

REPLACING THE RIM ON THE FRONT 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 socket).
- 2 Put the rim with the word "DISC" near the valve hole facing you and the hub with the opposite side of the disc visible.
- 3 For wheel building the disc side :
 - 3.1 Put a spoke in the 1st hole located to the right of the valve hole to make it a traction spoke. Put its head in the slot on the inside of the hub on the disc side and then tighten the spoke 2 turns. Follow the same procedure with the spokes on this side tightening 1 spoke out of every 4 holes.
 - 3.2 Put a spoke in the 3rd hole located to the right of the valve hole to make it a braking spoke. Put its head in the slot on the outside of the hub on the disc side. Then tighten the spoke 2 turns. Follow the same procedure with the spokes on this side tightening 1 spoke out of every 4 holes.
- 4 For wheel building the side opposite the disc :
 - 4.1 Tighten a spoke in the 1st hole located to the right of the valve hole, then 1 out of every 4 holes (tighten 2 turns). Put the spoke heads in the slots inside the hub on the side opposite the disc to make them braking spokes.
 - 4.2 Put a spoke in the 3rd hole located to the right of the valve hole to make it a traction spoke. Put its head in the outside slot of the hub on the side opposite the disc. Then tighten the spoke 2 turns. Follow the same procedure with the spokes on this side by tightening 1 spoke every 4 holes.
- 5 Put 1 - 2 drop of thread lock M40315 on the thread of every spoke.
- 6 Tighten every spoke uniformly (1/2 turn for each spoke each time around the wheel) for consistent the tension of the wheel.
- 7 Make the final tension and centering adjustments on the wheel (110 - 140 kg).
- 8 Let the thread lock dry for about 2 hours with the wheel flat before use.
- 10 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.

