

2.3.3. REPLACING THE REAR RIM

Tools needed

- 1 spoke wrench 323 908 01
- 1 spoke wrench for aerodynamic spokes M40567
- Thread lock M40315
- 1 tensiometer + tension-reading conversion chart adapted to the tensiometer used

The wheel axle must be removed to replace the rear rim. For details on how to do this, refer to the 2003 technical manual page 19, or consult the website www.tech-mavic.com

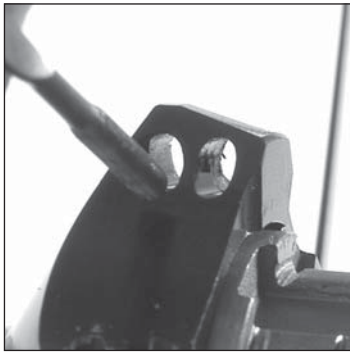
Rear wheel spokes must be fitted:

- **radially on the non drive side:** they must not cross between the hub and the rim
- **crossed 2 on the free wheel side,** with the **traction** spokes located in the **outside holes of the slots** on the free wheel side.

Note: the rim holes are orientated laterally and axially. As a consequence, **the rim build order MUST be respected: with the «Made in France» label facing you, the spoke in the first hole to the right of the valve hole should be inserted on the free wheel side.**

The nipples are inserted into the rim backwards: the round and wide side first.

Start with the free wheel side:



Insert a 289 mm spoke (323 901 01) into an inside hole in the hub on the free wheel side, from the widest side of the hole.



Insert its threaded part into the 1st hole to the right of the valve hole, with the «Made in France» label near you and facing you.



Position a nipple on the spoke wrench and stick it using thread lock M40315. Insert the nipple and wrench into the rim hole and screw the nipple 2 turns onto the previously inserted spoke.

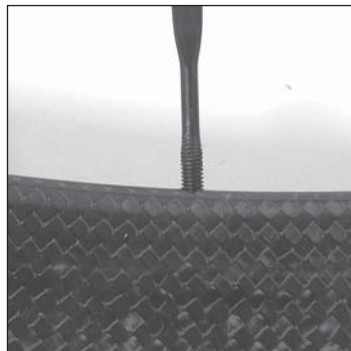
Repeat these 3 operations:

- for all spokes in the **inside** holes on the free wheel side (1 hole in 4 on the rim). **These are non-traction spokes.**
- for all spokes in the **outside** holes on the free wheel side, starting with the 3rd hole to the right of the valve hole. **These are traction spokes.**

Turn the wheel round, and then:



Place a 270 mm spoke (323 902 01) into a hub hole on the non drive side.



Insert its threaded part into the corresponding rim hole: the spokes go directly from the rim to the hub, without crossing each other.



Position a nipple on the spoke wrench and stick it using thread lock M40315. Insert the nipple and wrench into the rim hole and screw the nipple 2 turns onto the previously inserted spoke.

Repeat these 3 operations for all spokes on the non drive side.

Then tighten each nipple uniformly in the rim (1 turn of the spoke wrench for each spoke and per wheel rotation) to tension the wheel.

Set the final tension and center the wheel (140 to 165 kg).