

### 2.2.1.3. Replacing the front rim of the Deemax UST wheel

The 2 basic principles for building the Deemax UST front wheel are the following:

- The **non-braking spokes** are placed **in the inside slots** on the hub, disc side as well as non-disc side;
- The **braking spokes** are placed **in the outside slots** on the hub, disc side as well as non-disc side.

#### Tools needed

- 1 alu spoke wrench M40494 or M40652
- 1 tensiometer + tension-reading conversion chart adapted to the tensiometer used

The references and lengths of spokes to be used are given on page 16.

1. Start on the disc side;
2. Turn the rim in front of you so the raised indicator bump is to **the left** of the valve hole (valve hole near you) and prepare for building the **1st half of the disc side (non-braking spokes)**:
  - 2.1. Put a spoke in the **1st hole** to the right of the valve hole and screw the nipple into the rim until the red brake ring disappears;
  - 2.2. Do the same for all the spokes, 1 hole in **4**.
  - 2.3. Insert these spokes in the **inside slots** on the disc side of the hub;
3. Prepare building the **2nd half of the disc side (braking spokes)**:
  - 3.1. Put a spoke in the **3rd hole** to the right of the valve hole and screw the nipple into the rim until the red brake ring disappears;
  - 3.2. Do the same for all the spokes, 1 hole in **4**.
  - 3.3. Insert these spokes in the **outside slots** on the disc side of the hub;
4. Turn the wheel over to prepare building the **1st half of the non-disc side (non-braking spokes)**:
  - 4.1. Put a spoke in the **3rd hole** to the right of the valve hole and screw the nipple into the rim until the red brake ring disappears;
  - 4.2. Do the same for all the spokes, 1 hole in **4**.
  - 4.3. Insert these spokes in the **inside slots** on the disc side of the hub;
5. Finally prepare building the **2nd half of the non-disc side (braking spokes)**:
  - 5.1. Put a spoke in the **1st hole** to the right of the valve hole and screw the nipple into the rim until the red brake ring disappears;
  - 5.2. Do the same for all the spokes, 1 hole in **4**.
  - 5.3. Insert these spokes in the **outside slots** on the disc side of the hub;
6. Tighten each spoke 2 turns;
7. Starting with the 2 spokes at either side of the valve, and then the 2 spokes at either side of the weld, tighten each spoke evenly in the rim to tension the wheel;
8. Set the final tension and center the wheel (refer to page 16, for the tension adapted to the wheel).

A **brake ring is integrated in the nipples**, it is therefore not necessary to use thread lock.

**WARNING: Manipulating spoke nipples greatly affects the spoke tension and consequently the wheel adjustment.**  
In the final phase of adjusting the tension, a 1/4 turn of the nipple corresponds to about 0.3 mm of lateral rim movement.

