

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.



When spokes are missing, the 2 walls can pivot in relationship to each other. However, under the effect of the tension of the spokes, they will go back to their proper position.

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.