Removing the Tail Light and Sport Rack

1a
- 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

1b
- Remove the tail light cable from the Sport Rack and rear frame, snipping any zip ties holding it in place

1c
- Remove the four bolts securing the Sport Rack using a 5mm Allen key

1d
- Remove the Sport Rack and save for a future conversion back to Sport mode
Moving the Rear Wheel Drop-Outs

2a
- Locate the quick link on the bike chain and disconnect
- Remove the chain and set aside

2b
- Remove the rear wheel
- Remove the three bolts holding the dynamic dropout insert and locking plate and be mindful of the bolt positions

2c
- 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

**Step 4**

**4a**
- For Speed drives add 11 links to the chain; for CX or Performance drives add 9 links

**4b**
- Feed the chain back through the derailleur

**8b**
- Reconnect the chain with the quick link

**4c**
- 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

- 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

- 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

- 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 an 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
- 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.