enduro (EN). The XC hubs, as you would imagine, are found on our lighter wheelsets, and the Enduro on our heavier wheelsets. A quick identifying feature is the logo. The XC hub has the logotype written horizontally across the hub, from Flange to Flange. The Enduro has is logo scrolling around the hub, closest to the disc flange. *The J-bend/classic hubs have the same axles as the Enduro hubs.*

XC

ENDURO

Changing the Endcaps Out

-**XC & EN hubs**: Our hub internals consist of 2 endcaps, one axle, and two bearings. The XC axle is just smaller version of the EN style axle. By simply changing the endcaps, you can convert your hub. The endcaps are held onto the axle by O-rings. Simply slide the old endcaps off and slide your new ones on.

Updating Older XC Models:

Back when the XC hubs were called “AM”, the axle system was threaded. Enduro hubs have remained unchanged. You can quickly identify the threaded style endcaps by looking at the hole in the end of the cap. If it is smooth and round, then it’s the newer style, if it is broached for a 5mm hex wrench, then you have the old style. The old axle system consists of 2 threaded endcaps, 2 dustcovers, 2 bearings, and one threaded axle.

Removing the Old-Style Axle:

-*Neccessary only for older XC models:* Start by placing two 5mm hex wrenches into the endcaps and unthreading one of the endcaps. It doesn’t matter which one comes off/loosens first. Once the endcap is off, you should be able to slide the dustcap off as well.

-Once you have one bare axle side showing, you will want to lightly tap on the exposed axle end with a soft-faced mallet until the axle assembly pops out of the other side. One bearing should remain in the hub.

-The axle assembly you popped out of the hub will have the bearing, dustcover, and endcap on one side. On the axle there will be wrench flat. Use an adjustable/box wrench to hold onto the axle with while you unthread the remaining endcap.

-Once unthreaded, slip the dustcover off. What remains should be a bearing on the axle. If you can’t simply pull the bearing off, try tapping the axle end so that the bearing falls off.

-If you are replacing the bearings in your hub while you change out the axle, then knock out the bearing remaining in the hub. Don’t throw it away just yet; it will come in handy for pressing the new bearing in. If the old bearing is fine, or you aren’t replacing the bearings, go ahead and press the new axle into the old bearing.

Axle/Bearing Installation (Both EN and XC Hubs)

Bearing Removal

For both EN and XC hubs

-Pull both endcaps off of both sides.

-Once you have bare axle showing on both sides, you will want to lightly tap on either one of the ends with a soft-faced mallet until the axle assembly pops out of the other side. One bearing will remain in the hub.

-The axle assembly you popped out of the hub will have one bearing on it. If you can't simply pull the bearing off of the axle, try tapping the axle end so that the bearing falls off.

-Tap the remaining bearing out of the hub with a drift, or whatever will reach the bearing, by alternating hits evenly around the bearing until it popps out.

Bearing Installation

-Press a new bearing into one side of the empty hubshell first. You can use an old bearing, or a socket that barely fits over the race of the bearing if you don't have the proper press tools.

-Gently tap the bearing all the way into the hub, which will be recessed into the hub shell about a millimeter when its all the way home. Insert the new axle into the bearing and flip the wheel over to the other side.

-Place the other new bearing onto the axle and press it as far down as it will go. When you need to tap the bearing all the way into its bore, you can use old bearings, or an appropriately sized socket, again, only if you can't find a press or the proper press tools.

-Once the bearings and axle are completely seated in the hub, you can then slip the new endcaps onto the ends of the axle and you are done. Be sure to check the inside of the endcap where the O-ring is to ensure that the rubber hasn't torn, warped, or seated all the way.

Enduro hub users take note:

-The endcaps are specific to the disc side/non-disc side. There are recesses milled into the disc side endcap so that the disc brake rotor clears it.

-15mm, Maverick, and Specialized axle kits require a different axle than the stock Enduro.