

RIM	COMMERCIAL REFERENCES AND FEATURES		SECTION OF THE RIM	Ø VALVE HOLE	SECTION OF THE TIRE AND RECOMMENDED PRESSURE	MAINTENANCE AND BRAKES	
	Front	Rear					
	M40219	<ul style="list-style-type: none"> • Maxtal aluminum alloy. • Mavic yellow epoxy coating • Stainless steel double eyelets. 	<ul style="list-style-type: none"> • Reinforced lower bridge. • SUP - Maxtal. • Drilling : - Front : 36 holes - Rear : 36 holes 			 26" : Compatible ETRTO 559 X 29 MAX. : 6 bar 90 PSI MIN. : 2 bar 30 PSI	Do not use any solvents or abrasive sponge. Use a dry cloth or soap and water. See pages 56 - 57.
RIM TAPE	M40104	18 X 559 mm					

HUB

FRONT HUB :
 Monoblock, anodized aluminum body with an area for attaching the disc adapter.
 Adjustable, replaceable sealed cartridge bearings.

AXLE Ø 9 mm :

- Monoblock aluminum alloy rotation axle anodized black. 17 mm flat plate to adjust free play.
- M8, Ø 9 mm corrosion-resistant steel skewer. Skewer nuts with notched stainless steel head. Axle held by threaded end plate (toric joint). Spacing : 100 mm.

AXLE Ø 20 mm :

- Oversized, thin walled, aluminum alloy rotation axle, anodized black. 26 mm flat plate to adjust free play. Spacing : 110 mm

REAR HUB :
 Mavic, black, monoblock, anodized aluminum body with area for attaching the disc adapter.
 Adjustable, replaceable sealed cartridge bearings.
 Integrated free wheel with FTS system.
 Steel free wheel body compatible with 8 or 9 speed HG (start 11 teeth)

AXLE :

- Colorless, anodized monoblock aluminum alloy rotation axle.
- M8, Ø 9 mm rust-proof, threaded steel skewer. Skewer nut with notched stainless steel head. Notched fork support. 17 mm flat adjusting plate. Spacing : 135 mm.

INSTALLING THE COMPONENTS

8 OR 9 SPEED HG CASSETTE

DISC ADAPTER

WHEEL INSTALLATION

Version Ø 9 mm. Version Ø 20 mm.

ADJUSTING THE BEARINGS

Fasten the wheel to the frame and put the bike on the ground :

- 1 - If there is free play : slightly tighten the bearing adjustment nut with the tool provided (delivered with the wheel) checking the free play at the top of the wheel.
- 2 - If there are tight bearings : loosen the bearing adjustment nut about 1/2 turn, unfasten the wheel, remove it from the frame and remove the skewer. Lightly hit the bearing adjustment nut side of the axle with a mallet until the axle rotates freely, refasten the wheel to the frame and adjust it as previously described.

NOTE : For the front wheel, only use the pins at the ends of the wrench.

The hub of a Deemax® wheel has been pre-adjusted at the factory for optimum use and long life. However, free play can be modified. Free play mis-adjustments can damage the bearings on the Deemax® wheel or permanently alter their performance.

WHEEL BUILDING	QUANTITY PER PACKAGE : 10 spokes + 10 nipples References & length : see chart on pages 34 - 35.	SPOKES :	LACING PATTERN		TENSION	MAINTENANCE
			Front Left/Rear Left	Front Right/Rear Right		
	<p>NIPPLES :</p> <ul style="list-style-type: none"> • Nickel-plated brass spoke nipples. Length : 12 mm. 	<ul style="list-style-type: none"> • Black, round straight pull spokes. Ø 1,8 mm in center, Ø 2 mm at ends. Thread M2. Stainless steel. 	Front Left/Rear Left 4 Cross pattern Braking spoke oriented towards the front	Front Right/Rear Right 4 Cross pattern Pulling spoke oriented towards the rear	Front/Rear Right 90 - 110 divisions (Hozan tool) 92 - 112 Kgf.cm	Lateral and radial truing : see page 48. Replacing the spokes : see pages 49 - 50.
ACCESSORIES	<p>WHEEL DELIVERED WITH :</p> <ul style="list-style-type: none"> • Free play adjustment key M40123 • Bag : M40382 		<ul style="list-style-type: none"> • Instructions • Warranty coupon 			