

Ogle Component Design Lockring Installation Instructions

Version 4: 2026, February 13 - 2 pages



Congratulations on your purchase of OCDC 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.**

*OCDC XLv2 Lockrings have a different procedure.
Those instructions are available here:*



Required Items:

1. OCDC Lockring Set.
2. Centerlock Brake Rotors: 203mm maximum diameter with 100 face splines. See our rotor selection guides if you're unsure about compatibility.
3. Wheels for centerlock brake rotors: Thru-axle only. 12mm or 15mm axle diameter.
4. High quality 44mm x 16 notch BB tool, such as Park BBT-69.4 or similar from Abbey or Unior.
5. High quality torque wrench compatible with your chosen BB tool and capable of 40Nm
6. Copper bearing anti-seize assembly lubricant, such as Finish Line or similar.
7. Quality grease, such as Park Tool PPL-1, Kogel Waterproof Paste, or similar.

Do not proceed without all these items

Installation procedure:

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

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

Continued on page 2

Ogle Component Design Lockring Installation Instructions Page 2

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. OCDC lockrings are machined to a very tight tolerance and may not thread all the way down by hand. This is normal, and they will seat fully when tightened to the proper torque.

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

3. Optional: 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.
4. Reassemble the rotor to the hub.
5. Apply copper anti-seize to the lockring threads and washer face (if used). Reassemble the lockring to the hub as before and install finger tight.

Do Not Proceed with installation if any parts are misaligned.

6. Using the BB tool and torque wrench, tighten the lockring to the following range:

38Nm minimum-40Nm maximum.

Testing has shown this is suitable for all intended applications and under-tightening or over-tightening *may* damage the lockring, hub, or rotor.

Damage from over-tightening is not covered by lifetime warranty

7. Remove any superficial grease from wheel and rotor assembly with suitable cleaning agents, being careful not to contaminate the rotor friction surface.
8. Repeat procedure for other wheel if necessary.
9. Put your bike back together and take a moment to marvel at your work.
10. GO RIDE!
11. Recheck lockring torque after two rides or 100 miles.