

REPLACING THE RIM ON THE REAR CROSSROC® UST® WHEEL, FRONT AND REAR CROSSROC® UST® DISC WHEEL

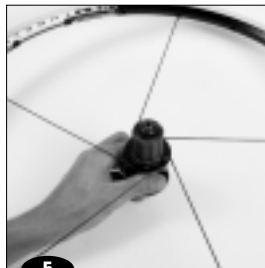
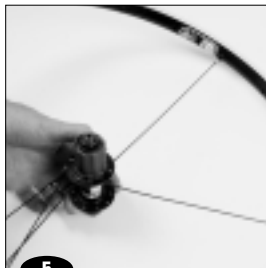
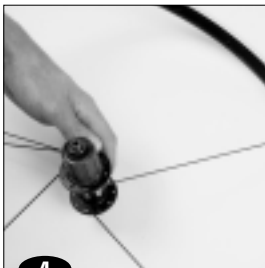
TOOLS NEEDED

- 1 spoke wrench.
- 1 hollow screw wrench M40630.
- 1 Hozan type of tensionmeter.
- Oil.

- 1** Insert a spoke 1 every 2 holes through the exterior of the hub spokes heads facing out :
 - free wheel side for a rear wheel.
 - disc side for a front wheel.
- 2** Position a hollow screw head first on each spoke. Then tighten a spoke nipple until it stops.
- 3** Position the rim facing you with the raised indicator bump to the right of the valve hole.
- 4** Tighten the hollow screw of the spoke in the first hole to the right of the valve hole on the rim using the wrench M40630 (**caution : left hand thread**).
Torque : 5 Nm.
- 5** In the same way, tighten the hollow screws on the other spokes leaving 3 holes in between. Then, by immobilizing the rim, turn the rim so the spokes become braking spokes for the rear wheel, and traction spokes for the front wheel.
- 6** Insert a spoke (head on the inside of the hub flange) at 4,5 holes (at the hub level) from the spoke located to the right of the valve hole clockwise on the hub flange :
 - opposite the free wheel side on the rear wheel.
 - opposite the disc side on the front wheel.
- 7** Position a hollow screw head first on this spoke, tighten the spoke nipple until it stops. Then tighten the hollow screw in the first hole to the left of the valve hole.
- 8** Follow the same procedure to position the other spokes with the head inside the hub flange on the opposite side of the free wheel for a rear wheel, and opposite side of the disc for the front wheel.

Insert a hollow screw head first in every spoke. Tighten the nipple until it stops. Then tighten every hollow screw with 3 holes in-between in relationship to the spoke positioned at point 7 using the wrench M40630 (**caution : left hand thread**).

Torque : 5 Nm.



- 9 Massage the spokes for better placement.
- 10 Insert the other spokes with the head inside the hub flange :
 - free wheel side for the rear wheel.
 - disc side for the front wheel.
- 11 Insert a hollow screw head first in every spoke and tighten the nipple until it stops. Then, tighten each hollow screw to obtain a 2 cross pattern by passing :
 - the traction spokes over the braking spokes for the rear wheel.
 - the braking spokes over the traction spokes for the front wheel using the wrench M40630 (**caution : left hand thread**). **Torque : 5 Nm.**
- 12 Follow the same procedure (points 10 and 11) for the :
 - braking spokes on the opposite side of the free wheel for the rear wheel.
 - traction spokes on the opposite side of the disc for the front wheel.
- 13 Massage the spokes for proper positioning.
- 14 Put a drop of oil around each nipple so they don't jam against the hollow screws.
- 15 Tighten each spoke nipple uniformly for consistent tension.
- 16 Massage the wheel again for good placement of the spokes.
- 17 Adjust the final tension of the wheel : 110 - 140 divisions with a Hozan type tensionmeter (90 - 120 kg) for the front wheel or free wheel side of the rear wheel.
- 18 Check the lateral and radial truing of the wheel (see page 20).
- 19 After installing the Tubeless UST® tire inflated to a pressure between 2 and 4 bars (30 - 60 PSI), make sure the unit is airtight (see page 30).

