

Easton Wheelsets



Congratulations on your purchase of Easton Wheels. To ensure the best performance and longest service life from your wheels, please read and carefully follow these instructions.

CAUTION!

Bicycle wheels, like most bicycle components, require special knowledge, skills and tools for correct installation and maintenance. All Easton products should be installed and serviced by a qualified bicycle mechanic using appropriate professional tools. **Easton assumes no liability for products which are improperly installed or maintained.**

WARNING!

Failure to follow these instructions can result in component failure. Component failure can lead to loss of control of the bicycle and result in serious personal injury or death.

1. Before you start

To get the maximum performance, reliability and enjoyment from your Easton wheels, there are a few things you need to know, understand and do. Please do not skip reading this entire section. **What you miss could result in mechanical malfunction or component failure.** If there is anything in these instructions which you do not understand, please consult with your Easton dealer before proceeding.

- Easton wheels should only be used with forks that have secondary wheel retention safety tabs on the dropouts to prevent accidental loss of the wheel. **Loss of a wheel can result in serious injury or death.**
- Always use Easton wheel quick releases, and always follow the Easton Quick Release Instructions which are in this Instruction Manual. **Riding with an improperly adjusted wheel quick release can allow the wheel to wobble or fall off the bicycle, which can cause serious injury or death.**
- Easton makes different wheel models for different specific purposes: Road, Cyclocross, Cross Country, All-Mountain, Downhill, etc. **Subjecting the wheels to uses for which they were not designed can result in component failure.**
- Easton mountain wheels with disc brake hubs use the International Standard 15.3 mm mount for 135 mm rear wheel, 10.5 mm for 100 mm front wheel, or 15.5 mm for 110 mm front wheel with 20 mm through axle.
- If the wheel rims are labeled "DISC BRAKE ONLY" (a), do not use the wheel on a bicycle with rim brakes. **Using rim brakes**

on rims designed for disc brake use only will damage the rims and can cause component failure.

- The Easton Quick Releases must be used correctly to prevent the wheel from disengaging from the bicycle. Read and understand the Easton Quick Release instructions before using wheels. If unsure about Easton Quick Release operation, please consult with an authorized professional bike shop for proper operation and instruction.
- Attach wheel reflectors (available separately) to your wheels for safety during periods of poor visibility.

2. Mounting a Tire

a. Preparation

- Wear safety glasses when mounting and pressurizing tires. **Serious injury can result if the tire comes off the rim during or after inflation.**
- Use only plastic tire levers for mounting a tire. **Using metal levers or a screwdriver can damage the rim and cause tire or tube failure.**
- All Easton rims are drilled at the factory for Presta valve tubes. **Drilling a rim for a larger valve hole can cause component failure and voids the warranty.**
- Some Easton mountain wheels are designed to be used with tubeless tires. If your wheels are tubeless compatible and you want to use them with tubeless tires, the tires must be fully compatible with Easton Wheels. Follow tubeless tire manufacturer's instructions for installation and maintenance of the tires. **Using tubeless tires which are not fully compatible with the Easton tubeless rims can result in component failure and voids the warranty.**
- Do not modify wheels in any way for tubeless conversion. Use only a system that works with Easton factory valve hole drilling. **Modifying the rim can cause component failure and voids the warranty.**

b. Tube and Tire Mounting Procedure

- Mount the rim strip, making sure that it covers all spoke holes in the rim bed. **Exposed spoke holes can cause the tube to fail, resulting in loss of control.**
- Confirm the tire is oriented for proper rotation direction, then mount one tire bead onto the rim.
- Insert the tube valve into the valve hole and place the tube

evenly within the tire casing. Confirm that the tube is not folded or twisted.

- Mount the second tire bead onto the rim. Use tire levers only as necessary.
- Pump the tire to a low pressure. Confirm that both tire beads are evenly seated in the rim bead.
- Pump the tire to full pressure, as recommended by the tire manufacturer.
- Reconfirm that both tire beads are evenly seated in the rim bead. If either tire bead is not seated evenly, remove pressure, adjust the tire on the rim and re-pressurize. **Riding a bicycle with an incorrectly seated tire bead can result in component failure.**

3. Mounting a Cassette

- Many Easton wheel models use an alloy freehub body (b). The alloy freehub body must be fitted with cogs of the cassette type using an alloy carrier to retain the cogs (c). Do not use individual cogs on the freehub (d). If you don't know whether your rear wheel has an alloy freehub body, ask your dealer. **Using individual cogs can damage the alloy freehub body, causing component failure.**
- Lightly grease the outside of the freehub body splines (b) before mounting cassette.
- Lightly grease the lock ring threads (e) and torque the lock ring in place to 30-50 Nm (260-435 in-lbs).

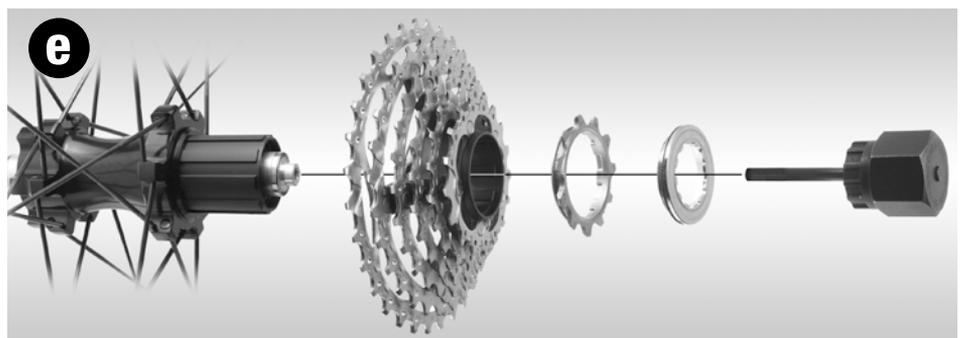
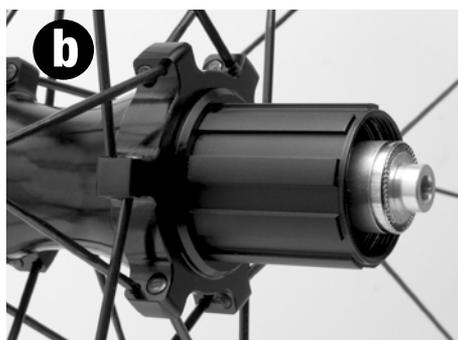
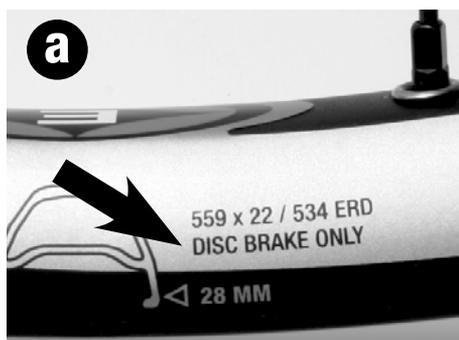
Note: In use, the smallest 2 or 3 cogs typically create small dents in the splines of the alloy freehub body. This is normal, and not a sign of excess loads or incorrect installation.

4. Mounting a Disc Brake

- When mounting rotors, follow disc brake manufacturer instructions. Follow manufacturer instructions for rotor bolt torque.
- For proper rotor fastening onto hubs, rotor bolt length must not exceed 12 mm. If rotor bolts are longer than 12 mm, contact manufacturer for shorter bolts. Do not use bolts other than supplied by brake manufacturer.
- Replace disc brake pads at interval recommended by brake manufacturer to prevent loss of braking control or rotor damage.

5. Before Your Ride

- Before each ride, check that both wheel quick releases are



securely fastened. **Riding with an improperly adjusted wheel quick release can allow the wheel to wobble or fall off the bicycle, which can cause serious injury or death.**

- Before each ride, check rims and hubs of both wheels for dents, scratches or cracks; check wheels for trueness; and make sure that both wheels are true, with no loose or bent spokes. **A damaged wheel can result in component failure.**
- **Keep body parts and loose clothing away from spinning wheels and brake rotors during use and servicing to avoid the risk of severe cuts.**
- Disc brakes can get extremely hot with use. **Do not to touch a disc brake until it has had time to cool.**
- Make sure tire pressures are correct, and carefully inspect the tires before each ride. Replace the tire or tube before riding if either is worn or damaged. **Incorrect tire pressure, excess tire wear, or cuts or damage to the tread, sidewall, casing or inner tube can cause component failure.**
- When riding, avoid rim damage from impact on the road or trail by using correct tire pressure (see chart below) and paying attention while riding. **Serious rim damage could result in the tire coming off the rim, or in tire failure. Damaged rims must be replaced to prevent component failure.**

Road Wheels: 100-125 psi

Cross Country Wheels: 30-55 psi

Cyclocross Wheels: 35-85 psi

All Mountain/Downhill Wheels: 25-50 psi

- Patch an inner tube only in an emergency, and replace it before your next ride. **An inner tube does not retain the strength and integrity once it has been patched, and could fail, resulting in loss of control and serious injury or death.**

6. Maintenance

- Wheel truing, spoke tensioning, hub and freehub maintenance, like many other bicycle maintenance and repair procedures, require skill, experience and special tools. Easton urges you to have all wheel service performed only by an Easton Service Center. If you insist on performing some or all of these procedures yourself, we urge you to have an Easton Service Center check your work before you ride the bike. **Errors in maintenance, service and repair procedures can result in component failure and will void the warranty. Repair at a shop other than an Easton Service Center also may void the warranty.**
- Frequency of maintenance is a function of riding style, mileage and environment. Discuss how, how often, and where you ride with your Easton Dealer, and ask the Dealer to recommended an inspection and service schedule that is right for you.
- Do not wash hubs using a high-pressure washer or special solvents. **Grease could be washed from the hub and/or freehub bearings, which could result in component failure.**
- If there are signs of loose spokes or excessive rim runout after 250 mi (400 km), wheels should be re-tensioned and trued by an authorized Easton Repair Center. This service is not covered by warranty, so you may be charged for it. **Riding with wheels**

that are out of true can result in loss of braking, loss of control or component failure.

- Rear wheels are subjected to higher loads and stress than front wheels and may require more frequent tension and true adjustment.
- Periodically inspect the rim, spoke holes, and seam for dents, damage and cracks. On rim brake rims, periodically clean rim brake surfaces with alcohol for best performance.
- **Excessive wear on brake surfaces can result in rim failure and loss of control.** Replace rims if you see excessive brake surface wear.
- To maintain maximum rim brake effectiveness and prevent possible rim damage, replace brake pads when worn. **Riding with worn brake pads can result in loss of braking, loss of control or component failure.**
- Use only genuine Easton replacement parts. **Use of non-Easton parts could result in damage or component failure, and will void the warranty.**
- Use only Easton brand or Easton recommended greases and lubricants for maximum product life and performance.

WARRANTY

EASTON wheels are warranted to be free of defects in materials and workmanship for one (1) year from date of purchase. Warranty is for the original owner only and proof of purchase is required. This warranty is in lieu of all other warranties. ANY IMPLIED WARRANTIES OF FITNESS FOR A PARTICULAR PURPOSE OR WARRANTIES OF MERCHANTABILITY ARE LIMITED TO THE DURATION OF THE EXPRESSED WARRANTY. Depending on individual state laws, the above exclusion may not apply to you. This warranty gives you specific rights. You may have other legal rights depending on the state in which you reside.

Please consult the *Contact Us* page of the Easton web site <www.eastonbike.com> for warranty contact information. Select *U.S. Dealers* or *International Distributors* depending on your location.

Quick Release

Easton quick release levers should only be used with forks that have secondary wheel retention safety tabs on the dropouts to prevent accidental loss of wheel.

WARNING: Riding with an improperly adjusted wheel quick release can allow the wheel to wobble or fall off the bicycle, which can cause serious injury or death. Therefore, it is essential that you:

1. Make sure you know how to install and remove your wheels safely.
2. Understand and apply the correct technique for clamping your wheel in place with a quick release.
3. Each time, before you ride the bike, check that the wheels are securely clamped.

TO INSTALL A WHEEL

- If bike has rim brakes, disengage brake quick-release.
- **CAUTION: If bike has disc brakes, be careful not to damage disc, caliper or brake pads when inserting disc into caliper. Never activate a disc brake's control lever unless disc is correctly inserted in caliper.**
- Insert wheel into fork or rear dropouts with lever in position 3, (OPEN).
- Swing lever to horizontal (ADJUST) position 2, making sure lever cam is correctly seated in cam guide washer (6); then, holding lever in ADJUST position with one hand, tighten (turn clockwise) tension adjusting nut (4) with other hand until Quick Release clamping surfaces (5) are finger tight against dropouts.
- Make sure wheel is fully seated in dropouts and centered; then swing lever into position 1 (CLOSED), at right angle to hub axle and either behind or in front of fork blade (front wheel) or chain or seat stay (rear wheel). To apply enough clamping force, you should have to wrap fingers around fork blade (front wheel) or chain or seat stay (rear wheel) for leverage, and lever should leave a clear imprint in your palm.
- **WARNING: If you can fully close quick release without wrapping your fingers around fork blade or frame tube for leverage, and lever does not leave a clear imprint in the palm of your hand, the tension is insufficient. Open lever to position 2; turn tension adjusting nut (4) clockwise a quarter turn; then try again. If you cannot swing lever all the way to its Detent Stop (8) when moving it to position 1, open it to position 2, turn nut (4) counter-clockwise a quarter turn; then try again.**
- If bike has rim brakes, close brake quick release.
- Make sure brakes are operating correctly.

TO REMOVE A WHEEL

- If bike has rim brakes, disengage brake quick-release.
- Swing lever from position 1, (CLOSED) to position 3, (OPEN); then turn Tension Adjusting Nut (4) counterclockwise, if needed, until wheel can come out of dropouts. You may have to tap top of wheel with palm of hand to knock wheel out of dropouts.

ALWAYS: Be sure to correctly re-tension quick-release mechanism every time you re-install a wheel. Each time you get ready to ride any bike, check wheel quick releases to make sure they are securely clamped.

LUBRICATION: Periodically clean and lubricate lever's cam surface (7) and cam guide washer (6), cam pivot and skewer threads.

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