

XTRACYCLE

RFA Sport to Utility Conversion Guide

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Removing the Tail Light and Sport Rack



- Remove the two M4 lock nuts securing the tail light using a 8mm wrench
- Unclip the tail light cable and set the tail light aside



- Remove the tail light cable from the Sport Rack and rear frame, snipping any zip ties holding it in place



- Remove the four bolts securing the Sport Rack using a 5mm Allen key



- Remove the Sport Rack and save for a future conversion back to Sport mode

Moving the Rear Wheel Drop-Outs



- Locate the quick link on the bike chain and disconnect
- Remove the chain and set aside

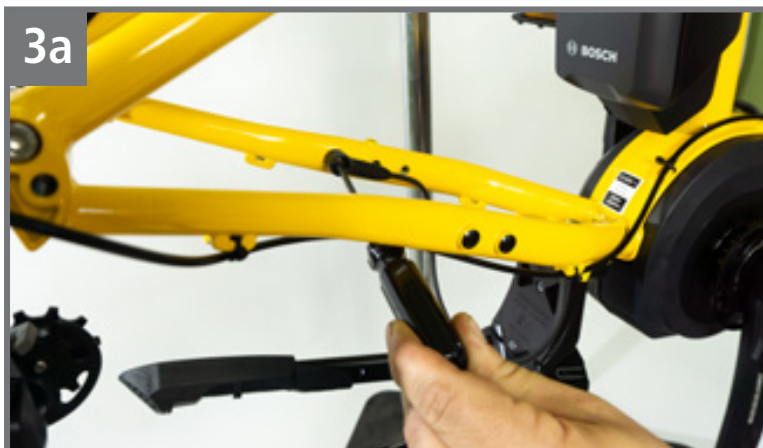


- Remove the rear wheel
- Remove the three bolts holding the dynamic dropout insert and locking plate and be mindful of the bolt positions



- Move the insert to the rear dropout position as far back as possible; draw any needed cable from forward on the frame
- Replace the three bolts and locking plate, torquing to 20Nm, and repeat for the other side

Moving the Speed Sensor



- Remove the cap to the speed sensor
- Remove the speed sensor bolt with a T-30 star bit
- Remount the wheel



- Locate the speed sensor post, washer and M5x20mm bolt in the small parts box
- Mount the speed sensor post to the frame in the rear position on the non-drive side using a 4mm Allen key



- Tighten the speed sensor bolt with the T-30 star bit through the wheel from the opposite side and replace the sensor cap
- Feed excess cabling into the drive housing and coil and zip tie as needed



- Position sensor magnet on spoke opposite air valve and align with the sensor
- Apply blue Loctite or comparable threadlocker and secure with a Phillips head screwdriver, tightening to 1nM

Lengthening the Rear Wheel Chain



- For Speed drives add 11 links to the chain; for CX or Performance drives add 9 links



- Feed the chain back through the derailleur



- Reconnect the chain with the quick link



- Engage the clutch

Installing the Utility Rack



- The Utility Rack bolt pattern has very tight tolerances, so begin by dry fitting the rack over the frame mount points
- Note: the rear of the rack uses the lower slotted holes for mounting



- Where the alignment appears off start there and loosely thread a single bolt halfway
- Note: the following steps may be easier with a second set of hands helping to position the rack



- Go to the diagonally opposite mounting point and loosely thread that bolt
- Return to the first attachment point and thread the mated bolt directly opposite the first bolt



- Leverage the rack to initially thread the last bolt
- Note: the rear derailleur cable is routed over rear dropout
- Finally, torque all four bolts to 30Nm with a 5mm Allen key

Installing the Tail Light



- Feed the tail light cable along the inside of the non-drive side of the rack and use small zip ties to secure it in place



- Clip the end of the tail light cable into the tail light
- Align the two tail light mounting posts to the rear of the rack and secure them with the two M4 lock nuts using a 8mm wrench

Installing RFA WheelSkirts



- Locate the correct contoured WheelSkirt for the side of the rack you are installing it on
- Start by wrapping the upper hook-and-loop straps to the skinny rail directly below the top rail of the rack
- Wrap the lower straps around the lower rack and bike frame



- Wrap the left, right and diagonal hook-and-loop straps to the sides of the rack
- Repeat for the opposite side as needed
- **Note:** Either a WheelSkirt or CargoBay must be installed on each side of the bike while in Utility mode. Serious injury or damage could result without one.

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