

FREEHUB BODY CONVERSION 2004 AND LATER TdF/XST 3.4/4.4/5.5/6.0/7.0

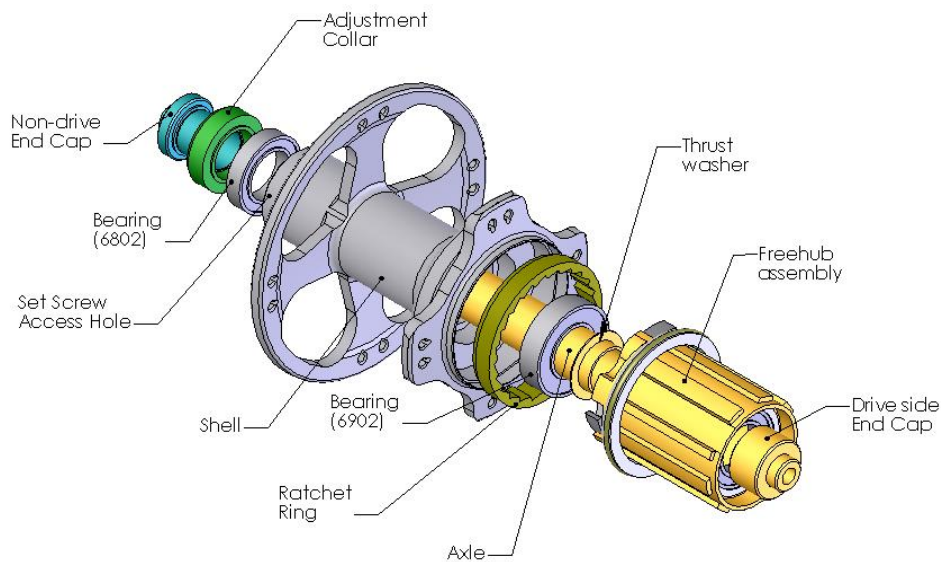
TdF/XST3.4/4.4/5.5/6.0/7.0 for Shimano/SRAM HG10/11, SRAM XDR, Shimano Micro Spline, Campagnolo 11/12 and Campagnolo N3W



Conversion kit contents:

- 1 Freehub body [no pawls/springs]
- 1 Axle and axle end cap [10 speed to 11 speed conversions only]

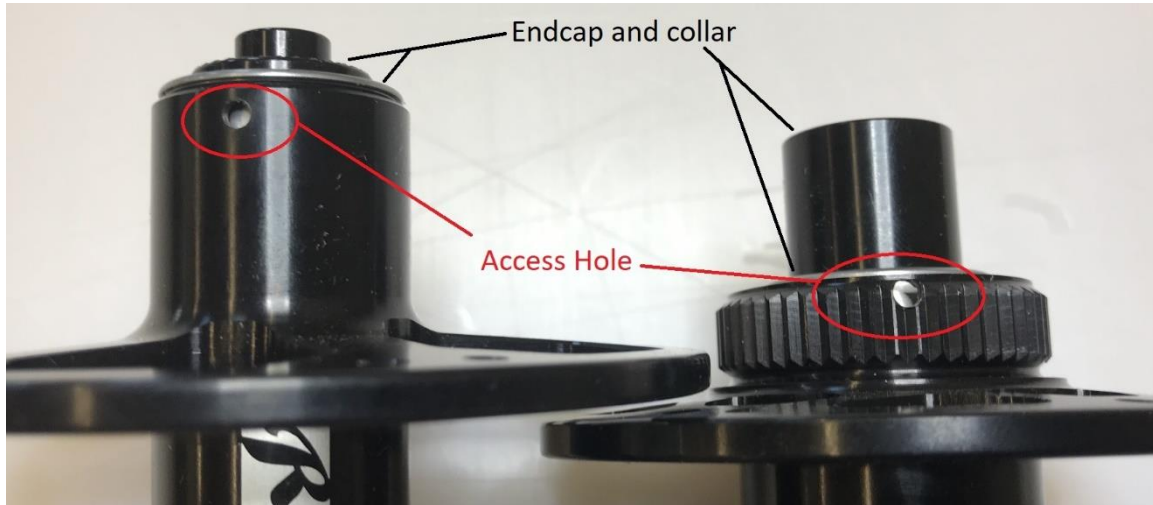
See rolfprima.com for videos on these conversions



TdF3.4 - 7.0 shown

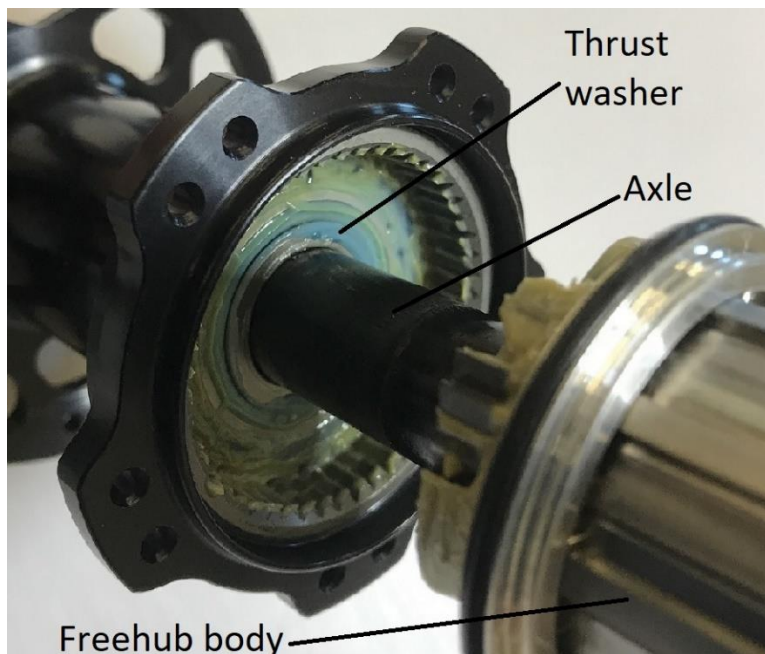
1. Rotate axle until black set screw is visible through the access hole in the hub shell. Loosen the three set screws $\frac{1}{4}$ turn with a 2mm Allen wrench. Rotate axle to access each set screw.

2. Remove the end cap and adjustment collar on the same side.



3. Pull on the freehub body to remove it and the axle simultaneously. Orient the wheel with the FHB side up and watch carefully for pawls or springs, which may fall out.

4. Locate the thrust washer, which sits between the FHB bearing and the free hub-side bearing in the hub shell. This washer will often adhere to one of the bearings. Keep for reassembly.



5. Remove the old FHB from the axle and set next to the new FHB. Because there are multiple versions of FHB's, it is important to match the pawls in the FHB to the drive ring in the hub shell. For this reason, you will reuse your existing pawls and springs. Note the orientation of the pawls and springs in the old FHB and move them one by one over to the new FHB. See picture below. Pawls should move freely with the spring pushing them outboard.



24T pawl



48T pawl

6. Apply oil on the axle and install the new FHB and thrust washer on the axle. **Note** – only with 10-speed to 11-speed conversions will you replace the axle and endcaps. Otherwise, you will reuse the existing axle.



7. Insert the axle and free hub body assembly into the hub shell. Rotate the free hub body counterclockwise slowly while pushing lightly inward. This will disengage the pawls and allow the freehub body to slide into the drive ring in the hub shell.

8. Place the adjustment collar on the non-drive side of the axle and insert the non-drive side axle end cap. While holding the drive-side endcap, push collar fully inboard to remove play.

9. Tighten the set screws firmly with a 2mm Allen wrench to set the bearing adjustment. Do not over tighten the set screws. Damage to the adjustment collar will result. See our bearing adjustment video for more instructions

Note – If you are converting from 10spd to 11 spd, your wheel needs to be re-dished.