

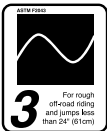




Thank you for purchasing an All-City hub. Before we go any further there are a few key things you should know.

**⚠ WARNING:** Cycling can be dangerous. Bicycle products should be installed and serviced by a professional mechanic. Never modify your bicycle or accessories. Read and follow all product instructions and warnings including information on the manufacturer's website. Inspect your bicycle before every ride. Always wear a helmet.

Additional Product and Safety Information can be found at the website: [www.allcitycycles.com/safety](http://www.allcitycycles.com/safety)

## Intended Use & Compatibility

| CONDITION   | DESCRIPTION  | MODEL COMPATIBILITY   |
|---|--|---|
|    | This is a set of conditions for the operation of a bicycle on a regular paved surface where the tires are intended to maintain ground contact.   |   |
|    | This is a set of conditions for the operation of a bicycle that includes Condition 1 as well as unpaved and gravel roads and trails with moderate grades. In this set of conditions, contact with irregular terrain and loss of tire contact with the ground may occur. Drops are intended to be limited to 15cm (6") or less. | Go-Devil Hub - Rim Brake                                    |
|    | This is a set of conditions for operation of a bicycle that includes Condition 1 and Condition 2 as well as rough trails, rough unpaved roads, and rough terrain and unimproved trails that require technical skills. Jumps and drops are intended to be less than 61cm (24").   | Go-Devil Hub - Disc Brake                                   |
|   | This is a set of conditions for operation of a bicycle that includes Conditions 1, 2, and 3, or downhill grades on rough trails at speeds less than 40 km/h (25 mph), or both. Jumps are intended to be less than 122cm (48").   | All-City Go-Devil hubs are NOT intended for Category 4 use. |
|  | This is a set of conditions for operation of a bicycle that includes Conditions 1, 2, 3, and 4; extreme jumping; or downhill grades on rough trails at speeds in excess of 40 km/h (25 mph); or a combination thereof.   | All-City Go-Devil hubs are NOT intended for Category 5 use. |

**⚠ WARNING:** All-City Go-Devil Disc Brake Hubs are not designed for radial lacing. Radial lacing can result in total wheel failure, resulting in serious injury or death.

- We strongly recommend that you have your wheels built by an professional wheel builder. Proper wheel building is the best way to ensure that your wheels and All-City hubs will last and be problem-free
- Before every ride, check the function of your rear wheel hub. Make sure that the freewheel and engagement connection function properly. Should there be any malfunction, the rear wheel hub must be repaired before use. If you are not in a position to repair the hub, contact your dealer

- New hubs have a higher rolling resistance than used hubs because the grease in the freewheel has not yet been evenly distributed and the seals have not yet been bedded in

## Hub Care & Maintenance

Maintenance must be carried out at least once a year. When used under extreme conditions (e.g. heavy rain, mud, transport in the rain, or cold environments) the freehub body should be serviced more often. Regular maintenance of the hub helps to ensure a longer life and optimum running performance for years. In the case of exposure to water under excessive pressure (e.g. high-pressure cleaners) water may penetrate into the hub. This may damage the hub. Do not use any solvents or detergents. If you routinely ride in temperatures below 32°F (0°C), it is strongly recommended that you have the entire hub serviced with a proper grease rated to -40°F (-40°C).

## Tools Required

- Needle nose pliers
- 10mm and 5mm hex wrench
- 17mm open end wrench
- Torque wrench with Newton meter (Nm) scale
- 5mm hex-bit socket
- 17mm 3/8" drive Crowsfoot wrench

## Hub Conversion Instructions

All All-City Go-Devil series hubs are fitted with quick-release (QR) end caps and splined freewheels. The front disc hub can be converted to a thru-axle (TA) design using the included 12mm and 15mm end caps. The QR end caps on rim brake front hubs can be removed, but the hub cannot be converted to a TA. The rear disc hub can be converted from a 135mm QR over-lock-dimension (OLD) to 142mm TA with the included spindle and end caps (TA not included). In addition, all rear hubs can be converted to an XD-style freehub (not included). To convert your All-City Go-Devil series hubs to TA, or to change freehub bodies, follow the instructions shown here. However, building a wheel requires in-depth knowledge and special tools. If you do not have the proper tools or wheel-building knowledge, have your wheel built and serviced by a professional bicycle mechanic.

**⚠ WARNING:** Make sure your new hub is compatible with your wheel. Installing your new hub on a incompatible wheel may lead to component failure, resulting in serious injury. NOTE: If you are upgrading any part of your hub, make sure to use all the new parts in the hub kit. Even though the new parts may look like your old parts, they are different in subtle but very important ways. Re-using old hub parts can result in hub/axle damage or failure.

## Convert Front Disc Hub to Thru-Axle

1. Grab the QR end cap with needle nose pliers and pull straight out (Fig. 1).
2. Repeat on opposite side (Fig. 2).



Figure 1



Figure 2

3. Choose 12mm or 15mm TA end caps (Fig. 3).
4. Align the end cap with hub and push straight in (Fig. 4). Follow the same procedure with 12mm TA end caps (Fig. 5).



Figure 3



Figure 4

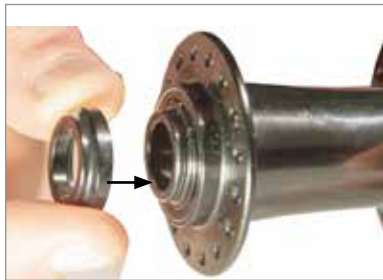


Figure 5

## Convert Rear Disc Hub to Thru-Axle

1. Hold driveside QR end cap with 17mm open end wrench. Insert 5mm hex wrench in non-driveside QR end cap and turn counterclockwise (Fig. 6).

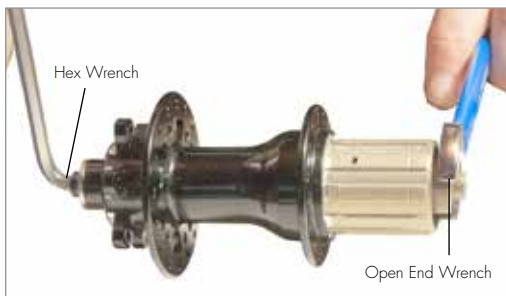


Figure 6

2. Hold disc hub and pull QR spindle, freehub body and freehub spacer straight out (Fig. 7).

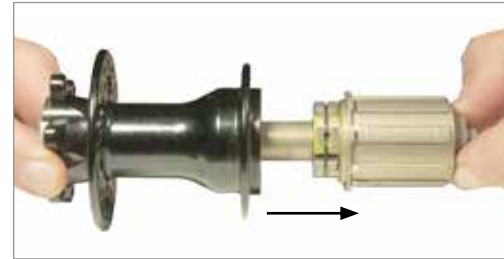


Figure 7



Figure 8



Figure 9

3. Reassemble the spindle. Slide the freehub body and spacer onto the TA spindle.
4. Seat the freehub spacer into the freehub body and slide the freehub, spacer and spindle into the driveside of the hub shell.

5. Once the pawls contact the hub shell, rotate the free-hub body counterclockwise and gently push the freehub into the hub shell to seat the pawls into the ratchet ring (Fig. 10).

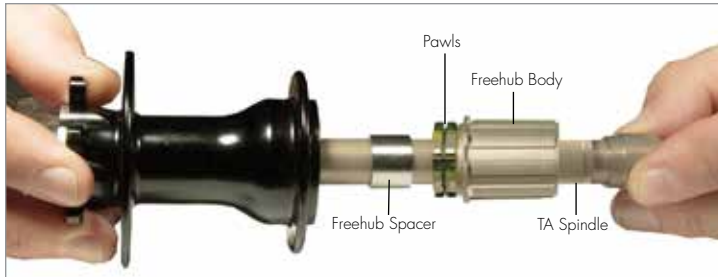


Figure 10

6. Add TA end cap (Fig. 11).



Figure 11

7. Tighten spindle. Hold end cap and tighten spindle in clockwise direction to 6.7Nm (Fig. 12).

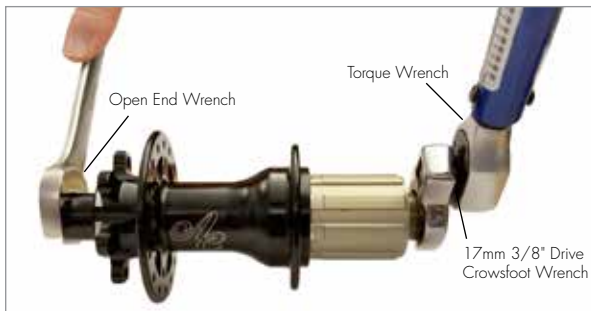


Figure 12

## Convert Splined Freehub to XD Freehub on Rear Rim Brake Hub

1. Remove non-driveside QR end cap (Fig. 13).



Figure 13

2. Remove driveside QR end cap (Figs. 14, 15).

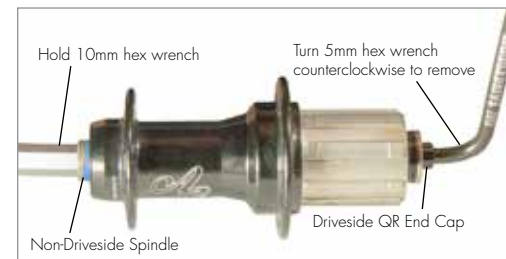


Figure 14



Figure 15

3. Remove splined freehub and freehub spacer (Fig. 16).

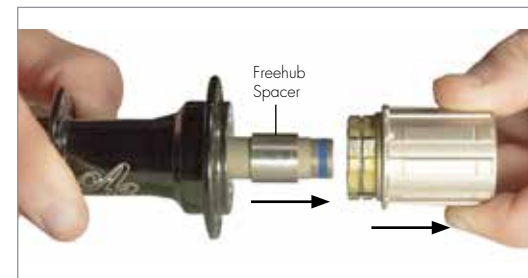


Figure 16

4. Install XD freehub body and new spacer. Slide the XD freehub body spacer onto the QR spindle.
5. Slide the XD freehub body onto the QR spindle, seating the freehub spacer into the freehub body.
6. Once the pawls contact the hub shell, rotate the XD freehub body counterclockwise and gently push the freehub into the hub shell to seat the pawls into the ratchet ring (Fig. 17).

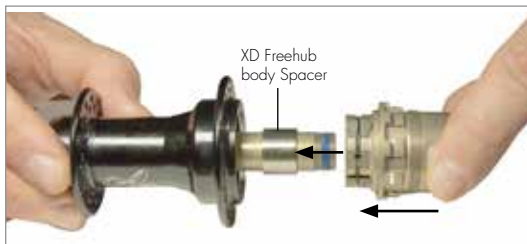


Figure 17

7. Install driveside QR end cap and tighten. Hold spindle and tighten driveside end cap to 8Nm (Fig. 18).

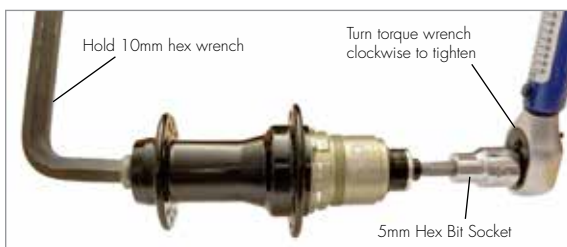
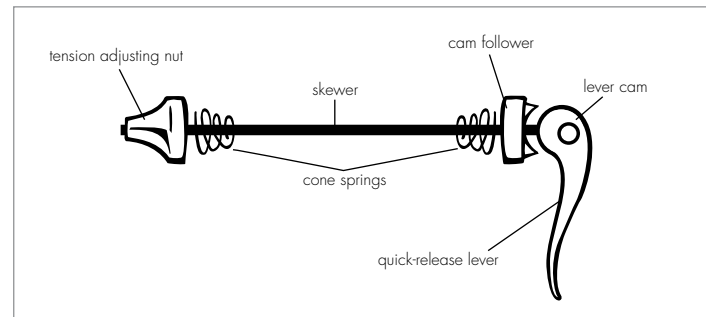


Figure 18

8. Install non-driveside QR end cap and tighten. Hold driveside end cap and tighten non-driveside end cap to 8Nm (Fig. 19).



Figure 18



### Quick-Release Skewer Compatibility & Intended Use

This quick-release mechanism is designed for use on bicycles with correctly aligned and spaced fork and frame dropouts. If the dropouts are not correctly aligned and spaced for the hubs being used, the cam action of the quick release may not provide sufficient clamping force to retain the wheel in the frame under all conditions. Have your dropout alignment and spacing checked by an experienced bicycle mechanic. Please read through all instructions before beginning installation.

### Quick-Release Skewer Assembly

1. Lubricate the skewer, its threads, the quick-release lever pivot, and the face of the cam follower with light oil.
2. Remove the tension adjusting nut and left cone spring.
3. Pass the skewer through the hollow axle of the wheel hub so that the quick-release lever will be on the non-driveside of the bike.
4. Slip the cone spring over the threaded end of the shaft, with the narrow end of the spring facing the hub.
5. Thread the adjusting nut on to the skewer a few turns.

### Wheel Installation

**⚠ WARNING:** If your bike is equipped with disc brakes, be careful not to damage the disc, caliper, or brake pads when re-inserting the disc into the caliper. Never activate a disc brake's control lever unless the disc is correctly inserted in the caliper.

### Front Wheel

1. Make sure the quick-release lever is in the open position (Fig. 19), and place the wheel into the bike fork with the quick-release lever on the non-driveside, seating the wheel axle firmly at the top of the dropouts.

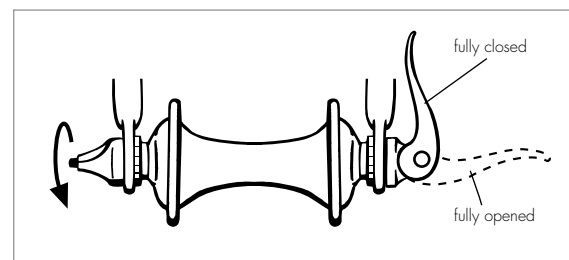


Figure 19

2. Seat the lever's cam in the cam follower and, with the lever in the open position, rotate the lever arm so that it will point to the rear of the bike once closed. Tighten the tension-adjusting nut by turning it clockwise until you feel it touch the frame dropout.
3. Swing the lever into the fully closed position (Fig. 19), making sure that it is pointing toward the rear of the bike. The last 30 to 40° of lever movement should require considerable force (between 24–30 lb). If the resistance is less than this, open the quick-release lever and turn the tension-adjusting nut clockwise 1/8 of a turn at a time, until the closing action of the lever requires the recommended amount of force. The wheel is now firmly locked in place.

## Rear Wheel

1. On a multi-speed bike, be sure to shift the derailleur into the outermost gear, pull the derailleur body back, and place the chain on the smallest sprocket.
2. On a singlespeed bike, remove the chain from the front chainring so you have plenty of slack, then place it on the rear cog.  
**NOTE:** All-City does not recommend QR skewers for singlespeed use on frames with horizontal rear dropouts.
3. Make sure the quick-release lever is in the open position (Fig. 19), and place the wheel into the bike frame with the quick-release lever on the non-driveside, seating the wheel axle firmly at the top of the dropouts.
4. Seat the lever's cam in the cam follower and, with the lever in the open position, rotate the lever arm so that it will point to the rear of the bike once closed. Tighten the tension-adjusting nut by turning it clockwise until you feel it touch the frame dropout.
5. Swing the lever into the fully closed position (Fig. 19), making sure that it is pointing towards the rear of the bike. The last 30 to 40° of lever movement should require considerable force (between 24–30 lb). If the resistance is less than this, open the quick-release lever and turn the tension-adjusting nut clockwise 1/8 of a turn at a time, until the closing action of the lever requires the recommended amount of force. The wheel is now firmly locked in place.

## Wheel Removal & Reinstallation

1. To remove the wheel, simply swing the lever into the open position and knock the wheel out of the dropouts.
2. To reinstall, repeat step 2.

### **WARNING: Before You Ride**

- Check your wheel and quick-release before each ride
- If your skewer becomes bent, do not ride it
- Most bikes require partial disassembly of the brakes to remove or install the wheel. Always check for proper brake function before riding
- Always close the skewer lever completely. Do not allow the frame or fork to inhibit full lever travel.

## Ongoing Maintenance

Periodically make sure the quick-release is tight.

## Limited Warranty

This All-City® product is warranted against defects in materials and workmanship for three years from the date of retail purchase of the product, subject to the limitations detailed below. Save your dated receipt for proof of purchase.

This warranty does NOT cover the following:

- Damage due to improper assembly or follow-up maintenance or lack of skill, competence or experience of the user or assembler
- 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
- Installation of components, parts or accessories not originally intended for or compatible with All-City products
- Damage or deterioration to the paint, 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 limited warranty is expressly limited to the repair or replacement of a defective product, at the option of All-City Cycles, 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 transferrable. This warranty applies only to products purchased through an authorized dealer or distributor. In no event shall All-City Cycles 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 our products except as set forth herein. This limited warranty gives the consumer specific legal rights, and those rights and other rights may vary from place to place. This limited warranty does not affect your statutory rights.

TO THE EXTENT NOT PROHIBITED BY LAW, THESE WARRANTIES ARE EXCLUSIVE AND THERE ARE NO OTHER EXPRESS OR IMPLIED WARRANTIES OR CONDITIONS INCLUDING WARRANTIES OR CONDITIONS OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

## Warranty Process

We will happily back up our products if there is a problem that is our fault. If you and your shop think your All-City product is worthy of a warranty inspection, please return the product to the original place of purchase, accompanied by a sales receipt.

## Other Products

Check our website for the full range of All-City bikes, frames, parts and accessories.

## Contact Us

Questions, comments, anecdotes, build pics and hipster jokes can and should be directed to:

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