

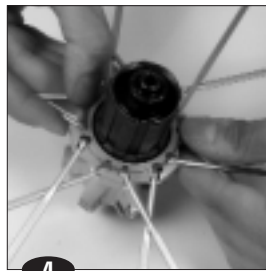
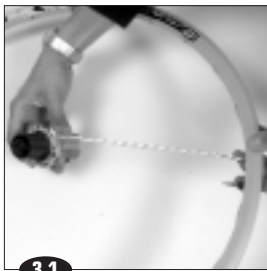
3.2.3.2. Replacing the rear rim on the Crossmax™ SL Disc and Crossmax™ XL Disc wheels

Tools needed:

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

- 1 Start on the free wheel side with the rim flat.
- 2 Turn the rim to have the valve hole near you and:
 - the 2 raised indicator bumps to the right of the valve hole, on the Crossmax™ SL Disc.
 - the print on the valve sticker visible, on the Crossmax™ XL Disc.
- 3 Prepare building the free wheel side:
 - 3.1 Tighten the nipple on one spoke 2 turns in the 1st hole located to the right of the valve hole and insert its head in the slot on the hub on the free wheel side so it is braking (the deepest slot). Follow the same procedure 1 out of every 4 holes.
 - 3.2 Tighten the nipple on one spoke 2 turns in the 3rd hole located to the right of the valve hole and insert its head in the slot on the hub on the free wheel side so it is pulling (the most shallow slot). Follow the same procedure 1 out of every 4 holes.
- 4 Mount the spoke retention clip and make sure you don't bend it.
- 5 Turn the wheel over and prepare building the 1st half on the side opposite the free wheel (pulling spokes):
 - 5.1 Tighten the nipple on one spoke 2 turns in the 1st hole to the right of the valve hole and insert the head of the spoke in the inside slot on the hub on the side opposite the free wheel so it is pulling. Pivot the spoke around itself until it can no longer turn.
 - 5.2 Proceed in the same manner for the rest of this first half on the side opposite the free wheel, 1 hole out of 4 in the rim and on the inside slots on the hub on the side opposite the free wheel.
- 6 Finally, prepare the 2nd half on the side opposite the free wheel (braking spokes) :
 - 6.1 Tighten the nipple on a spoke 2 turns in the 3rd hole to the right of the valve hole and insert the head of the spoke in the outside slot on the hub on the side opposite the free wheel so it is braking. Pivot the spoke around itself until it can no longer turn.
 - 6.2 Proceed in the same manner for the rest of the wheel, 1 hole out 4 in the rim and in the outside slots on the hub on the side opposite the free wheel.
- 7 Tighten every spoke evenly (1/2 turn for each spoke on the wheel) to put tension on the wheel.
- 8 Adjust the definitive tension and centering of the wheel (130 - 140 kg for the rear wheel on the free wheel 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.