



WHEEL AND HUB USER MANUAL



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 **WARNING**

NOTE TO RETAILERS: If you are installing WTB wheels for your customer, please make sure that this user manual is passed along to the customer after you use it.

Read these instructions before you install or adjust your new WTB wheels. If you have any questions or problems, or feel you do not understand something about the product, its installation or its use, please contact a WTB dealer or check with us at WTB.com.

All WTB products should be installed by a qualified bicycle mechanic using appropriate professional tools. WTB assumes no liability for products which are improperly installed, assembled, or configured.

This WTB Wheels User Manual is not a substitute for any of the safety and use information contained in the user manual supplied with your bicycle. If you do not have your bicycle's user manual, contact your bicycle manufacturer or retailer for a copy. In an instance when your bicycle user manual and this component user manual conflict as to the use of this specific WTB component, this WTB user manual should be followed. If you are unsure about the resolution of a conflict between this manual and any other manual or set of instructions, please consult your local bicycle retailer.

Check to make sure your WTB wheels are compatible with your bicycle components. If you have any questions or doubts, check with your WTB dealer or a qualified bicycle mechanic. Failure to confirm compatibility, properly install, operate, or maintain any component or accessory can result in serious injury or death.

Any deep scratches or gauges in the wheels or rims can weaken them and can result in serious injury or death.

Damage to carbon fiber is sometimes difficult to identify. If the external carbon fiber surface is dented, frayed, gauged, deeply scratched, fractured, chipped or otherwise damaged, the wheels should not be ridden and should be replaced.

If wheels have been in a crash or impact, even if there is no damage visible, a WTB dealer should inspect them before use.

Rims designated as "disc brake only" can only be used with disc brake systems. **DO NOT** use these rims with rim brakes.

Do not modify or alter the wheelset. This is unsafe and will void the warranty.

After any installation, adjustment, or repair to your bicycle or components, test your work by taking a test ride in a controlled environment, away from cars, other cyclists, obstacles or other hazards.

ASTM CLASSIFICATION

All WTB wheels, hubs, and rims meet ASTM standards. ASTM Condition 4 is a set of conditions for the operation of a bicycle that includes rough unpaved roads, unimproved trails that require technical skills, or downhill grades on rough trails at speeds less than 40 km/h (25 mph), or a combination thereof. Jumps are intended to be less than 122 cm (48 in.). ASTM Condition 5 includes rough unpaved roads, unimproved trails that require technical skills, extreme jumping; or downhill grades on rough trails at speeds in excess of 40 km/h (25 mph); or a combination thereof.

WTB HUB NAME	INTENDED USE	ASTM CONDITION
Proterra/Speedterra	Adventure Road, Gravel, XC, Trail, Enduro, Gravity, Bikepacking	Condition 5
Serra	Adventure Road, Gravel, XC, Trail	Condition 4

WTB RIM NAME	INTENDED USE	ASTM CONDITION
Proterra/Speedterra/KOM Light	Adventure Road, Gravel, XC, Trail	Condition 4
Proterra/Speedterra/KOM Tough	Trail, Enduro, Gravity, Bikepacking	Condition 5
Serra/ST	Adventure Road, Gravel, XC, Trail	Condition 4

WARNING

This product is not intended for use by children age 12 and under. The charts on this page show the intended use of each WTB hub and wheel. Use the charts to make sure your wheels are compatible with how you intend to use them. Choosing the wrong component for your intended purpose can be hazardous.

HUB IDENTIFICATION



PROTERRA / SPEEDTERRA
(Internals differ)



SERRA

Schematics for all WTB hubs can be found on the resources pages at WTB.com. These detailed schematics provide a more thorough understand of how the hub components interact with another and may help provide a better understanding of the procedures in the next few pages

HUB TECHNOLOGY

HUB DRIVER BODY

Rear WTB hubs feature SRAM XDR™ and/or Shimano © hub driver bodies that are designed for incredibly fast engagement and a long service life.

PAWLS

These hardened steel internals within the freehub body ratchet against the splined surface of an engagement ring within the hub shell. This allows the freehub to only engage with the hub shell when force is applied via the cranks/pedals. Pawls disengage when the rotational speed of the hub shell exceeds that of the freehub and cassette, thereby allowing the bike to coast. The clicking noise you hear from a freewheeling hub comes from the pawls repeatedly engaging and disengaging.

SEALED CARTRIDGE BEARINGS

All WTB hubs, with the exception of Serra hubs, feature sealed cartridge bearings. While these bearings cannot be serviced, they are manufactured with high quality grease within them to create a weather-resistant seal that extends the life of the bearing internals.

BEARING END CAP

Serra hubs feature an adjustable bearing end cap, which allows for simple routine bearing adjustments. Proterra and Speedterra hubs utilize press-on end caps that do not require tools for installation or removal.

WTB HUB NAME	COMPATIBILITY				
	ENGAGEMENT	ROTOR MOUNT	DRIVER BODY	OPTION 1	OPTION 2
Proterra	6-pawl freehub 5 degrees of engagement	Centerlock or six-bolt rotor mounts	Shimano Road or XD Road with MTB spacer ring	28 spoke holes 100x12 mm front hub 142x12 mm rear hub	32 spoke holes Boost 110x15 mm front hub 148x12 mm rear hub
Speedterra	4-pawl freehub 10 degrees of engagement	Centerlock or six-bolt rotor mounts	Shimano Road or XD Road with MTB spacer ring	28 spoke holes 100x12 mm front hub 142x12 mm rear hub	32 spoke holes Boost 110x15 mm front hub 148x12 mm rear hub
Serra	4-pawl freehub 10 degrees of engagement	Six-bolt rotor mounts	Shimano 8/9/10 speed mountain only	28 spoke holes 100x12 mm front hub 142x12 mm rear hub	32 spoke holes Boost 110x15 mm front hub 148x12 mm rear hub

NOTICE

Proterra and Speedterra hubs equipped with an XDR driver body can be used with XD cassettes, but require a 1.8 mm spacer between the driver body and cassette to do so.

Installing an XD cassette on an XDR driver body without using a 1.8 mm spacer will cause creaking, unreliable shifting, and increased wear of the drivetrain. WTB hubs are not offered with Shimano Microspline driver bodies.

END CAP REMOVAL AND INSTALLATION

You may need to adjust or replace the end caps that were originally installed on your hubs in order to transfer your WTB hubs/wheels over to another bike frame or fork that requires a different axle width or diameter.

PRESS-ON END CAPS

Proterra and Speedterra front hubs come with press-on end caps.

- 1 Removal:** Use your hands, pliers with plastic jaws, or any other non-marring tool to pull the end caps from the hub.
- 2 Installation:** Firmly press the end caps onto the hub by hand. To ensure the end caps are fully inserted, stand the hub vertically on a flat surface and push down on the hub shell.

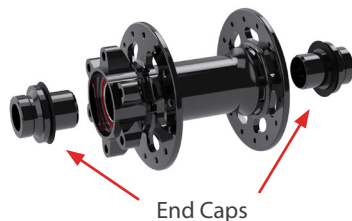
THREADED END CAPS

All Serra hubs, as well as Speedterra and Proterra rear hubs, come with threaded end caps.

- 1 Removal:** Place a 17 mm cone wrench on each end cap. Turn one of the cone wrenches counter-clockwise to remove one of the end caps. This will expose the threaded axle. Place the exposed threaded axle into a bench vise with aluminum soft jaws. Orient the hub vertically with the remaining end cap positioned upward.
- 2** Rotate the 17 mm cone wrench counter-clockwise to remove the remaining end cap.
- 3 Installation:** Thread the end caps onto both sides of the hub by hand.
- 4** Place a 17 mm cone wrench on each end cap, turn the cone wrench clockwise to install each end cap.

For Speedterra/Proterra hubs: tighten the end caps to 30-40 Nm (266-354 in-lb).

For Serra hubs: tighten the end caps to 10-20 Nm (89-177 in-lb).



⚠ WARNING

The use of sharp or metal tools can damage the coating on the wear surfaces of the hub shell and end caps. This can result in structural damage and inhibited functionality.

⚠ WARNING

Always tighten fasteners to specified torque values to promote safe operation of WTB components. Over-tightening or under-tightening axle end caps, as well as using improper torque values for any fastener on the hub, may cause excessive wear within the hub.

PRO TERRA/SPEED TERRA

ADJUSTING THE BEARINGS

Proterra and Speedterra hubs do not require hub or bearing adjustment. There will be a small amount of play in each hub when it is not tightened down in a frame or fork, which is normal. Once an axle is properly tightened down on the hub on the frame or fork, this will slightly compress the hub and eliminate any play.

NOTICE

Removal and installation of hub bearings requires specific/expensive tools in order to prevent damage to the hub shell or bearings themselves. WTB strongly suggests taking your hub(s) to a local bike shop to have the bearings replaced if they are worn or creaking.

SERRA

ADJUSTING THE BEARINGS

Serra **front** hubs do not require bearing adjustment. There will be a small amount of play in each hub when it is not tightened down in a frame or fork, which is normal. Once an axle is properly tightened down on the hub on the frame or fork, this will slightly compress the hub and eliminate any play. Serra **rear** hubs utilize bearing nuts and end caps on each of the axle in order to achieve proper adjustment. Follow the procedure below **ONLY** if there is excessive play in the **rear** hub and adjustment is needed.

⚠ WARNING

Proper bearing load is adjusted during production on Serra freehubs. Do NOT attempt to adjust the bearing load within the freehub body. Adjusting the bearing load within the freehub body may result in damage to the hub, which could lead to a crash, serious injury and/or death.

IMPORTANT: Bearing adjustment **must** be completed with the wheel installed on the bike.

- 1 Use two 17 mm cone wrenches to tighten the inner bearing nuts until they barely touch the bearing. There is no need to tighten past this point. Poor performance and increased wear will result if the adjustment is too tight (or too loose).
- 2 Use a 17 mm cone wrench to hold one inner bearing nut in place, then use another 17 mm cone wrench to tighten the end cap against the bearing nut to 10-20 N·m (89-177 in-lb).

IMPORTANT: Make sure the inner bearing nut doesn't move while tightening down the end cap. If the inner bearing nut spins, it will put too much pressure on the bearings and cause premature wear.

HUB AND AXLE COMPATIBILITY

Proterra, Speedterra, and Serra hubs install into the frame or fork dropouts using a thru-axle system skewers. These hubs are not compatible with quick-release skewers. You must attach your hubs/wheels to your frame and fork using the correct diameter and length of axle. If you are unsure as to which type of axle your wheels require, make sure to consult your WTB dealer or a qualified bicycle mechanic.

THRU-AXLE HUBS

There are various designs of thru-axles that use different installation procedures to secure the hub in the fork or frame dropouts. It is critical that you follow the correct procedures as instructed by your axle and bicycle manufacturer.

WARNING

Never ride your bicycle with an improperly secured wheel or axle. This can allow the wheel to become loose or disengage from the bicycle and can cause you to crash, which may result in serious injury and/or death.

An improperly positioned axle lever can cause the lever to get caught in the rotor of the disc brake or interfere with the frame or other components, which can cause you to crash and may result in serious injury and/or death.

WHEEL INSTALLATION PROCEDURE

Before installing your wheel, be sure to read the manufacturer's installation instructions for your specific axle, frame and fork.

- 1 With the axle lever in the "open" position, install the wheel axle (hub) into the front dropouts of the frame or fork. The wheel axle must be centered and seated in the dropouts.
- 2 The brake rotor must be centered in the caliper. If the wheel is installed properly and the rotor is not centered, consult your brake manufacturer's instructions to align the caliper.
- 3 Close the lever with enough tension that the lever leaves an imprint on the palm of your hand. Position the front lever upwards and parallel to the fork leg, making sure it does not contact the fork or any other components. Position the rear lever so that it does not interfere with the frame or any components.
- 4 To increase or decrease lever tension, follow your axle manufacturer's instructions for adjusting tension.

WARNING

Sufficient tension and clamping force with the axle lever is required to safely secure the wheel. If the lever does not leave an imprint on the palm of your hand, and the serrations of the wheel fastener do not emboss the surfaces of the dropouts, the tension is insufficient. Failure to apply sufficient tension to the lever can result in an improperly installed wheel and axle, which can cause a crash, serious injury, and/or death. If you are unsure about properly installing your wheels and/or axles, consult your bicycle or fork manufacturer to determine proper tension and torque values.

⚠ WARNING

Wheel building should only be done by the most qualified and skilled wheel builders. Failure to properly lace spokes or tension wheels can lead to component failure, which can cause a crash, serious injury or death. The numbers in the table below are required for wheel building. Values provided in the table below, such as Asymmetrical Offset and Effective Rim Diameter (ERD), are used only by qualified and skilled wheel builders. Refer to your hub manufacturer's instructions for hub specifications. Rear wheel spokes are offset toward the brake rotor. Front wheel spokes are offset away from the brake rotor.

HUB MODEL	HUB TYPE	NON-DRIVE SIDE FLANGE DIAMETER (MM)	DRIVE SIDE FLANGE DIAMETER (MM)	CENTER TO NON-DRIVE SIDE FLANGE (MM)	CENTER TO DRIVE SIDE FLANGE (MM)	SPOKE HOLE DIAMETER (MM)
Proterra/Speedterra 12x100	6-Bolt	58	58	18.1	34.9	2.6
	Centerlock	44.3	44.3	19	35.8	2.6
Proterra/Speedterra 15x110	6-Bolt	58	58	23.2	39.9	2.6
	Centerlock	44.3	44.3	24	40.8	2.6
Proterra/Speedterra 12x142	6-Bolt	58	58	35	18.2	2.6
	Centerlock	45.8	55.3	34.6	18.2	2.6
Proterra/Speedterra 12x148	6-Bolt	58	58	36.7	21.1	2.6
	Centerlock	45.8	55.3	37.5	21.3	2.6
Proterra/Speedterra 12x157	6-Bolt	58	58	41	25.7	2.6
	Centerlock	45.8	55.3	42	25.8	2.6
Serra 110x15mm	6-Bolt	32.5	42	60	60	2.6
Serra 148x12mm	6-Bolt	39	23	58	58	2.6

WTB RIM AND HUB IDENTIFICATION		
WTB WHEEL NAME	CORRESPONDING RIM	CORRESPONDING HUB
Proterra Light	KOM Light	Proterra
Proterra Tough	KOM Tough	Proterra
Speedterra Light	KOM Light	Speedterra
Speedterra Tough	KOM Tough	Speedterra
Serra	ST	Serra

RIM MODEL	HOLE COUNT	ERD (MM)
KOM Light i21 700c	24	606
KOM Light i23 650b	24	568
KOM Light i23 700c	24	606
KOM Light i23 700c	28	606
KOM Light i23 650b	28	568
KOM Light i25 650b	28	569
KOM Light i25 700c	28	606
KOM Light i25 27.5"	28	569
KOM Light i25 29"	28	606
KOM Light i27 27.5"	28	568
KOM Light i27 29"	28	606
KOM Light i30 27.5"	32	568
KOM Light i30 29"	32	606
KOM Tough i30 27.5"	32	570
KOM Tough i30 29"	32	605

ETRTO TIRE SIZE DESIGNATION**XX-XXX**

XX=Tire Section Width (mm)

XXX= Tire Diameter Code

Tire section width is used to most accurately determine the size designation of a tire. Also commonly referred to as “casing width,” section width is expressed as the first two digits in the ETRTO size designation “XX – XXX” marked on the sidewall of every WTB tire. For more information on rim and tire compatibility, visit wtb.com.

⚠ WARNING

NEVER ride your bicycle with improperly installed rim tape or valves. Failure to properly install rim tape or valves can prevent the tire from completely seating on the rim, which may cause the tire to come off the rim, or cause a flat tire. This may result in a crash, serious injury and/or death. Special tools and knowledge are required for the safe installation and adjustment of all bicycle components and aftermarket bicycle supplies, including rim tape and valves. We recommend you have an authorized dealer safely install your rim tape. Work with your dealer to set up a maintenance schedule to keep your bicycle safe and performing properly. Stop riding immediately and consult your dealer if you have any concerns about your bicycle.

ETRTO RIM SIZE DESIGNATION**XX-XXX**

XX=Inner Rim Width (mm)

XXX= Rim Diameter Code

Inner rim width signifies the narrowest point between the bead hooks on the walls/ legs that hold a tire on the rim (see Figure 4 on page 17). All WTB rims have a bead hook, but some rims from other manufacturers do not. Regardless of whether a rim is hooked or hookless, the inner rim width is measured at the same location. All WTB rims are named according to their inner rim width (i25 means the inner rim width is 25 mm), but that may not be the case with rims made by other companies. All rims, regardless of manufacturer, should be marked with their ETRTO designation of XX-XXX. The first two digits refer to the inner rim width, the last three digits refer to the rim diameter. In order to ensure a completely sealed tubeless system, always use tubeless tape that is 5 mm wider than the inner rim width of your rim.

RIM AND TUBELESS TAPE COMPATIBILITY

RIM MODEL	INNER RIM WIDTH	REQUIRED TUBELESS TAPE WIDTH
i23	23 mm	28 mm
i25	25 mm	30 mm
i29	29 mm	34 mm
i35	35 mm	40 mm

TCS 2.0 TUBELESS SYSTEM

NOTICE

Always use WTB tubeless tape (TCS Tape) and Solid Strip together on TCS 2.0 rims. This creates the most optimal air retention benefits for the TCS 2.0 system. Failure to install the Solid Strip before applying the TCS Tape may make it more difficult to inflate tubeless tires.

SOLID STRIP

TOOLS AND SUPPLIES

- Solid Strip
- Isopropyl alcohol
- Lint-free shop towel
- Floor mat

PREPARE THE RIM

- 1** Verify there is no damage to the rim, including cracks, dents, or deep scratches. Consult your dealer immediately if you are not sure or suspect any damage to the rim.
- 2** Use isopropyl alcohol and a lint-free shop towel to clean the inner surface of the rim, including up the sides all the way to the bead hook. Allow enough time for the rim to completely dry. Failure to clean the rim properly will prevent the tubeless tape from properly adhering to the rim.

SOLID STRIP INSTALLATION

- 1** Position the rim perpendicular to the ground on a firm, protective surface, such as a mat. Position the valve stem hole at the highest point and stabilize the rim with your feet and legs.
- 2** Align the hole in the Solid Strip with the valve hole of the rim. Use your thumb to hold it in place while installing the remainder of the Solid Strip. Make sure it is centered within the inner rim (see Figure 4 on page 17).
- 3** Once the Solid Strip is properly installed, complete the TCS Tape installation procedure on the following pages to install the tubeless tape.

TCS TUBELESS TAPE

TOOLS AND SUPPLIES

- TCS Tape
- Isopropyl alcohol
- Lint-free shop towel
- Floor mat
- Non-metal tool
- Tape measure
- Scissors

PREPARE THE RIM

- 1** Verify there is no damage to the rim, including cracks, dents, or deep scratches. Consult your dealer immediately if you are not sure or suspect any damage to the rim.
- 2** If Solid Strip is already installed on your rim, inspect the Solid Strip to ensure it is in good condition. Make sure to clean the inner surface of the rim as described on the previous page before installing the TCS Tape.
- 3** The TCS Tape must be specifically designed for tubeless rims and must measure 5 mm wider than the internal width of the rim. Use the table on page 14 to determine the required width of TCS Tape for your specific rim width.

TCS TAPE INSTALLATION

- 1** Position the rim perpendicular to the ground on a firm, protective surface, such as a mat. Position the valve hole at the highest point. Stabilize the rim with your feet and legs.
- 2** Pull a 12-inch length of TCS Tape from the roll. Adhere the end of the tape four inches before the valve hole (Figure 1). Make sure to keep the tape taut, but do not over-stretch it.

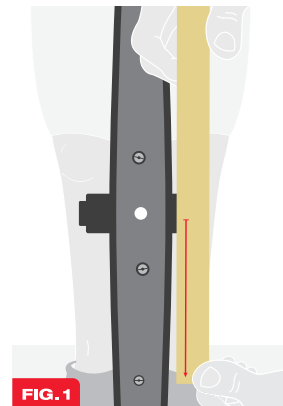


FIG. 1

NOTICE

Make sure not to tear, over-stretch, or damage the TCS Tape during installation.

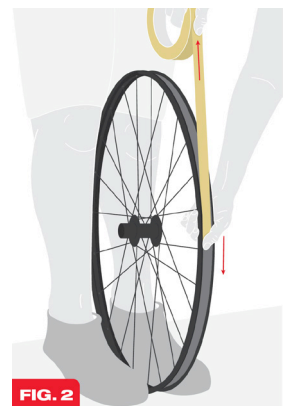


FIG. 2

- 3 Place your thumb firmly over the adhered section of tape to keep it in place. Position the rim so that the free length of tape is in a straight line with the adhered section of tape. This position will allow you to apply the proper amount of tension on the tape (Figure 2).
- 4 Maintain consistent tension and adhere the tape by pressing it down onto the rim in small sections closest to your thumb. Continue this technique around the rim until you reach the beginning of the tape.
- 5 Once you reach the beginning of the tape, pull the tape with correct tension another 8 inches past the starting point. Again, press the tape down in small sections to adhere the tape. This will create two layers of tape that will cover 6-8 inches past the starting point. (Figure 3).
- 6 Hold tension on the tape use scissors to cut the tape roll free. Apply the remaining length of tape onto the rim.
- 7 Use a shop towel or smooth, non-metal tool to press the tape against the surface of the Solid Strip and rim. Ensure the edges of the tape are adhered to the rim at the areas closest to the bead hook (Figure 4).

TIP: Always start at the valve stem hole and work in the direction the tape was applied.

NOTICE

Do not attempt to adhere TCS Tape in large sections. Work around the rim in small sections and make sure each section is smooth before moving on. The tape must be adhered without bumps or air pockets.

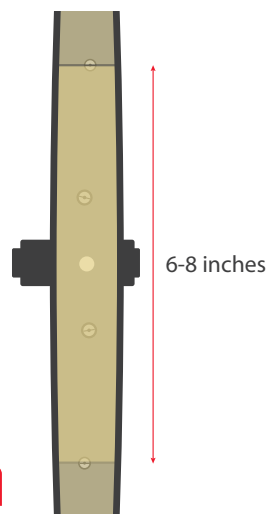


FIG. 3

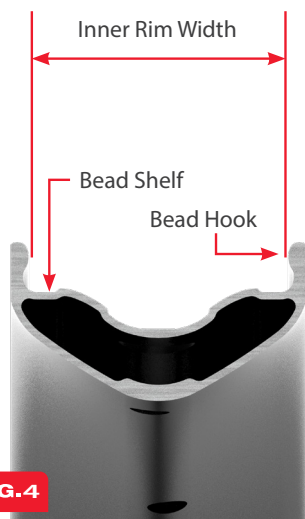


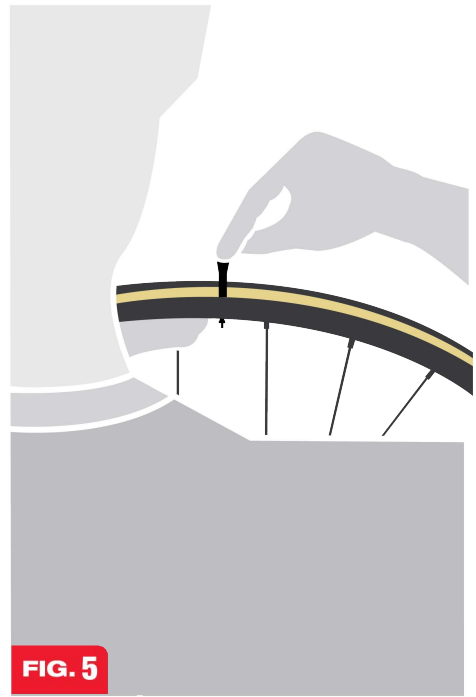
FIG. 4

INNER RIM WIDTH

The measured width between bead hooks.
(Image shows rim cross section.)

TCS TUBELESS VALVE INSTALLATION

- 1** Locate where the valve hole is beneath the tubeless tape, using the opposite side of the rim as a reference. There should also be an indent in the tubeless tape where the valve hole is. Use a small, pointy tool to create a small hole in the tubeless tape directly over the valve stem hole. Do not cut out the entire valve hole opening.
- 2** With the valve core tightened down on the valve stem, insert the tubeless valve into the valve hole where a small incision was made in the tape (Figure 5).
- 3** While pressing on the rubber end of the valve, tighten the nut on the opposite side of the rim until it is hand-tight. The rubber seal on the valve stem may compress once a tire is mounted and fully inflated on the rim. If so, tighten the nut until you no longer hear air escaping from the valve hole.



NOTICE

Do not use pliers or any other tool when tightening the valve nut.

Over-torquing or using a tool to tighten the nut may result in damage to the rim and failure to the system.

WHEEL MAINTENANCE

WTB recommends you have your wheels and hubs serviced by a qualified bicycle mechanic. Any superficial alterations or color loss, even when not often used, and in particular on light colored decals (white, yellow, etc.) are to be considered a natural process due to use and exposure to the weather. Bicycle components are subject to wear and stress, and different materials and mechanisms wear or fatigue at different rates. Creaks, scratches, cracks, fraying, and discoloration are signs that a component needs to be replaced. See the appropriate WTB service manual, WTB retailer, or qualified bicycle mechanic for more information of replacement and maintenance/service schedules.

STORAGE

Long term exposure to elements will affect the longevity, performance, and appearance of your product. WTB recommends you store your bicycle out of direct exposure to the elements including limiting exposure to water, snow, and dust.

CLEANING

Cleaning your bicycle with a pressure washer, or exposing the hubs to rain or water submersion, may lead to grease contamination or water intrusion. This may lead to premature bearing wear or water-induced corrosion. Be aware of the damage these situations cause to your hubs, and perform additional service as necessary.

- Clean using a lint-free cloth or a soft brush
- Clean with mild soap and water
- Do not use solvents or harsh chemicals, as they can remove grease
- Do not use any detergents
- Do not use a pressure washer

WARNING

Improper component installation, configuration, adjustment, service, or replacement may result in damage to the component or complete component failure, which may result in injury and/or death.

WARNING

Follow your cassette manufacturer's instructions for cassette installation. Before installing the cassette, thoroughly clean the splines on the free hub body and cassette. Debris on the free hub body splines may cause the cassette to run unevenly, causing poor engagement or slippage, which may result in serious injury and/or death

WARNING

Never use a power washer to clean hubs. Do not aim any powerful spray directly toward the hub. Always dry your hubs immediately after riding. Allowing water to penetrate the seals may cause damage to the bearings or other hub parts, resulting in accelerated wear to the parts.

WARNING

Before installing the brake rotor or rotor adapter, thoroughly clean the centerlock splines or 6-bolt mating surface on the hub shell and the rotor or rotor adapter. Debris on these surfaces may cause the rotor to run unevenly, causing poor braking performance, which may result in serious injury and/or death. Be sure to follow your rotor manufacturer's instructions for rotor installation.

NOTICE

Disregarding these instructions might result in damage to the hub, externally and/or internally.

HUB MAINTENANCE

WTB recommends you have your wheels and hubs serviced by a qualified bicycle mechanic. These recommendations are meant to be used as a guideline, not as an exhaustive list. Following these guidelines may extend the life and performance of your product, but service intervals are dependent on riding conditions, level of usage, riding frequency, climate, and care. If you detect serious issues with this product or the rest of your bike, and you are not capable of or comfortable with performing the repair without voiding the warranty, visit your WTB retailer or qualified bicycle mechanic. Schematics for all WTB hubs can be found on the resources pages at WTB.com. These schematics will help you identify any parts that need to be replaced.

BEFORE EVERY RIDE	AFTER EACH RIDE	WEEKLY	MONTHLY	ANNUALLY
Check that the hub bearings are not loose or binding	Clean off excess water, ice, mud, or debris from the hub and axle, and make sure all parts are dry	Clean the hub shell and inspect if for scratches, dents, gouges, or other damage	Check for bearing or freewheel drag, hardened or dry grease being expelled, or debris that has penetrated the grease	Have hub serviced by your local dealer. Service should include cleaning and inspection of hub shell, driver body, bearings, and all other components. Repair, service, and/or replace parts as needed.
Check that the hub, spokes, and rim are not broken		Check that the cassette is freewheeling smoothly and is free of debris	Remove the cassette and clean the hub driver body	
Check that both wheels are secure				

Limitations on Use

No type of hub should be abused or used incorrectly, as this may damage it even after a short period of use. The life of this type of product depends mainly on the conditions of use. Miles a rider covered, racing, improper use case, surfaces encountered, weather conditions, and physical and biodynamic condition of the user are the main factors determining its duration.

WARRANTY

WTB products are warranted against defects in materials and workmanship. To read the full current warranty for your WTB product, see the Warranty section of our web site:

wtb.com/warranty.

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MAKING A WARRANTY CLAIM

To make a warranty claim, see the Warranty section of our web site: wtb.com/warranty.

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CONTACT INFORMATION

If you have any questions or problems with any WTB product, please go to wtb.com for help.

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