



Drastic Light Foot MUni Hub Model DLF-86

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Installation and Usage

The DLF hub has been designed for aggressive MUni riders that incorporate hopping and dropping as a regular part of their riding style. As a minimum requirement, the hub has been designed to withstand an indefinite number of hops and 3 foot drops by riders weighing less than or equal to 190 pounds. The hub will not fail by brittle fracture which helps prevent bad spills due to sudden breaks where cranks no longer control the wheel. The hub itself weighs .86 Lbs and is the lightest production hub available. A drive train using this hub and including quality aluminum cranks will weigh approximately 2.6 Lbs.

The hub uses the MST50 (modified square taper) to allow a strong crank connection that is light and silent. Unlike ISIS or spline connections the MST50 is relatively easy to machine allowing short run fabrications at lower cost. Any "standard" bike crank with a pull thread can be remachined to MST50. This allows riders a greater choice of cranks and lengths. Because the MST50 is .050" inch larger than the common 5/8" square taper, even used cranks damaged by wear or improper installation can be remachined to new condition and used with the DLF-86.

In order to ensure maximum service life of a drive train using the DLF-86 hub, good quality cranks should be used and proper installation procedures followed. Cranks must be properly machined to MST50 specs which provide between .125" and .187" press on allowance. Crank taper faces should be greased and pressed on using an arbor press capable of the required force needed to set the taper joint. A press rating of 20 tons is typical for this operation. Once cranks are set, the retaining bolts should be snugged against the crank face with the supplied washers. **After 3-4 rides the retaining bolts should be snugged again to allow for deformation of the crank metal, threads and washer. Snug only! NEVER USE retaining nuts to pull a crank on. NEVER BANG cranks on with a hammer.** If you are unable to perform the above machining and crank installation it is recommended that you purchase the MST50 machining package. You must supply your own cranks and bearings.

Bearings should be of the sealed type not shielded. Sealed bearings use a rubber seal to completely close in the roller balls and races. This type of bearing may run with slightly more friction but will keep out dust effectively thus increasing service life.