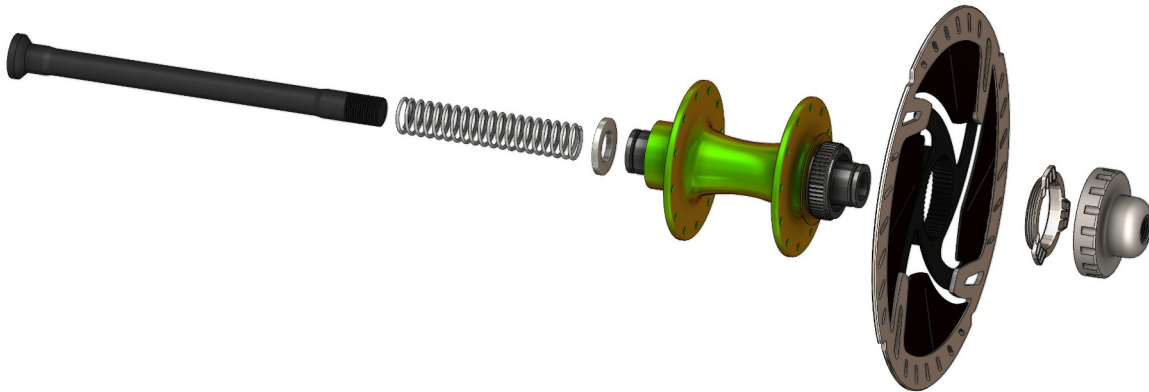


Ogle Component Design XL Lockring Installation Instructions

Version 2: May 11, 2025 - 2 pages



Congratulations on your purchase of OCDC XL Lockrings! We appreciate the support and want you to have the best experience possible, so please read through these instructions *fully* before considering installing them yourself. **Improper installation can damage your lockrings, rotors, and hubs. Improperly installed bicycle components pose a safety hazard.**

The XL Lockring installation procedure is more complicated than a standard lockring install due to their unique design and extreme light weight. If you don't have all the required items listed below **and** previous experience installing lockrings, do not attempt this. Please take the lockrings and these instructions to a reputable local bike shop with experience assembling high-end bicycles and modern braking systems.

Required Items:

1. OCDC XL Lockring v2 Set.
2. OCDC XL Lockring Installation kit:
 - a. Lockring Interface Tool
 - b. Compression spring
 - c. 13mm ID washer
3. Centerlock Brake Rotors: 160mm maximum diameter with 100 face splines. See our rotor selection guides if you're unsure about compatibility.
4. Wheels for centerlock brake rotors: Thru-axle only. 12mm axle diameter. 148mm maximum hub width.
5. A 12mm rear thru-axle with 1mm thread pitch. We recommend using a rear axle for both front and rear installs because many front axles have different thread pitches. The included spring is long enough for both.
6. High quality 44mm x 16 notch BB tool, such as Park BBT-69.4 or similar from Abbey or Unior.
7. High quality torque wrench compatible with your chosen BB tool and capable of 35Nm
8. Copper bearing anti-seize assembly lubricant, such as Finish Line or similar.
9. Quality grease, such as Park Tool PPL-1, Kogel Waterproof Paste, or similar.

Do not proceed without all these items

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Installation procedure:

These instructions apply to both front and rear wheels and you can begin with either.

Please refer to the diagram on page 1 for tool and component arrangement.

1. Clean, inspect, and prepare all items. Thoroughly remove any old grease from brake rotor and hub body rotor interface and with suitable cleaning agents. Check hub lockring threads for any damage.

Do not proceed with installation if there is any visible damage to threads

2. Before applying any grease, check loose component fit: slide rotor onto hub splines, check it seats fully against face, and install the lockring 1.5-2 turns clockwise by hand. To avoid cross-threading when installing the lockring, first rotate it counterclockwise until it seats with a click. If parts go together smoothly, disassemble and continue preparation for final assembly.

Do not proceed with installation if parts do not fit correctly or there is binding

3. Apply a small amount of grease to the axial splines on both the rotor inside diameter and hub outside diameter, being careful not to get grease on threads or rotor friction surface. Reassemble the rotor to the hub.
4. Apply copper anti-seize to the lockring threads and washer face. Reassemble the lockring to the hub as before and install finger tight. Set the wheel aside.
5. Slide the spring and then the washer over the axle and insert the assembly through the hub from the drive side.
6. Apply pressure to the axle head, compressing the spring and extending the threaded axle end out the other side of the hub. The spring is very low rate and should compress fully without difficulty.
7. While maintaining pressure on the axle, orient the Lockring Interface Tool as shown in the diagram, and thread it onto the axle until the axle end is flush with the tool outer face.
8. Gently release pressure from the axle, drawing the Lockring Interface Tool inwards until it is in contact with the lockring face.
9. Rotate the Lockring Interface Tool clockwise by hand until it seats fully on the lockring with a click. Finish tightening the tool by hand. It should completely enclose the lockring.
10. Reinspect the assembly checking for proper alignment and full seating of all components. Everything should be held snugly together without any loose play.

Do Not Proceed with installation if any parts are not aligned or sitting flush

11. Using the BB tool and torque wrench, tighten the Lockring Interface Tool to:

33-35Nm MAXIMUM.

Testing has shown this is suitable for all intended applications and over-tightening *will* damage the lockring.

Damage from over-tightening is not covered by lifetime warranty

12. Set the BB tool and wrench aside and reapply pressure to the axle head to compress the spring and release Lockring Interface Tool from contact with lockring.
13. Remove the Lockring Interface Tool from the axle assembly and set both aside.
14. Remove any superficial grease from wheel and rotor assembly with suitable cleaning agents, being careful not to contaminate the rotor friction surface.
15. Repeat procedure for other wheel if necessary.
16. Put your bike back together and take a moment to marvel at your work.
17. GO RIDE!