



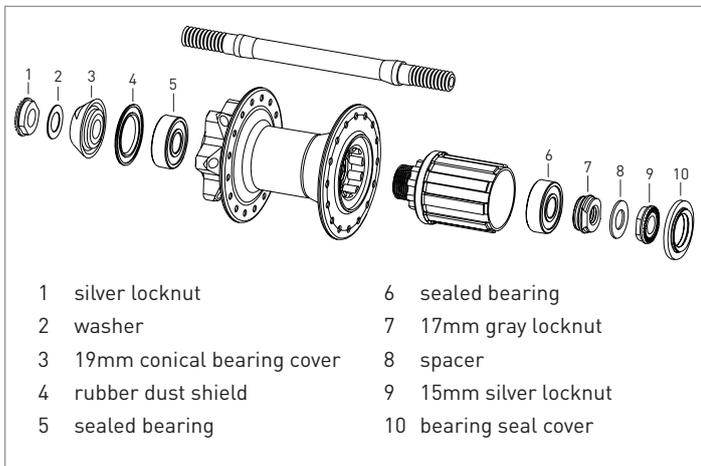
MUKLUK 3 HUB INSTRUCTIONS

At Salsa, we believe that a sense of adventure makes life better. The bicycle can be so much more than just a bike; it's a path to new places, new people, and amazing experiences.

Thank you for your purchase. We hope it makes a good riding experience even better!

Salsa. Adventure by bike®.

▲ WARNING: CYCLING CAN BE DANGEROUS. BICYCLE PRODUCTS SHOULD BE INSTALLED AND SERVICED BY A PROFESSIONAL MECHANIC. NEVER MODIFY YOUR BICYCLE OR ACCESSORIES. READ AND FOLLOW ALL PRODUCT INSTRUCTIONS AND WARNINGS INCLUDING INFORMATION ON THE MANUFACTURER'S WEBSITE. INSPECT YOUR BICYCLE BEFORE EVERY RIDE. ALWAYS WEAR A HELMET.



Compatibility & Intended Use

The Mukluk Rear Hub uses a 10mm diameter quick-release axle with 170mm over locknut width spacing. It is intended for 32-spoke 3-cross lacing builds, and 6-bolt ISO disc brake rotors, on fatbikes with 170mm rear spaced quick release dropouts.

Tools:

- 15, 17, and 19mm cone wrenches
- 11mm hex key
- 19mm deep socket
- Vise
- Hammer
- Grease

Replacing the Bearings & Freehub on the Mukluk 3 Hub

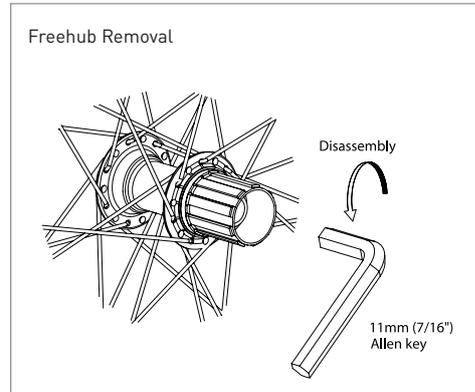


Figure 1

Bearing & Freehub Removal

1. On the non-driveside of the hub, place the 19mm cone wrench on the flats of the black, conical bearing cover.
2. Holding the 19mm wrench in place, place the 15mm cone wrench on the silver locknut, and loosen it in a counter-clockwise direction. Fully remove the silver locknut, spacer, black conical bearing cover, and rubber dust shield and set them aside.
3. On the driveside of the hub, place the 17mm cone wrench on the flats of the gray locknut.
4. Holding the 17mm cone wrench in place, place the 15mm cone wrench on the silver locknut, and loosen it in a counter-clockwise direction. Fully remove the silver locknut, spacer, and gray locknut (and bearing seal cover), and set them aside.
5. Using a hammer, tap on the protruding axle on the non-driveside until the driveside bearing comes out of the freehub.
6. Re-insert the axle into the driveside and through the non-driveside bearing. Tap on the axle until the non-driveside bearing comes out of the hub shell.
7. Place the 11mm hex key in a vise.
8. Place the wheel over the hex key, driveside-down so the hex key goes through the freehub and the freehub locking bolt notches inside.
9. Turn the wheel counter-clockwise until the freehub breaks loose and can be removed fully from the hub shell (fig. 1).



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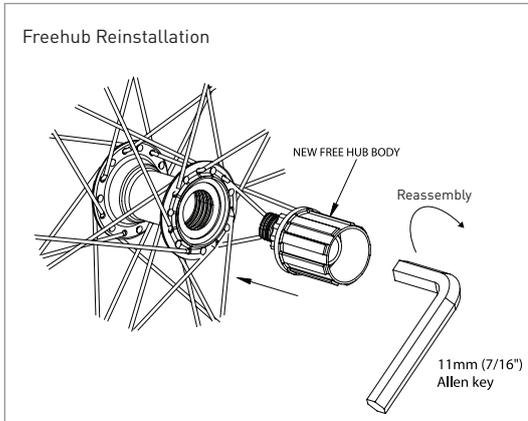


Figure 2

Bearing & Freehub Reinstallation

NOTE: the Mukluk 3 Hub uses two 6000 sealed bearings, QBP part #BB6000.

1. Grease the inside of the hub shell on the driveside of the hub where the new freehub will thread in.
2. Remove the hex key from the vise and start to thread the freehub into the hub shell.
3. Replace the 11mm hex key in the vise with the long end pointing upwards.
4. Place the wheel over the hex key, driveside-down so the hex key goes through the freehub and the freehub locking bolt notches inside. Turning the wheel in a clockwise direction, tighten the freehub fully (fig. 2).
5. Lightly grease the inside of the freehub and the inside of the non-driveside of the hub shell.
6. Place the hub vertically with the non-driveside on top of your work surface.
7. Place the 19mm socket on top of the bearing race (make sure the socket sits on the OUTER edge of the bearing race and not on the seal) and pound directly over the socket to get the bearing into the freehub as straight and evenly as possible, as far in as it will go. The most important thing is that the outer edge of the socket sits on the outer edge of the bearing and not on the seal.
8. Apply a small amount of grease to the axle where the bearings will contact it. Insert the axle from the non-driveside of the hub and through the bearing. Thread the gray locknut with dust shield, spacer, and silver locknut on to the end of the axle.
9. Holding the 17mm cone wrench in place, place the 15mm cone wrench on the silver locknut, and tighten it in a clockwise direction against the gray locknut tightly.
10. Take the wheel to the vise. Open the jaws of the vise leaving just enough room for the thickness of the axle. Place the wheel horizontally on the vise, driveside-down, with the axle between the jaws. DO NOT clamp the vise down to prevent damaging the axle.
11. Place the other bearing on the other end of the axle that is now pointing skyward. Get the bearing started as straight as possible. Place the 19mm socket over the bearing (make sure the socket sits on the OUTER edge of the bearing and not on the seal) and axle (make sure the socket is deep enough that it does not come in to contact with the axle) and pound directly over the socket to get the bearing into the hub as straight as possible, as far in as it will go.
12. Apply grease to the threads of the axle, place the rubber dust shield over the bearing, and thread the black conical bearing cover fully against the bearing. Install the spacer and thread the silver locknut on to the axle.
13. Holding the 19mm wrench in place, place the 15mm cone wrench on the silver locknut, and tighten it in a clockwise direction against the black conical bearing tightly.
14. The axle should spin freely and easily with out any play in the axle, and the freehub should rotate over the pawls freely in a counter-clockwise direction and fully engage when rotated forward in a clockwise direction.

Ongoing Maintenance

Periodically make sure the locknuts are fully tightened, the bearings are spinning freely, and the freehub is properly engaging. Consult your local dealer with questions if you are unsure about the performance of the hub.

Warranty Information:

Proof of purchase is required before a warranty claim is processed. Salsa Cycles therefore strongly encourages warranty registration at salsacycles.com. Failure to register will not affect consumer rights, so long as the consumer can show in a reasonable manner proof of original ownership and the date the Salsa Cycles product was purchased.

If you have any questions contact warranty@salsacycles.com or visit www.salsacycles.com/support for more warranty information.

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