

REPLACING THE REAR RIM ON THE COSMIC CARBONE SLR WHEEL

Tools needed

- Spoke wrench M40001
- R2R 101 295 01 spoke head wrench
- Mavic tensiometer 995 643 01 + tension-reading conversion chart supplied

Colored dots are stuck to the metal plates in the center of the spokes. These dots must always be visible when the spokes are assembled.

- The green dots mark the drive-side spokes.
- The red dots mark the front and non-drive side spokes.

CAUTION: tightening a spoke nipple affects the two half-spokes. When tensioning, one turn of the spoke nipple to tension the spoke is the equivalent of two turns on a normal wheel.

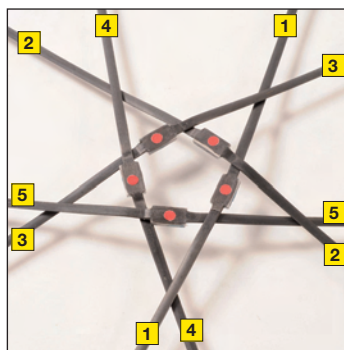
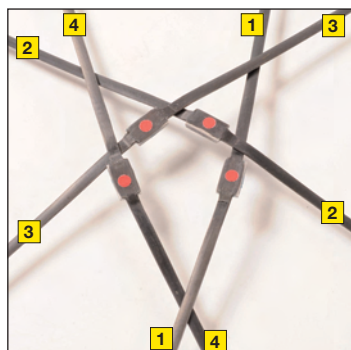


Mark the rim fitting direction: the side of the rim where the spoke holes are the nearest to the leaking edge is the drive side.



Start with the **non-drive side**. With the valve hole near you, screw a spoke into the **first hole to the right of the valve hole** and its other end into the eleventh hole when counting counter-clockwise.

Fit the second spoke in the **fifth hole to the right of the valve hole**, counting counter-clockwise. The other end of this spoke is inserted in the fifteenth hole, **to the right of the valve hole**.

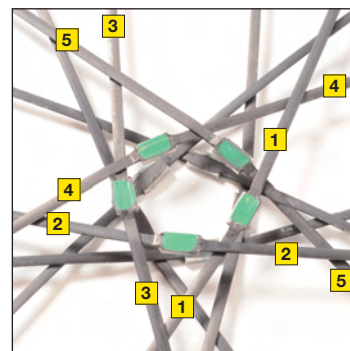
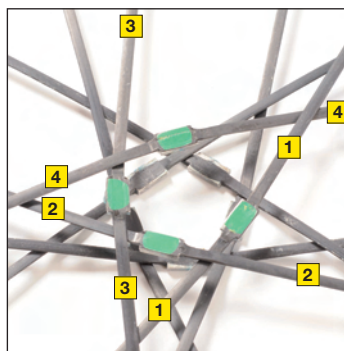


Fit the third spoke in the **ninth hole to the right of the valve hole**, counting counter-clockwise. The other end of this spoke is inserted in the nineteenth hole, **to the right of the valve hole**.

The fourth spoke is inserted in the thirteenth hole **to the right of the valve hole** and must pass over the second and third spokes then underneath the first. Its other end is inserted in the third hole **to the right of the valve hole**.

The fifth spoke is inserted in the seventeenth hole **to the right of the valve hole** and must pass over the third and fourth spokes then underneath the first and second. Its other end is inserted in the seventh hole **to the right of the valve hole**.

Turn the wheel over. Insert a spoke in the **first hole to the right of the valve hole**. The other end of this spoke is inserted in the eleventh hole, counting **counter-clockwise**.



Fit the second spoke in the **fourth hole to the left of the valve hole**, counting clockwise. The other end of this spoke is inserted in the fourteenth hole, **to the left of the valve hole**.

Fit the third spoke in the **eighth hole to the left of the valve hole**, counting clockwise. The other end of this spoke is inserted in the eighteenth hole, **to the left of the valve hole**.

The fourth spoke is inserted in the twelfth hole **to the left of the valve hole** and must pass underneath the first spoke then over the third and second spokes. Its other end is inserted in the second hole **to the left of the valve hole**.

The fifth spoke is inserted in the sixteenth hole **to the left of the valve hole** and must pass underneath the second and first spokes, then over the fourth and third. Its other end is inserted in the sixth hole **to the left of the valve hole**.



Tighten all nipples until the threaded rods are just brushing the nipples.



Offer up the hub in the middle of the spokes and position the two hub flanges between the two layers of spokes.



Position the plates in the housing on one side of the hub then the other.

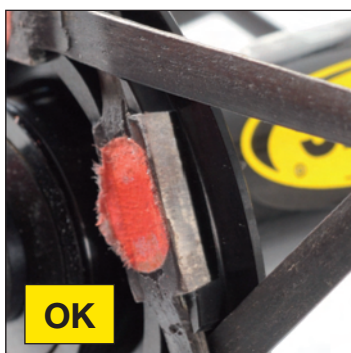


Adjust the wheel definitively by holding the spoke heads inside the carbon rim flange with holding tool 101 295 01.

This tool should be offered up via the side with the most space and must enter without forcing.



Check that that the plates are flat against the hub body. If not, tap them lightly with a mallet to push them home.



Clip the hub caps by bending their internal diameter downwards to position the fixing tabs one by one. Check that the hub cap returns are positioned correctly above each plate.

Tension the wheel and center it definitively respecting the spoke tension indicated on page 5.

No thread lock is necessary as the spoke nipples are ABS.