EASTON®

SHOP MANUAL

2013

M1 BEARING SPACER UPGRADE INSTALLTION MANUAL

M1-121, M1-221, M1-331

2013

EASTON

M1 BEARING SPACER UPGRADE INSTALLTION MANUAL

THIS IS A MAJOR IMPROVEMENT TO THE M1 HUB, BUT NOT MANDATORY.

- Dramatically improves bearing durability.
- Eliminates hub play associated with an unthreading preload adjuster.
- Compatible with M1 hub-equipped rear wheels.

COMPATIBLE WHEELS:

EA90 XC
EA90 XD
EC90 XC
EC70TRAIL

HAVEN
HAVENCARBON

HAVOC

COMPATIBLE HUB SHELLS:

M1-121
M1-221
M1-321

ORDERING INFORMATION

PART# 8004010
M1 BEARING SPACER / BEARING KIT
(SHOPS NEED ONE PER REAR HUB)

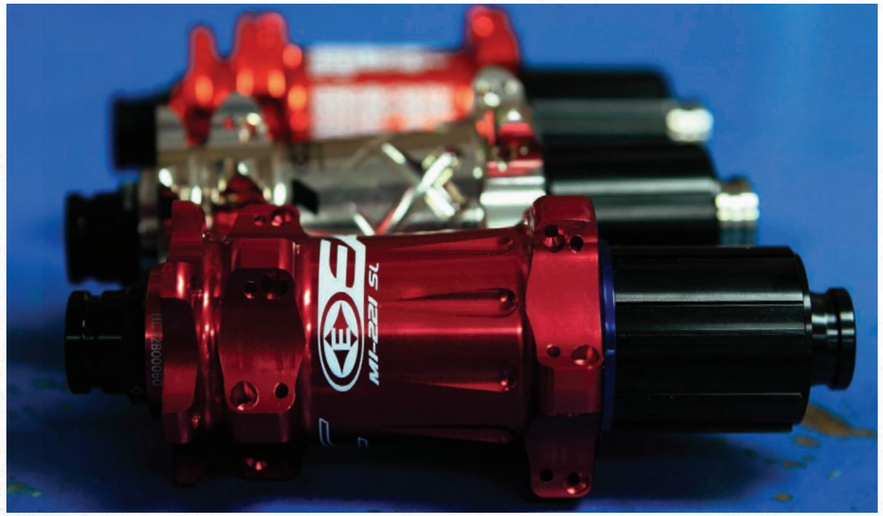
PART# 8004015
BEARING DRIFT KIT 15 - M1 BEARING SPACER
(THIS IS THE TOOL KIT. SHOPS NEED JUST ONE OF THESE)

877.835.6629 wheelinfo@eastonbellsports.com

IN DEPTH INSTALLATION VIDEO
eastoncycling.com/how-to-videos

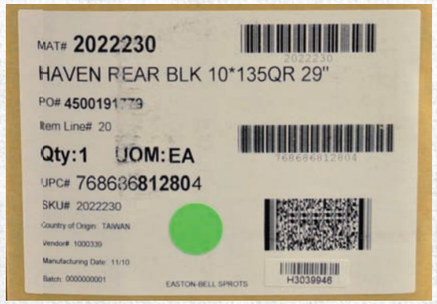
DETERMINE IF YOUR HUB IS COMPATIBLE

UPGRADE ME!



Check the hub shell and look for these numbers: **M1-121, M1-221 OR M1-331**
If your hub has one of these numbers and does not meet the criteria listed in the "ALREADY UPGRADED" section below your hub would benefit from the upgrade.

ALREADY UPGRADED!





Updated hubs will start shipping in February 2013. The box they are shipped in will have a green dot sticker (left image). "TIGHTEN" will be printed on the lock nut (right image). These hubs do not need the upgrade as they have already been upgraded at the factory.

STEP
1

MAKE SURE YOU HAVE EVERYTHING YOU NEED

YOU WILL NEED 5 TOOLS



1. Plastic Mallet
2. Front Quick Release
3. Punch
4. 12mm Allen Wrench
5. 20 mm Cone Wrench

BEARING SPACER/TOOL KIT



PART# 8004015

BEARING DRIFT KIT

Easton M1-Specific Drift Kit
(24-Drive Side)

Easton M1-Specific Drift Kit
(25-Non Drive Side)

Woodruff Key

PART# 8004010

BEARING SPACER KIT

Bearing Sleeve

17287 Bearing
(Drive Side)

6803 Bearing
(Non Drive Side)

New Axle Nut

STEP
2

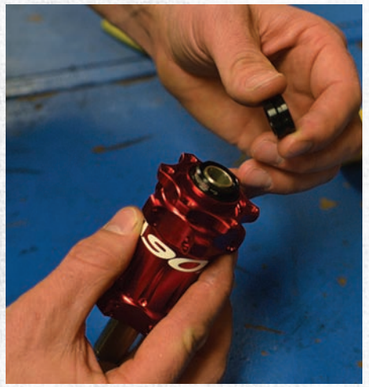
DISASSEMBLE THE HUB

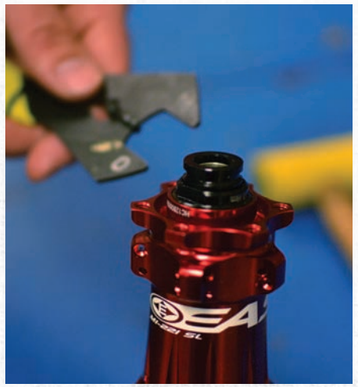


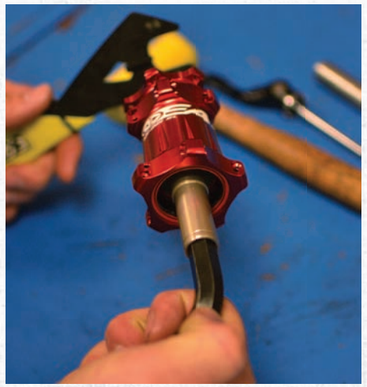
1 Remove drive side end cap.



2 Pull the cassette body from hub shell.





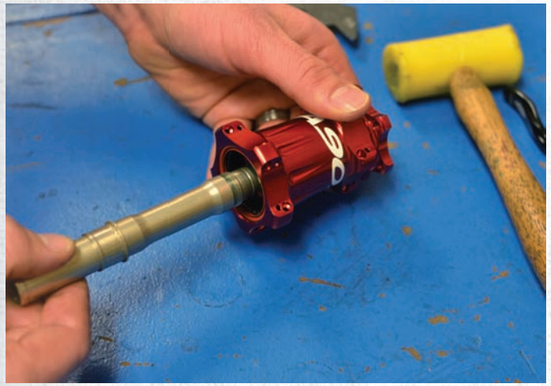


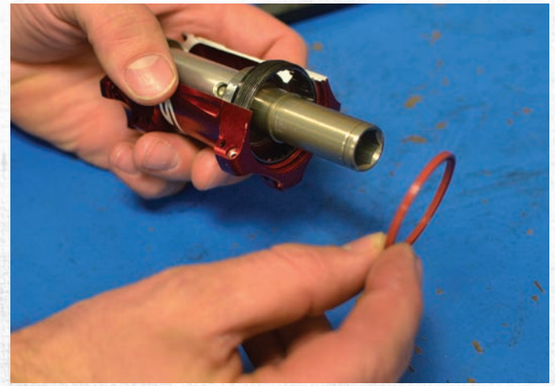
3 Remove non-drive side end cap by hand. Unthread the preload adjuster nut using a 20mm Cone Wrench.
(Note: This is a reverse thread. Turn the adjuster in the "-" direction.)





4 Push the axle away from the preload adjuster and remove the adjuster.



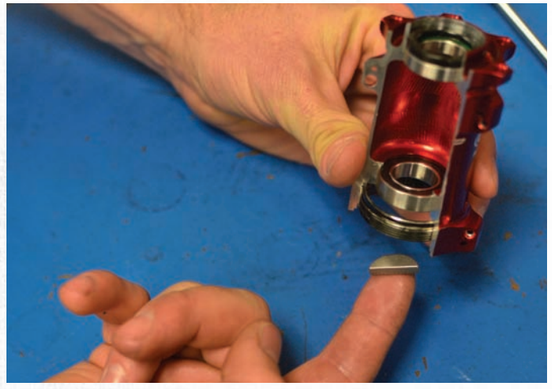


5 Remove the axle. Using a finger nail or a dental tool, remove the red cassette body seal.

STEP
3

REMOVE THE OLD BEARINGS

REMOVE THE DRIVE SIDE BEARING





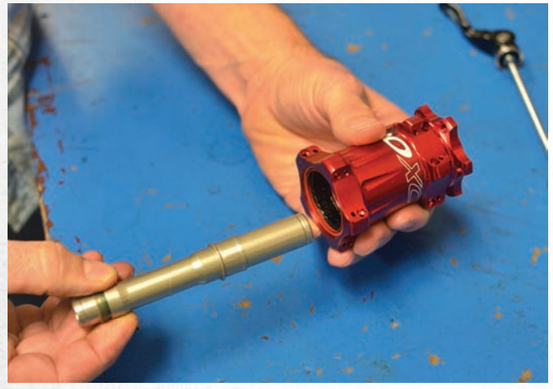
6 Install the woodruff key (on the drive side first) by inserting the key through the bearing with a finger or needle nose pliers.

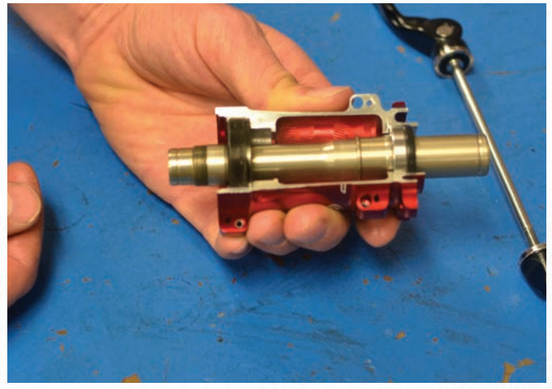




7 Using a punch, the woodruff key and a mallet, tap the drive side bearing from the hub shell.

REMOVE THE NON-DRIVE SIDE BEARING





8 Install the axle backwards so that the drive side of the axle sits against the non drive side bearing.





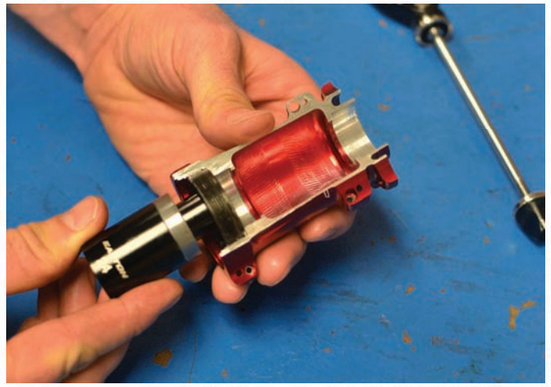
9 Using a plastic mallet, tap the axle to remove the non-drive side bearing.

STEP
4

INSTALL THE NEW BEARINGS

INSTALL THE NEW DRIVE SIDE BEARING





10 Slide the drive side bearing **(17287)** on to drift #24. Install one washer onto the quick release, then insert the quick release into the drift. Now insert the quick release with the drift into the drive side of the hub.



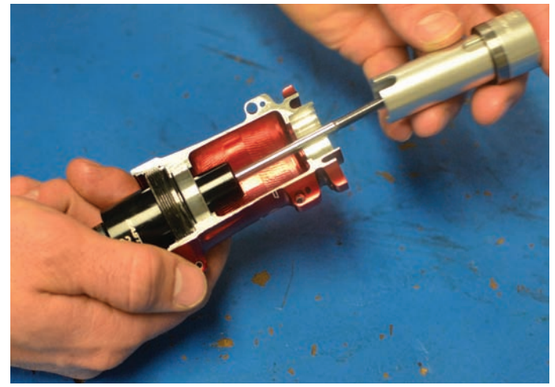
11 Insert drift #25 (without bearing) into the non drive side of the hub. Add the other washer to the quick release, then thread on the quick release nut.



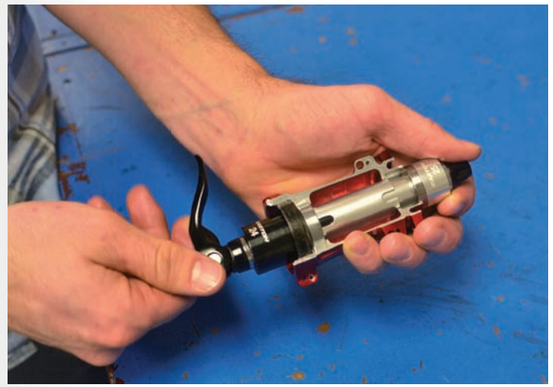
12 Thread the nut as far as possible onto the quick release then use the quick release lever to press the drive side bearing into the hub. Tighten until firm. Unthread nut, remove non drive drift assembly.

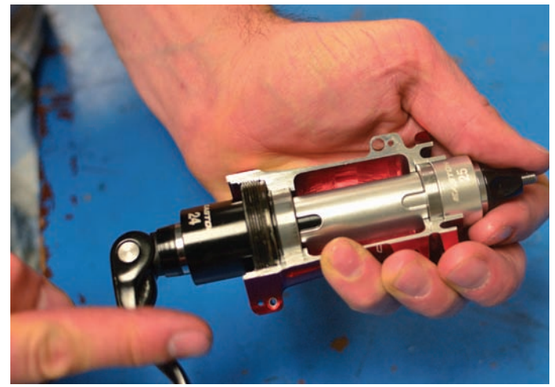
INSTALL THE NEW NON-DRIVE SIDE BEARING



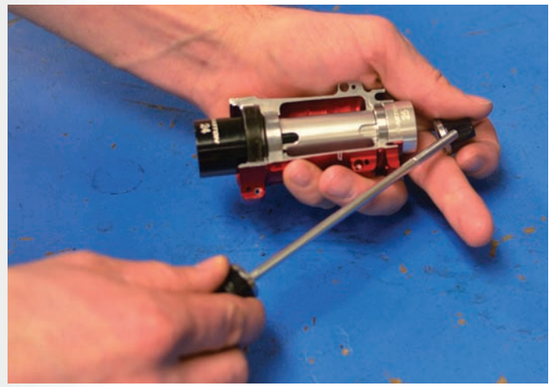


13 Leave the drive side drift in place. Slide the non drive bearing **(6803)** onto drift #25. Slide bearing sleeve onto drift #25. Insert the entire assembly into the non drive side of the hub.





14 Thread the nut as far as possible onto the quick release then use the quick release lever to press the non drive side bearing into the hub. Tighten until firm. Unthread nut, remove both drift assemblies and quick release.





15 After both drifts and the quick release are removed, add a thin coating of grease to the face of the bearing. Slide the axle into the hub. Make sure that the threaded end is on the non drive side.

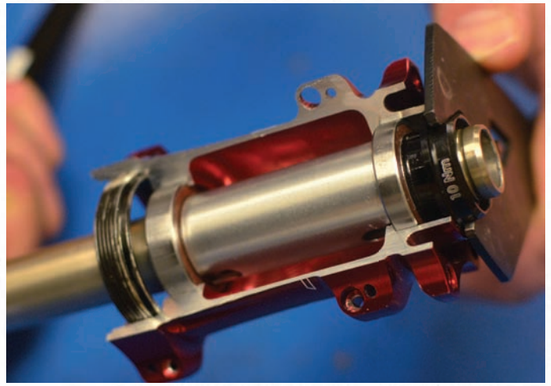
STEP
5

RE-ASSEMBLE THE HUB

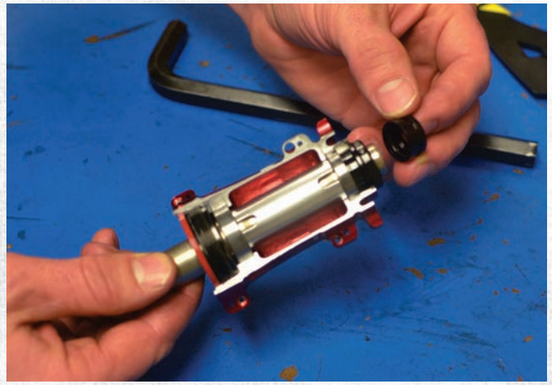
RE-INSTALL THE AXLE



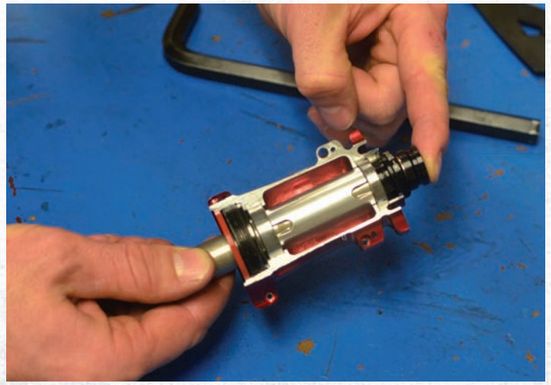
16 Thread the NEW axle nut (with seal) onto the axle. Make sure the wrench flats are on the outside.



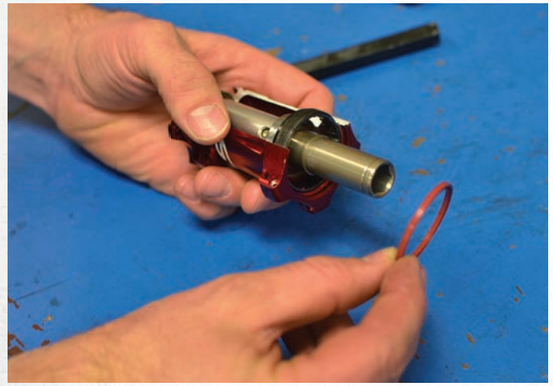
17 Using a 20mm cone wrench and a 12mm hex wrench, tighten the axle nut to 10Nm.



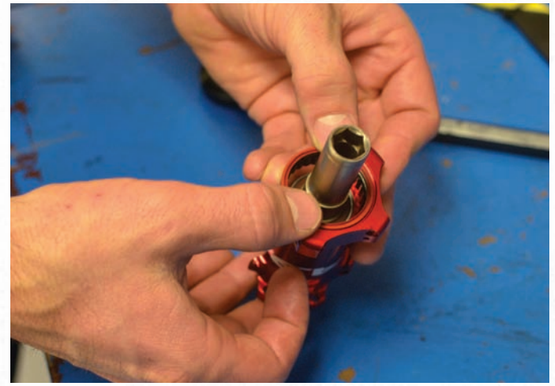
18 Push the non-drive end cap onto the axle.



RE-INSTALL THE CASSETTE BODY



19 Add a coat of Easton Cassette Body Grease to the drive ring. Re-install (with lip facing out) the red cassette body seal.





20 Re-install the cassette body by pushing gently and turning counterclockwise (to prevent the pawls from cutting the red seal).



21 Re-install drive side end cap by pushing gently.

INSTALLATION COMPLETE, CRACK OPEN A COLD ONE

EASTON

EASTON-BELL SPORTS
5550 Scotts Valley Drive
Scotts Valley, CA 95066
Tel: 831- 461-7500
Fax: 831-461-7503

www.eastoncycling.com