

## REPLACING THE RIM ON THE REAR CROSSMAX® UST® DISC WHEEL

### TOOLS NEEDED

- 1 spoke tension and maintenance wrench M40494.
- Mavic thread lock M40315.
- Grease.

- 1** Grease the spoke heads (contact zone between the spoke and the socket).
- 2** Place the rim with the word "DISC" near the valve hole facing you and the hub with the free wheel side visible.
- 3** For building the wheel on the free wheel side :
  - 3.1** Tighten the spoke in the hole located to the right of the valve hole and then 1 out of every 4 holes (2 turn to tighten). These are braking spokes.
  - 3.2** Tighten the spoke in the 3rd hole located to the right of the valve hole for it to be a traction spoke. Follow the same procedure by tightening 1 spoke every 4 holes.
- 4** Put the spoke heads in the slots on the free wheel side and install the spoke retention clip without twisting it.
- 5** Turn the wheel over.
- 6** For building the wheel on the side opposite the free wheel :
  - 6.1** Put a spoke in the hole located to the right of the valve hole for it to be a traction spoke. Put its head in the slot on the inside of the hub on the opposite of the free wheel and then tighten the spoke 2 turns. Follow the same procedure with the spokes on this side by tightening 1 spoke every 4 holes.
  - 6.2** Put a spoke in the 3rd hole located to the right of the valve hole so it is a braking spoke. Put its head in the slot on the outside of the hub opposite the free wheel side, then tighten the spoke 2 turns. Follow the same procedure with the spokes on this side by tightening 1 spoke every 4 holes.
- 7** Put 1 - 2 drops of thread lock M40315 on each spoke thread.
- 8** Tighten each spoke uniformly (1/2 turn for each spoke per wheel turn) for consistent tension of the wheel.
- 9** Make the final tension and centering adjustments on the wheel (120 - 150 kg).
- 10** Let the thread lock dry for about 2 hours with the wheel flat before use.
- 11** After installing the Tubeless UST® tire inflated at the pressure between 2 and 4 bars (30 - 60 PSI), make sure the unit is airtight (see page 30).

**CAUTION : manipulating the spoke nipple greatly affects the spoke tension and consequently the wheel adjustment.**

**In the final phase of adjusting the tension, 1/4 turn around the nipple corresponds to about 0,3 mm of lateral rim movement.**

