

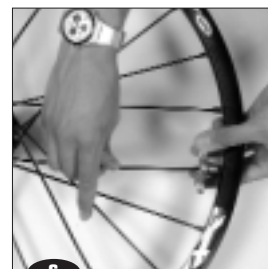
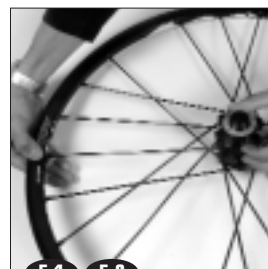
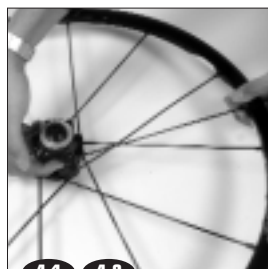
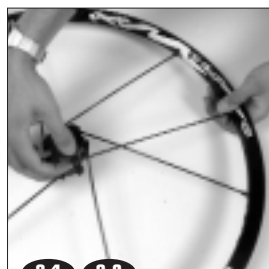
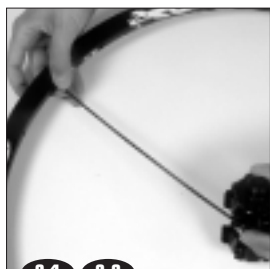
3.2.3. REPLACING THE RIM ON THE CROSSMAX™ SL DISC AND CROSSMAX™ XL DISC WHEELS

3.2.3.1. Replacing the front rim on the Crossmax™ SL Disc and Crossmax™ XL Disc wheels

Tools needed:

- 1 spoke wrench alu M40494 or M40652
- 1 aerodynamic spoke maintenance wrench M40567 (for the wheel Crossmax™ SL Disc)
- 1 tensiometer + tension-reading conversion chart adapted to the tensiometer used.

- 1 Turn the rim to have the valve hole near you and :
 - the raised indicator bumps to the right of the valve hole, on the Crossmax™ SL Disc.
 - the print on the valve sticker non-visible, on the Crossmax™ XL Disc.
- 2 Start building the 1st half on the disc side (non-braking spokes) :
 - 2.1 Put a spoke in the 1st hole to the right of the valve hole.
 - 2.2 Put the head of this spoke in the inside slot of the hub on the disc side. Then tighten the spoke nipple in the rim 2 turns. Pivot the spoke around itself until it can no longer turn.
 - 2.3 Repeat these 2 steps for all the inside slots on the disc side and put a spoke in every 4th hole in the rim.
- 3 Then prepare building the 2nd half on the disc side (braking spokes) :
 - 3.1 Put a spoke in the 3rd hole to the right of the valve hole.
 - 3.2 Put the head of this spoke in the outside slot on the hub on the disc side. Then tighten the spoke nipple in the rim 2 turns. Pivot the spoke around itself until it can no longer turn.
 - 3.3 Repeat these 2 steps for all the outside slots on the disc side and put a spoke in every 4th hole in the rim.
- 4 Now prepare building the 1st half on the side opposite the disc (non-braking spokes) :
 - 4.1 Put a spoke in the 3rd hole to the right of the valve hole.
 - 4.2 Put the head of this spoke in the inside slot on the hub on the side opposite the disc. Then tighten the spoke nipple in the rim 2 turns. Pivot the spoke around itself until it can no longer turn.
 - 4.3 Repeat these 2 steps for all the inside slots on the side opposite the disc and put a spoke in every 4th hole in the rim.
- 5 Finally, prepare building the 2nd half on the side opposite the disc (braking spokes) :
 - 5.1 Put a spoke in the 1st hole to the right of the valve hole.
 - 5.2 Put the head of this spoke in the outside slot on the hub on the side opposite the disc. Then tighten the spoke nipple in the rim 2 turns. Pivot the spoke around itself until it can no longer turn.
 - 5.3 Repeat these 2 steps for all the outside slots on the side opposite the disc and put a spoke in every 4th hole in the rim.
- 6 Tighten every spoke evenly (1/2 turn for each spoke on the wheel) .
- 7 Adjust the definitive tension and centering of the wheel (120 - 130 kg on the front wheel disc side)
Since the brake ring locks the nipples in place, it is not necessary to use thread lock.



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