



HUB INSTALLATION INSTRUCTIONS

All-City New Sheriff Track Hub

Thank you for purchasing an All-City New Sheriff track hub. Our hubs feature a high-flange design, sealed cartridge bearings and proprietary 15mm axles. The axle design of our hubs allows the bearings to self adjust. When mounted properly in your frame/fork the bearings are properly loaded.

Before we go any further there are a few key things you should know.

WARNING: Read these instructions completely BEFORE beginning installation of this product. If you lack the knowledge or tools to perform the installation, please have your local professional bicycle mechanic perform the installation. Improper installation can result in loss of control or damage to the bicycle and/or serious injury or death to the rider. We STRONGLY recommend installation of this product be performed by a professional bicycle mechanic.

WARNING: Do not exceed 33Nm (25 ft lbf) of torque on your axle nuts. Over tightening may lead to thread failure.

WARNING: A fixed-gear hub is designed to be used with a track cog and lockring. Neglecting to use a reverse-thread lockring with the track cog can result in loss of control or damage to the bicycle and/or serious injury or death to the rider, and voids the warranty.

Your rear hub is either “fixed/fixed” or “fixed/free.” See below:

Fixed/Fixed

This means that both sides of the hub are designed for fixed-gear cycling. Both sides are stepped, with two different threading patterns. The inside threads (1.37” x 24 tpi) require a track cog. The outside threads are reverse threaded (1.29” x 24 tpi) and require a reverse threaded lockring. See Figure 1.



Figure 1
Track Cog &
Lockring Threads



Figure 2
Freewheel
Threading

Fixed/Free

One side of the hub is fixed as in the description above. The other side is threaded (1.37” x 24 tpi) and designed for use with a singlespeed freewheel. Use only English standard threaded freewheels, cogs and lockrings. See Figure 2.

WARNING: Your bicycle must be equipped with hand brakes when using a singlespeed freewheel. Do not install a freewheel on the “fixed” side of the hub.

Required Tools

The following tools are required for proper hub installation and installation of the cog or freewheel and installation on your bike:

- One (1) 15mm wrench
- One (1) chain whip
- One (1) lockring spanner
- One (1) torque wrench with 15mm socket

Track Cog & Lockring Installation

- 1) Apply grease to the threads of the rear hub, cog and lockring. Thread the cog onto the inner threads of the hub by hand.

Note: If the cog is difficult to thread on, STOP! Back it off and try again. Make sure it is aligned properly and is not cross threading onto the hub. Threads that have been damaged by cross threading will not be covered under warranty.

- 2) Fully tighten the cog onto the hub using the chain whip.

- 3) Thread the lockring onto the outer threads by hand.

NOTE: Lockrings are reverse (left-hand) threaded.

- 4) Use the lockring spanner to fully tighten the lockring against the cog.

- 5) After your first ride, the cog will likely thread further onto the hub.

Check the tightness of the cog and lockring and retighten if necessary. Continue checking the tightness of the cog and lockring every five rides.

Freewheel Installation

- 1) Apply grease to the threads of the freewheel. Thread the freewheel onto the hub by hand.

NOTE: If the freewheel is difficult to thread on, STOP! Back it off and try again. Make sure it is aligned properly and is not cross threading onto the hub. Threads that have been destroyed by cross threading will not be covered under warranty.

- 2) Fully tighten the freewheel onto the hub using the chain whip.

Axle Bolt Installation

When installing the hubs into your bike’s dropouts, grease the axle bolts thoroughly and tighten with a 15mm wrench. Axle bolts should be tightened to 33Nm (25 ft lbf).

NOTE: A 6mm hex broach inside the axle serves to stabilize the axle if you have difficulties loosening an axle bolt. Simply remove the opposite bolt that is not stuck and insert a 6mm hex wrench into the broach. With the wrench in place you should easily be able to loosen the other axle bolt.

Wheel Building with All-City Hubs

All-City recommends using a 3-cross lacing pattern. Many builders push down on the rim with the axle against a hard surface to stress-relieve the spokes. If you use this method, the axle bolts must be completely removed. Failure to do so may lead to the hub bearings becoming dislodged from hub shell.

WARNING: ALL-CITY TRACK HUBS ARE NOT DESIGNED TO BE LACED RADIALY. HUBS THAT ARE BUILT WITH RADIAL LACING WILL NOT BE COVERED BY WARRANTY

Limited 2-Year Warranty:

This All-City™ product is warranted against defects in materials and workmanship for two (2) years, from the original date of retail purchase by the consumer, subject to the limitations detailed below. This limited warranty is expressly limited to the repair or replacement of the original product at the option of All-City™ and is the sole remedy of the warranty. This limited warranty applies only to the original purchaser of the All-City™ product and is not transferable. In no event shall All-City™ be liable for any loss, inconvenience or damage, whether direct, incidental, consequential or otherwise resulting from breach of any express or implied warranty or condition, of merchantability, fitness for a particular purpose, or otherwise with respect to this product except as set forth herein.

This warranty does not cover the following:

- Damage due to use with axle pegs
- Damage due to improper assembly or follow-up maintenance or lack of skill, competence or experience of the user
- Products that have been modified, neglected, used in competition or for commercial purposes, misused or abused, involved in accidents or anything other than normal use
- Damage or deterioration to the surface finish, aesthetics or appearance of the product
- Normal wear and tear
- Labor required to remove and/or refit and re-adjust the product within the bicycle assembly

THIS WARRANTY GIVES THE CONSUMER SPECIFIC LEGAL RIGHTS, AND THOSE RIGHTS AND OTHER RIGHTS MAY VARY FROM STATE TO STATE.

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