3.2.2. REPLACING THE RIM ON THE CROSSMAX™ SL AND CROSSMAX™ XL WHEELS

3.2.2.1. Replacing the front rim on the Crossmax™ SL, Ksyrium SSC SL TDF and Ksyrium SSC SL 04 wheels

Tools needed:
- 1 spoke wrench alu M40494 or M40652
- 1 aerodynamic spoke maintenance wrench M40567
- 1 tensiometer + tension-reading conversion chart adapted to the tensiometer used.

1. Start with the hub with the adjustment nut facing you.
2. Insert a spoke in a hole in the hub wall, head first, from inside the wall, orienting the spoke so its head is at the bottom of the groove of the wall.
3. Tighten the spoke in the first hole to the right of the valve hole one turn (1 raised indicator bump near this hole).
4. Repeat these 2 procedures for all the spokes on the side with the adjustment nut, and then for the side opposite the adjustment nut.
5. Tighten each spoke evenly (1/2 turn for each spoke per wheel) to put tension on the wheel.
6. Adjust the definitive tension and centering of the wheel (120 - 130 kg for the front wheel).

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.

3.2.2.2. Replacing the front rim on the Crossmax™ XL wheel

Tools needed:
- 1 spoke wrench alu M40494 or M40652
- 1 aerodynamic spoke maintenance wrench M40567
- 1 tensiometer + tension-reading conversion chart adapted to the tensiometer used.

1. Disassemble the axle as described in procedure 1.1. and remove the spoke retention plates.
2. Tighten a spoke in every threaded rim hole (1 turn);
3. Put the spokes in the hub by pivoting them around themselves until they can’t turn anymore.
4. Mount the spoke retention plates and the hub axle as described in procedure 1.1.
5. Tighten every spoke evenly (1/2 turn for every spoke per wheel) to put tension on the wheel.
6. Adjust the definitive tension and centering of the wheel (120 - 130 kg on the front wheel).

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.