RECOMMENDED TIRE PRESSURE:

CROSS-COUNTRY

Tire width		Maximum pressure (bars)	Maximum pressure (PSI)
in "	in mm		
1,00	25	7,70	113,00
1,20	30	7,00	103,00
1,50	38	6,00	88,00
1,75	45	5,20	76,00
1,85	47	4,80	71,00
1,90	48	4,70	69,00
1,95	50	4,50	66,00
2,00	51	4,30	63,00
2,10	53	4,00	59,00
2,20	56	3,70	55,00
2,50	63	2,70	40,00

DOWNHILL AND FREERIDE

Tire width		Maximum pressure (bars)	Maximum pressure (PSI)
in "	in mm		
1,00	25	5,50	81,00
1,20	30	5,20	76,00
1,50	38	4,70	69,00
1,75	45	4,20	62,00
1,85	47	4,10	60,00
1,90	48	4,00	59,00
1,95	50	3,90	57,00
2,00	51	3,80	56,00
2,10	53	3,70	55,00
2,20	56	3,50	52,00
2,50	63	3,00	44,00

ROAD

Tire width in mm	Maximum pressure (bars)	Maximum pressure (PSI)
19	10,0	146
23	9,5	138
25	9,0	131
28	8,0	117

TOURING

Tire width in mm	Maximum pressure (bars)	Maximum pressure (PSI)
28	7,00	103,00
30	7,00	103,00
32	7,00	103,00
35	6,00	88,00
37	6,00	88,00

DURABILITY:

A rim has two main functions: to support the tire and serve as a brake disc.

In the framework of this second function as a braking surface, rims may be subject to wear, especially from intensive or prolonged use. Rims may experience wear for reasons as diverse as the encrustation of gravel or mud in the brake pads or the use of worn or poorly adjusted brake pads. These can wear down or damage the rim sidewalls, and may not be noticed by the user.

It is common for the user to have the rims replaced as he would the brake pads.
You must make your customers aware of this.

To reduce wear and tear, we have developed CERAMIC coating on our top-of-the-line rims.
If, following a violent shock the rim is heavily out of true, the rim should be replaced as soon as possible, in order to avoid overloading or even rupture.

MAINTENANCE:

Rims and brake pads must be cleaned with soap and water on a regular basis. Abrasive substances (sand…) may have been deposited during use and could scratch or significantly damage the sidewalls of rims.

If the cleaning is not sufficient on the braking surfaces, use a Mavic abrasive eraser (M40410) except on rims designed specifically for disc brakes. Only use the Mavic abrasive eraser, a sponge, or a cloth.

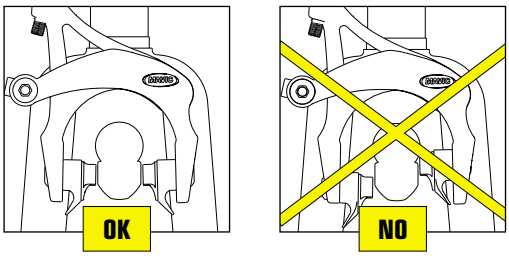
If grease exists on a rim, it may be removed with any type of solvent without risking damage to the rim (except on the rim of the Deemax® wheel). However, do not use any solvents in the area of the sticker or tire, as there is risk of damage to the sticker and tire.

BRAKE PADS:

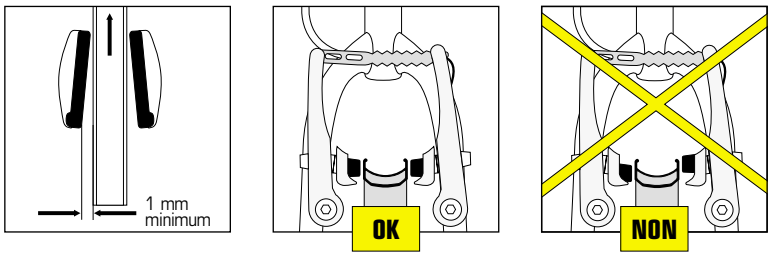
Adjusting the brake pads:

The brake pads should be positioned on the braking surface of the rim, as shown in the diagram below:

Road rim:



MTB rim:



Recommendations for use and type of brake pad:

For proper braking:

- Clean the brake pads with the Mavic abrasive eraser M40410.
- Avoid all types of greasy substances on the braking surface.
- Use brake pads that are adapted to the specific rim coating. Certain brake manufacturers offer specific Ceramic pads. These pads should be used only with Ceramic rims to avoid prematurely damaging the braking surface. Nevertheless, Mavic will never be able to guarantee the perfect appropriateness between the brake pads of the different manufacturers with its different coatings on the braking surface (UB Control, Ceramic);
- Check the degree of wear and tear and the smoothness of the brake pads. Replace them on a regular basis.

To avoid braking noise, optimize the adjustment of the braking system by following the recommendations above, but also by trying to adjust the different pad angles, and by mounting (if necessary) a stiffener.

CHARACTERISTICS OF THE CERAMIC COATING:

The main advantage of this coating is that it **reduces the braking distance** in wet conditions and **increases the durability of the rim.**
Initially, the wear and tear of the brake pads will be greater with this type of coating than with a conventional treatment.
Consequently, use brake pads specifically manufactured for rims with Ceramic coating.

Also, since this Ceramic coating is very hard, it is also sensitive to impacts.
A hard impact could cause cracks in the Ceramic coating, which would have no effect on the efficiency of the braking.

TUBULAR TIRE MOUNTING

Tools needed:

- solvent
- compressed air
- high grade tubular tire glue
- small paint brush
- steel wool

Process:

Any previously used rim and/or tire must be thoroughly cleaned and free of old glue before mounting.

The rim should be cleaned with acetone or a similar product before application of glue.

1. Prepare the clean tire mounting surface of the rim by rubbing it with steel wool.
2. Thoroughly coat the prepared mounting surface with glue, using a small paintbrush.
3. After the glue has dried, repeat process twice and allow the final coat of glue to dry (the rim should have at least three dry coats of glue).
4. Inflate the tire and coat the tire base tape (inside diameter of tire) with glue.
5. Deflate (not completely) the tire while the glue is still wet and insert the valve stem through the valve stem hole of the rim. Carefully stretch the tire onto the rim, working evenly from both sides of the valve stem, to the point opposite the valve stem.
6. Adjust the position of the tire until it is centered on the rim.
7. Inflate the tire to 45-60 PSI (3-4 bars). Allow the glue to dry for 12 hours before riding on the tire.
   Then inflate to the pressure indicated on the tube.