

Campagnolo® IN THE WORLD

CAMPAGNOLO S.r.l.

Via della Chimica, 4
36100 Vicenza - ITALY

• Technical Information:
Phone: +39-0444-225600
Fax: +39-0-444-225400
E-mail: tech-info@campagnolo.com

• Service Center:
Phone: +39-0444-225605
Fax: +39-0444-225606
E-mail: service@campagnolo.com

CAMPAGNOLO DEUTSCHLAND GmbH

Alte Garten 60-62
51371 Leverkusen - GERMANY
Phone: +49 (0)214-206 95 30
Fax: +49 (0)214-206 95 315
E-mail: campagnolo@campagnolo.de
Service Information:
Phone: +49 (0)214-206 95 320

CAMPAGNOLO FRANCE EURL

ZA du Tissot
42530 St Genest - Lerpt - FRANCE
Tel : +33-(0)477-556305
Fax : +33-(0)477-556345
E-mail: campagnolo@campagnolo.fr
•Service Information:
Phone: +33-477-554449

CAMPAGNOLO IBERICA S.L.

Avda. de Los Huetos 46 Pab. 31
01010 Vitoria - SPAIN
Phone: +34-945-222504
Fax: +34-945-244007
E-mail: campagnolo@campagnolo.es

CAMPAGNOLO NORTH AMERICA INC.

2105-L Camino Vida Roble
Carlsbad CA 92009 - U.S.A.
Phone: +1-760-9310106
Fax: +1-760-9310991
E-mail: info@campagnolousa.com

CAMPAGNOLO JAPAN LTD

65 Yoshida-cho, Naka-ku
Yokohama - 231-0041 JAPAN
Phone: +81-45-264-2780
Fax: +81-45-241-8030
E-mail: info@campagnolo.jp

AGENCIES:

AUSTRALIA CYCLING PROJECTS

Shop 1 - 86 King Street - NSW 2193 Ashbury - AUSTRALIA
Tel. +61-2-97992407
Fax +61-2-97992107

BENELUX INTERNATIONAL CYCLE CONNECTION - I.C.C.

Weststraat 42
P.O. Box 73 - 4527 ZH Aardenburg - NEDERLAND
Tel. +31-11-7492820
Fax +31-11-7492835

BULGARIA - CZECH REPUBLIC - POLAND RUMANIA - SLOVAKIAN REPUBLIC SLOVENIA - HUNGARY

FIRMA GALLIZIA
10. Oktoberstraße 7
9800 Spittal/Drau - AUSTRIA
Tel. +43-4762/2275
Fax +43-4762/2275

DENMARK - SWEDEN - NORWAY- FINLAND MARKER SCANDINAVIA

Industrivej 1D - DK-4000 ROSKILDE- DENMARK
Tel. +45-70228075
Fax +45-46498088

SOUTH AMERICA AND MEXICO GEORGE PANARA

Sao Paulo - BRASIL
Tel.: +55 11 4436 9123 - Fax: +55 11 4436 12 13

TAIWAN - MAINLAND CHINA - VIETNAM COLMAX INTERNATIONAL LIMITED

No. 42, Alley 30, Lane 300
Section 2, Jhong Hwa S. Road
Tainan 702, TAIWAN
Tel. +886-6-265 6001
Fax +886-6-265 1388

UNITED KINGDOM SELECT CYCLE COMPONENTS

The White House
Main Street - NEWTON NG13 8HN
Tel. +44-0780260628
Fax +44-1949-829039

RUOTE - WHEELS - LAUFRÄDER
ROUES - RUEDAS - WIELEN

Campagnolo®

NEUTRON PART 2

Manuale Uso e Manutenzione - Owner's Manual - Bedienungs-Anleitung
Manuel d'instructions et d'entretien - Manual de Uso y de Manutención - Handleiding



CONTENTS

1. The package
2. Technical specifications
3. Tires
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5. Replacing a spoke
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USE OF THE MANUALS (PART 1 + PART 2)



WARNING!

Carefully read, understand and follow the instructions given in both manuals (PART 1 + PART 2), that are an essential part of the product, and keep them for future reference.

Please be advised that many bicycle service and repair tasks require specialized knowledge, tools and experience.

General mechanical aptitude may not be sufficient to properly service or repair your bicycle. If you have any doubt whatsoever regarding your ability to properly service or repair your bicycle, please take your bicycle to a qualified repair shop.

Improper adjustment or service can result in an accident, personal injury or death.

Campagnolo S.r.l. reserves to modify the content of this manual without notice.

The updated version will always be available www.campagnolo.com.

On our website you will also find information on the other Campagnolo® products and the spare parts catalogue.

This product is covered by the following:

Patents: EP 0936085 - FR 2734518 - FR 2771370 - IT 1279747 - IT 1296196 - IT 1301185 - TW N1091124 - US 5795036 - US 5975646 - US 5997104

Patent applications: CN 0510074749.1 - CN 0610059756.9 - DE 1962112.2 - DE 19828009.2 - EP 04425402.7 - EP 05425235.8 - JP 10-215212 - JP 10-217047 - JP 2005-155510 - JP 2006-111831 - JP 2006-183443 - JP 8-127190 - TW 94113301 - TW 95108446 - US 11/136237 - US 11/397071

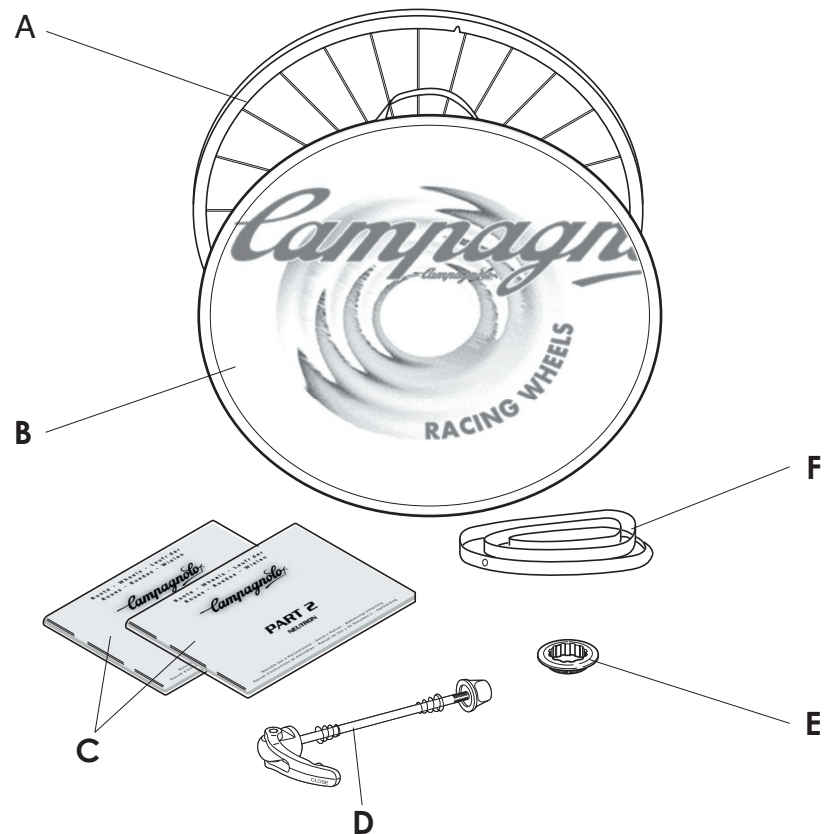


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1. THE PACKAGE

The package your have purchased contains the following items (Fig. 1):

- A - The wheel;
- B - The wheel carry-bag ;
- C - "Owner's Manual PART 1" and "Owner's Manual PART 2 - **NEUTRON™**";
- D - The quick release;
- E - The standard lock ring for clamping the sprocket set (rear wheels only);
- ⚠ Caution!**
The standard lock ring is not compatible with sprocket sets starting from 11.
- F - The rim tape.



2. TECHNICAL SPECIFICATIONS

WHEEL TECHNICAL SPECIFICATIONS

- ETRTO rim diameter: 622x15C
- Rim width: 18 mm
- Hub type:
 - front: HPW
 - rear: HPW
- O.L.D.:
 - front: 100 mm
 - rear: 130 mm
- Quick release type: front QF6-20 rear QR6-20
- Nominal wheel weight:
 - front: 660 g
 - rear: 890 g
- Inflation pressure: see table - page 5
- Use: road racing on smooth road or track surfaces **only**.

SPOKES TECHNICAL SPECIFICATIONS



WARNING!

Only use genuine Campagnolo® spokes for your specific type and model of wheel. Failure to use correct spokes can result in an accident, personal injury or death.

Front wheel:

- Spokes type: AERO 2/1.5/2 - black
- Spokes number: 22
- Spokes length: 294,25 mm
- Recommended tension: 60÷80 Kg

Rear wheel - freewheel side:

- Spokes type: AERO 2/1.8/2 - black
- Spokes number: 12
- Spokes length: 296,5 mm
- Recommended tension: 130÷150 Kg

Rear wheel - side opposite the freewheel:

- Spokes type: AERO 2/1.5/2 - black
- Spokes number: 12
- Spokes length: 294,75 mm
- Recommended tension: 60÷70 Kg



3. TIRES

! WARNING! Rim-Tire Compatibility

All Campagnolo® rims are built in strict accordance with ETRTO specifications, and are very precise dimensionally. If a tire is too easy to install on a Campagnolo® rim, that tire is probably too big and will not seat properly on the rim, which constitutes a great safety concern. Use only high quality tires that require the use of tire levers and a reasonable installation effort. Using a tire that fits loosely on the rim can cause unexpected tire failure, resulting in an accident, personal injury or death.

- The wheel you have purchased is designed to use clincher tires.
- Before fitting the tires, cover the rim using **only** the tape (part no. **WH-RT01**) supplied with the rim.
- Before fitting the tires, check that the diameter indicated on the tire is 622 and cross-section is between 23 and 25 mm, to insure that the tire and wheel are compatible in accordance with ETRTO (European Tire and Rim Technical Organization) standards.

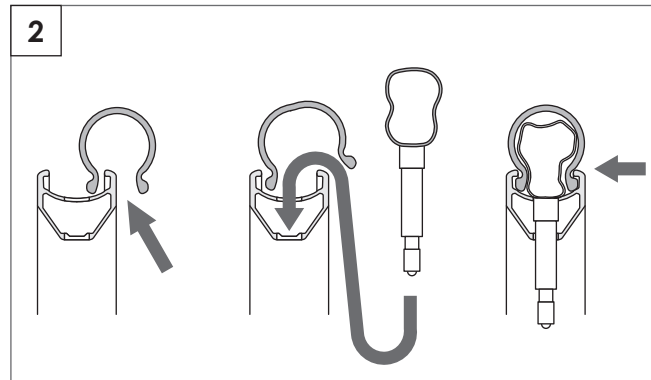
! WARNING!

Failure to properly install the tire can cause sudden and unexpected loss of tire pressure, resulting in an accident, personal injury or death.

INSTALLING CLINCHER TIRES

Be sure that you do not damage or otherwise bend any portion of the rim when installing the tire.

- Insert one side of the clincher into the seat provided on the rim (Fig. 2).
- Slightly inflate the inner tube to facilitate assembly.
- Insert the valve through the hole in the rim, and then position the remainder of the inner tube between the rim and the clincher tire.
- Insert the second side of the clincher tire into its seat in the rim.
- In order to properly set the tube and tire on the rim, you should first inflate the tube to between 2 and 3 atmospheres.



You should then manually set the tube and tire on the rim, making sure that the tube is positioned correctly within the tire and that the tire is positioned correctly on the rim. You may then fully inflate the tube to the correct working pressure. Please inflate the tube slowly, making sure that you maintain the correct positioning of the tube and tire on the rim.

INFLATING AND DEFLATING THE TIRE

- To inflate the tire: remove the cap, unscrew the valve and inflate using a compressor or a pump with a pressure gauge to obtain the required pressure, then tighten the valve and re-fit the cap.
- To deflate the tire: remove the cap, slightly unscrew the valve, then press it until the required pressure is obtained; tighten the valve and re-fit the cap.

! CAUTION!

Never exceed the maximum inflation pressure recommended by the tire manufacturer or for the cross section of the clincher tire you are using. See the “Operating Pressures” table. Excessive tire pressure reduces grip on the road and increases the risk that the tire will unexpectedly burst. Inflation pressure that is too low reduces tire performance and increases the probability of sudden and unexpected loss of tire pressure. In addition, premature wear and damage to the rim may occur.

! WARNING!

Incorrect tire pressure could cause tire failure or loss of control of the bicycle, resulting in an accident, personal injury or death.

Operating pressure		
Clincher cross-section (mm)	Pressure (bar)	Pressure (psi)
23	7,8	113
25	7,2	104



4. REPLACING THE RIM

- Before commencing wheel disassembly operations, write on a piece of paper the original layout of the rim and the spoke arrangement to ensure that the wheel can be re-assembled correctly.
- Only use new, original Campagnolo® spare parts.
- Always prevent the rotation of the spokes when nuts are tightened or loosened. Make sure that no damage is caused to the surface of the spokes.
- The water discharge hole must be on the side opposite the freewheel.

! CAUTION!

Take special care when handling the spokes during assembly to prevent accidentally scratching the rim.

- Using a 5 mm hex wrench, unscrew the nuts on all wheel spokes by one turn (Fig. 4), holding them steady to prevent rotation.

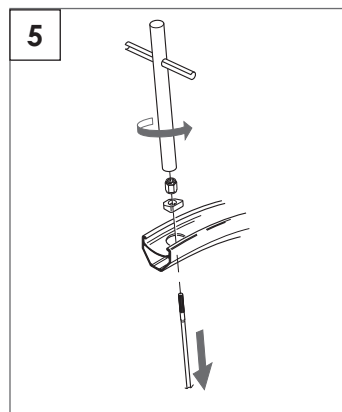
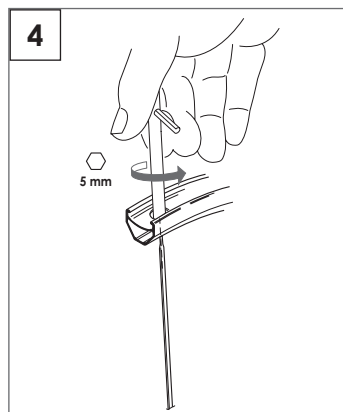
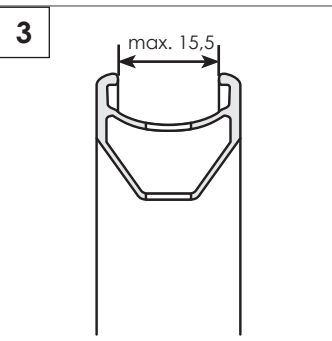
! WARNING!

Using wheels that have not been centred properly or which have broken or damaged spokes may result in accidents, personal injury or death.

- For each spoke, completely unscrew the nut, remove the pad and slide the spoke out of the rim.
- Fit the LH wheel spokes first and then the RH wheel spokes.
- The holes for the RH and LH spokes are not aligned but slightly offset respectively to right and left.
NEVER FIT A LH SPOKE IN A RH HOLE AND VICE VERSA.

! WARNING!

Replace the wheel when the distance between the shoulders of the rim is greater than 15.5 mm (Fig. 3). A deformed rim may cause the clincher tire to suddenly fail, resulting in an accident, personal injury or death.



- For every spoke (Fig. 6):
- insert the new spoke in the hole in the new rim;
- fit the plate on the spoke, keeping the concave part facing outwards and position it in the special groove on the rim; when fitting a spoke on the LH side of the wheel, the long side of the plate must face leftwards and vice versa, as illustrated in figure 6.
- check that plates and barrels on the hub remain in position, then tighten the nut.

Attention

After completing the operation, check that the flat spoke (aero) is oriented in an aerodynamic position (Fig. 7).

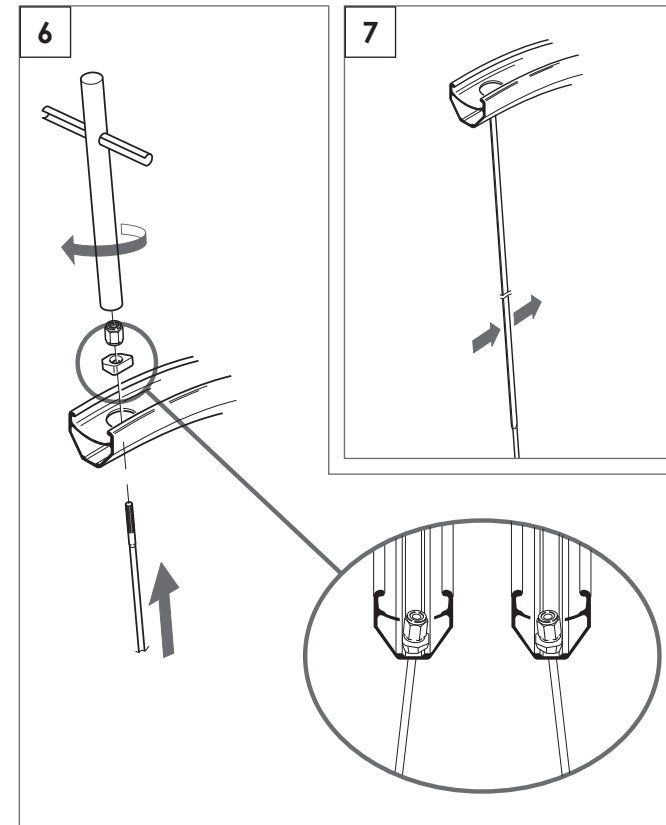
! WARNING!

When fitting the wheel, check that the plates remain in position since an incorrectly positioned plate may cause irreparable damage to the profile of the rim when tensioning the spokes. This damage could cause the rim to unexpectedly fail, resulting in an accident, personal injury or death.

- Perform these operations for all spokes.
- Following the operations described in Section 5 of the "Owner's Manual - PART 1":
- Tighten and Settle the Spokes;
- Check centering and wheel dishing.

! WARNING!

Check that the side of the rim does not show any sign of significant wear, damage or deformation on the braking track, which could cause the rim to unexpectedly break, resulting in an accident, personal injury or death.



5. REPLACING A SPOKE



CAUTION!

Always wear protective gloves and glasses while working on the spokes.

5.1 - FRONT WHEEL AND REAR WHEEL ON THE SIDE OPPOSITE THE FREEWHEEL

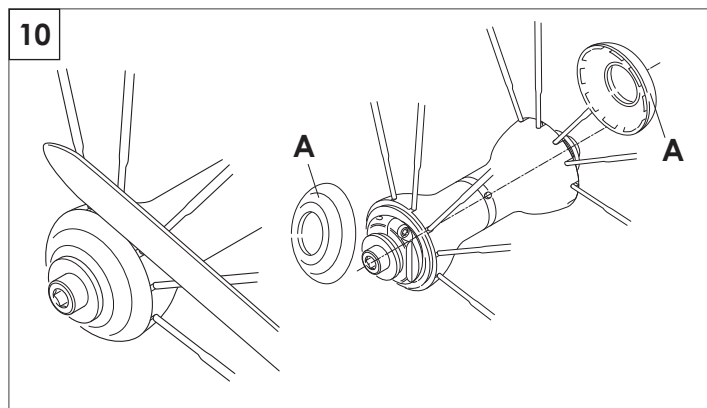
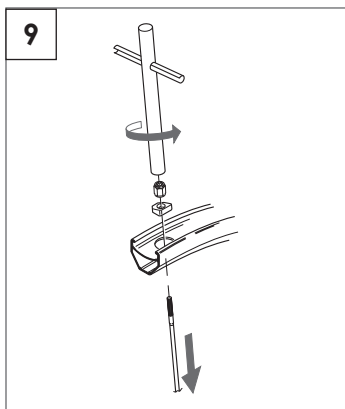
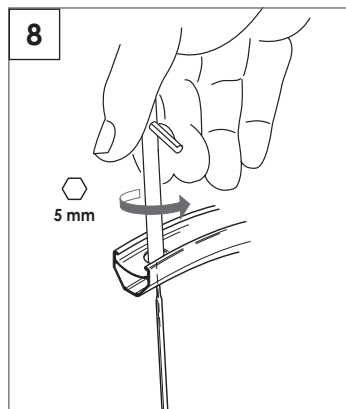
- Before proceeding with assembly, check in the technical specifications on page 3 the type and length of the spoke to be replaced, the recommended value and the maximum value which must not be exceeded when tightening the spokes.
- Check that there are no residues of sand or any other foreign material inside the rim and, if necessary, remove them with a jet of compressed air.
- Obtain an original Campagnolo® replacement spoke.
- Always prevent the rotation of the spokes when nuts are tightened or loosened. Make sure that no damage is caused to the surface of the spokes.



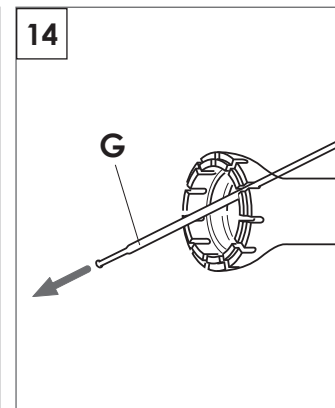
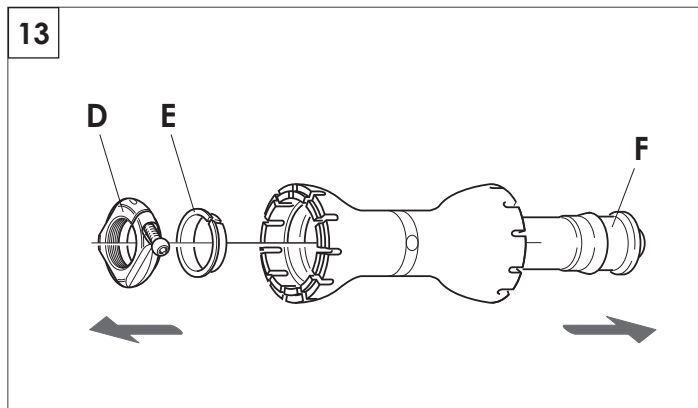
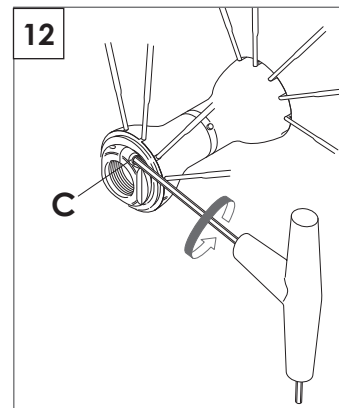
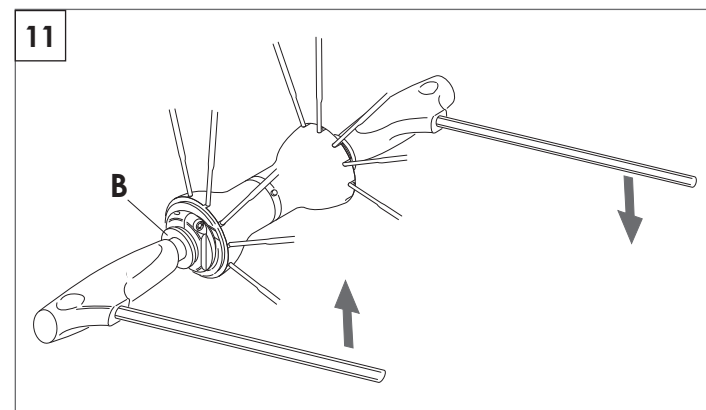
CAUTION!

Take special care when handling the spokes during assembly to prevent accidentally scratching the rim.

- Using a 5 mm hex wrench, completely unscrew the nut of the spoke to be replaced (Fig. 8), holding the latter steady to prevent rotation.
- Remove the nut and the plate, then slide the spoke out of the rim (Fig. 9).
- Using a stiff blade (such as small knife) positioned as indicated in fig. 10 and taking care not to damage the hub or the spokes, remove the side covers (A) from the hub.



- Unscrew the locking nut (B - Fig. 11) with a fully inserted 5 mm Allen wrench; counter the rotation of the axle with another 5 mm Allen wrench fully inserted on the opposite end of the axle itself.
- Using a 2.5 mm Allen wrench, slacken the screw by 3 turns (C - Fig. 12).
- Unscrew and remove the lock ring (D - Fig. 13), remove the ring (E - Fig. 13), then slide out the axle (F - Fig. 13).
- Slide out the spoke to be replaced (G - Fig. 14) from the hub.





- Insert the new spoke (H - Fig. 15) in the hole in the hub.
- Fit the plate on the spoke, keeping the concave part facing outwards and position it in the special groove on the rim; when fitting a spoke on the LH side of the wheel, the long side of the plate must face leftwards and vice versa, as illustrated in figure 16.
- Tighten the nut.

! WARNING!

When fitting the wheel, check that the plates remain in position since an incorrectly positioned plate may cause irreparable damage to the profile of the rim when tensioning the spokes. This damage could cause the rim to unexpectedly fail, resulting in an accident, personal injury or death.

- Refit the hub, performing disassembly operations in reverse order.

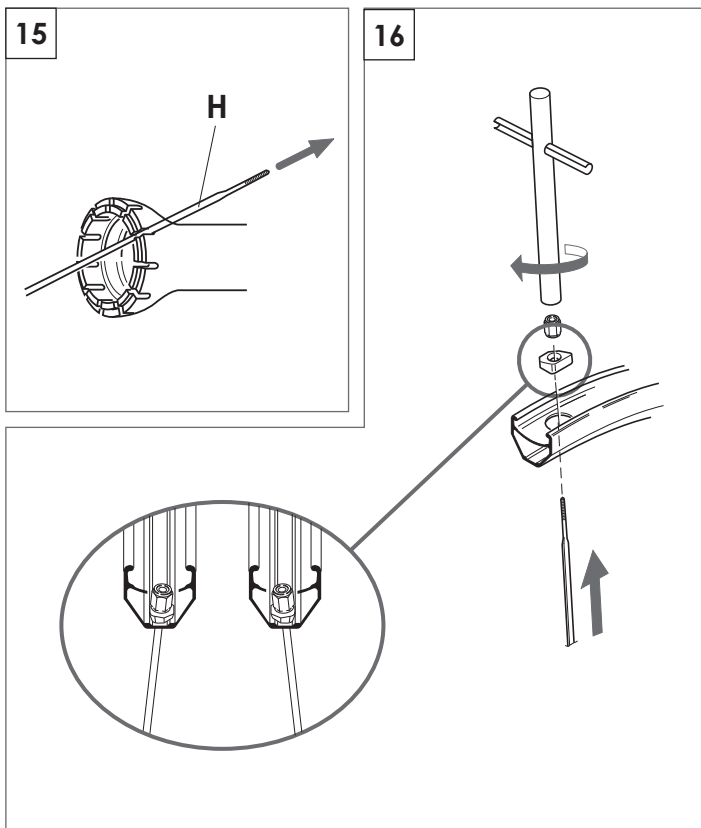
Attention

When inserting the axle, be careful not to move the ball bearings out of their seats.

Attention

After completing the operation, check that the flat spoke (aero) is oriented in an aerodynamic position (Fig. 7 - Page 7).

- Following the operations described in Section 5 of the "Owner's Manual - PART 1":
 - Tighten and Settle the Spokes;
 - Check centering and wheel dishing.
- After having replaced the spoke and tensioned and centered the wheel, adjust the hub (see section 7).



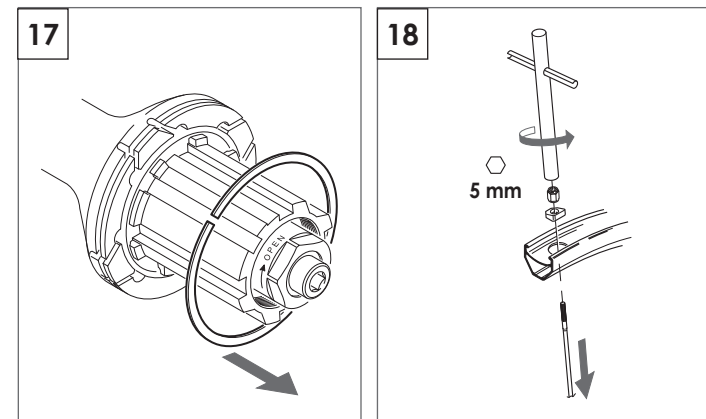
5.2 - REAR WHEEL ON THE FREEWHEEL SIDE

- Before proceeding with assembly, check in the technical specifications on page 3 the type and length of the spoke to be replaced, the recommended value and the maximum value which must not be exceeded when tightening the spokes.
- Check that there are no residues of sand or any other foreign material inside the rim and, if necessary, remove them with a jet of compressed air.
- Obtain an original Campagnolo® replacement spoke.
- Always prevent the rotation of the spokes when nuts are tightened or loosened. Make sure that no damage is caused to the surface of the spokes.

! CAUTION!

Take special care when handling the spokes during assembly to prevent accidentally scratching the rim.

- Remove the sprocket set (see chapter 8).
- Slightly open the spoke retainer ring of the freewheel and slide it out (Fig. 17).
- Using a 5 mm hex wrench, completely unscrew the nut of the spoke to be replaced, holding the latter steady to prevent rotation, remove it, remove the plate and then slide the spoke out of the rim (Fig. 18).





- Remove the spoke together with the cable end (A - Fig. 19).

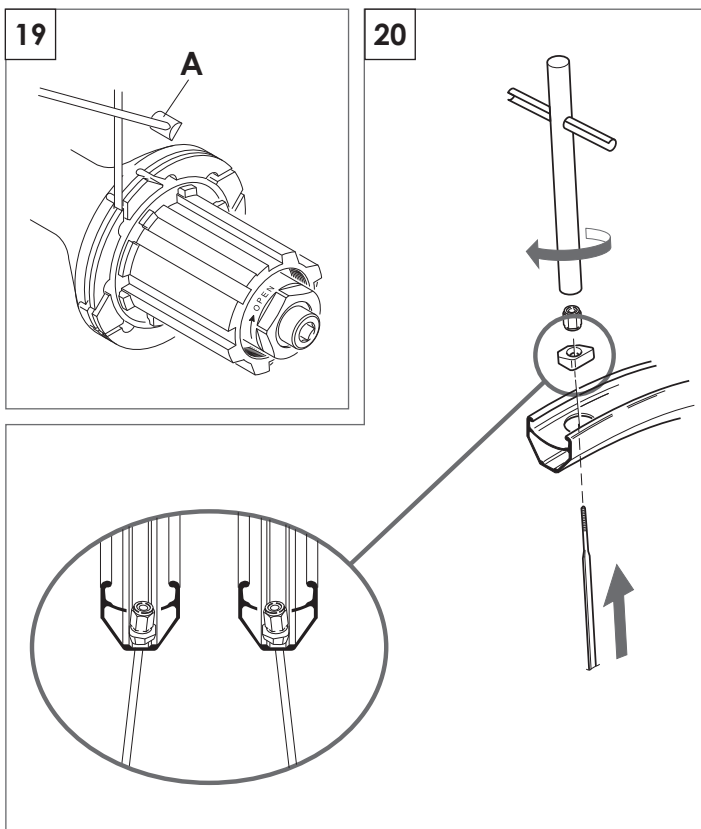
CAUTION!

If necessary, first lift the spoke overlapping the one to be replaced and, after assembly of the new spoke, make sure it is returned to exactly the same position.

- Insert the new spoke in the hole in the rim.
- Fit the plate on the spoke, keeping the concave part facing outwards and position it in the special groove on the rim; when fitting a spoke on the LH side of the wheel, the long side of the plate must face leftwards and vice versa, as illustrated in figure 20.
- Tighten the nut (Fig. 20).

WARNING!

When fitting the wheel, check that the plates remain in position since an incorrectly positioned plate may cause irreparable damage to the profile of the rim when tensioning the spokes. This damage could cause the rim to unexpectedly fail, resulting in an accident, personal injury or death.



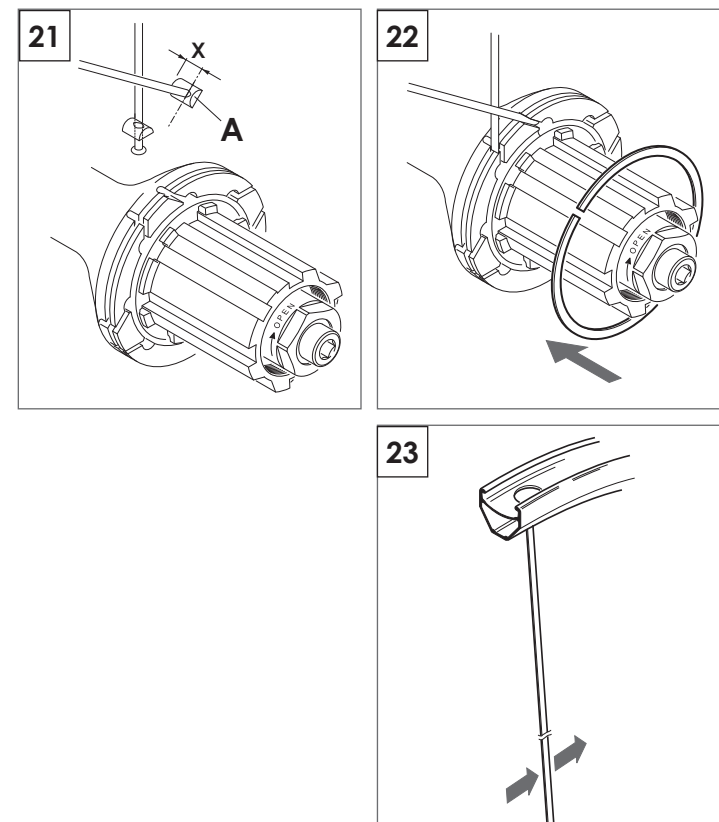
- Insert the new spoke in the specific seat in the hub, turning the thicker side (X - Fig. 21) of the cable end (A - Fig. 21) towards the inside.

- If necessary, reposition the overlapping spoke, making sure that the overlap is correct where the two meet.
- Slightly open the spoke retainer ring, then refit it (Fig. 22).

Attention

After completing the operation, check that the flat spoke (aero) is oriented in an aerodynamic position (Fig. 23).

- Following the operations described in Section 5 of the "Owner's Manual - PART 1":
 - Tighten and Settle the Spokes;
 - Check centering and wheel dishing.
- After having replaced the spoke and tensioned and centered the wheel, adjust the hub (see section 7).





6. DISASSEMBLY, ASSEMBLY AND LUBRICATION OF HUBS



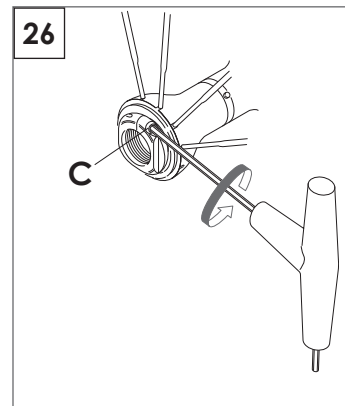
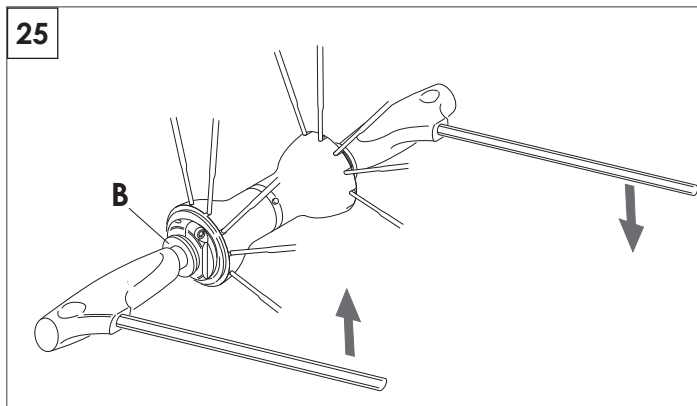
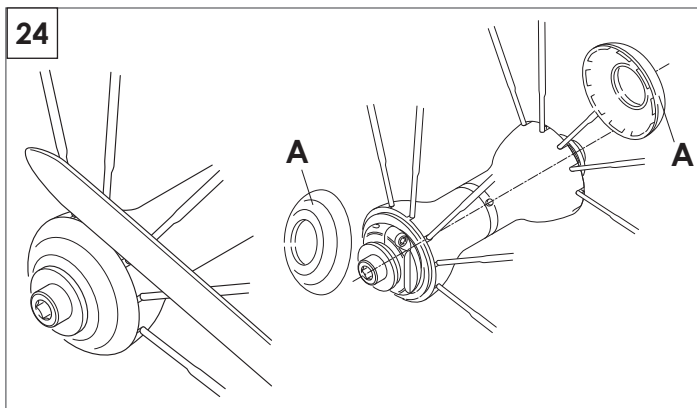
CAUTION!

Always wear protective gloves and glasses while working on the hubs.

NEUTRON™ wheel hubs do not have lubrication holes, so they have to be removed to perform this operation.

6.1 - DISASSEMBLY AND ASSEMBLY OF THE FRONT HUB

- Using a stiff blade (such as small knife) positioned as indicated in fig. 24 and taking care not to damage the hub or the spokes, remove the side covers (A) from the hub.
- Unscrew the locking nut (B - Fig. 25) with a fully inserted 5 mm Allen wrench; counter the rotation of the axle with another 5 mm Allen wrench fully inserted on the opposite end of the axle itself.
- Using a 2.5 mm Allen wrench, slacken the screw by 3 turns (C - Fig. 26).



- Unscrew and remove the lock ring (D - Fig. 27), press the axle (H - Fig. 27) towards the hub body, remove the ring (G - Fig. 27), the cone (I - Fig. 27), slide out the axle (H - Fig. 27) from the hub, remove the cone (J - Fig. 27), the gaskets (K - Fig. 27) taking care not to damage them and the ball bearings (L - Fig. 27).

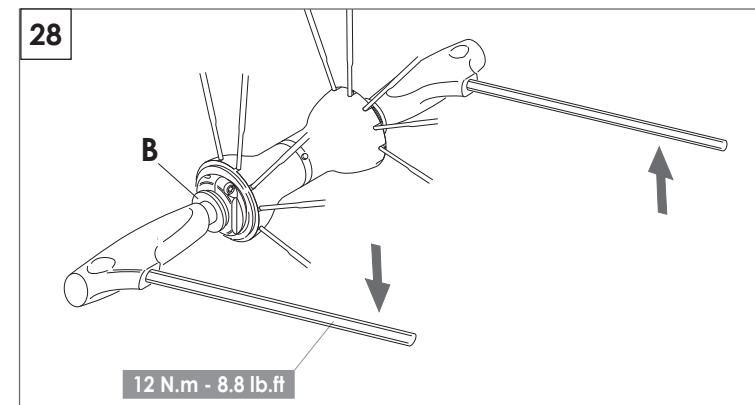
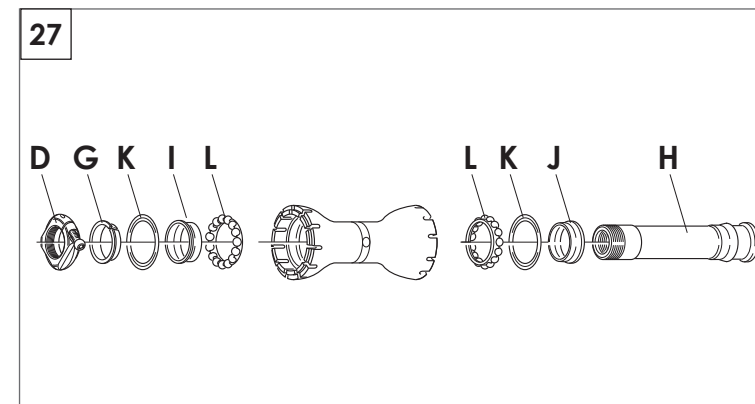
- If it is necessary to replace the cups, contact a Campagnolo® Service Center.

- Carefully clean the components, grease the ball bearings and proceed to refit the system performing disassembly operations in reverse order.

Attention

When inserting the axle, be careful not to move the ball bearings out of their seats.

- Tighten the locking nut (B - Fig. 28) to a torque setting of 12 N.m - 8.8 lb.ft.
- Adjust the hub as illustrated in section 7.



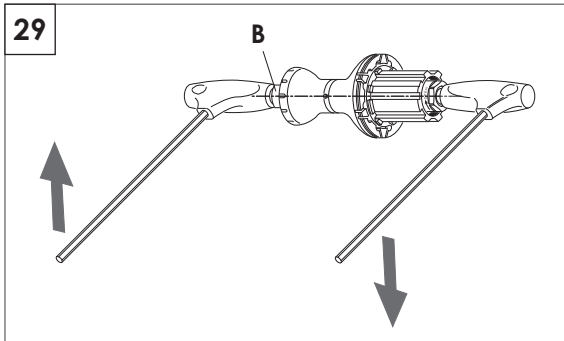
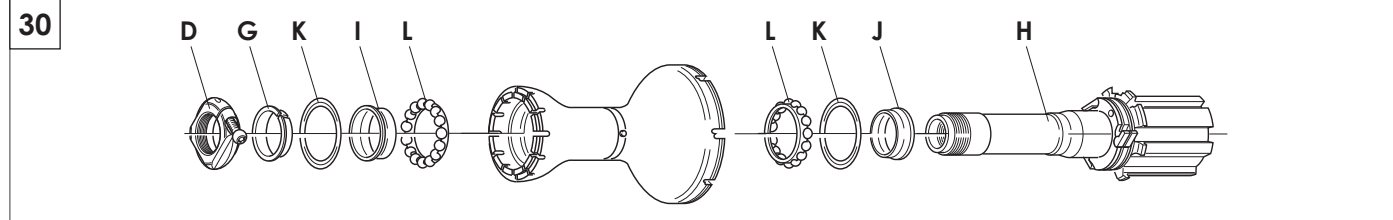


6.2 - DISASSEMBLY AND ASSEMBLY OF THE REAR HUB

- Remove the sprocket set (see Section 8).
- Using a stiff blade (such as small knife) positioned as indicated in fig. 24 - Page 14 and taking care not to damage the hub or the spokes, remove the side covers from the hub.
- Unscrew the locking nut (B - Fig. 29) with a fully inserted 5 mm Allen wrench; counter the rotation of the axle with another 5 mm Allen wrench fully inserted on the opposite end of the axle itself.
- Using a 2.5 mm Allen wrench, slacken the screw by 3 turns (C - Fig. 26 - Page 14).
- Unscrew and remove the lock ring (D - Fig. 30), press the axle (H - Fig. 30) towards the hub body, making sure that the freewheel body comes out of its seat; slide out the axle-freewheel body unit, remove the ring (G - Fig. 30), the cone (I - Fig. 30), the cone (J - Fig. 30), the gaskets (K - Fig. 30) taking care not to damage them and the ball bearings (L - Fig. 30).
- If it is necessary to replace the cups, contact a Campagnolo® Service Center.
- Carefully clean the components, grease the ball bearings and proceed to refit the system performing disassembly operations in reverse order.

Attention

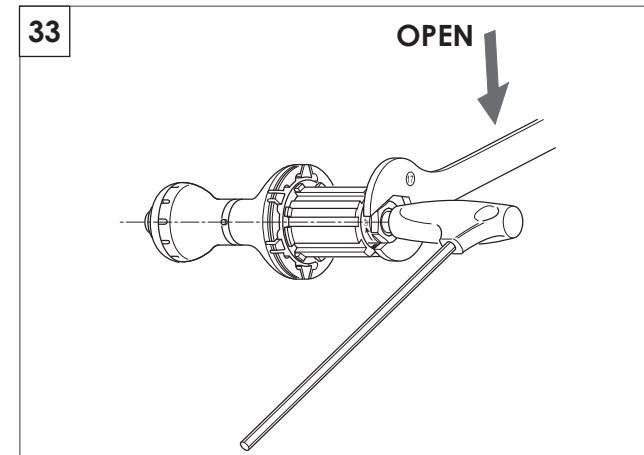
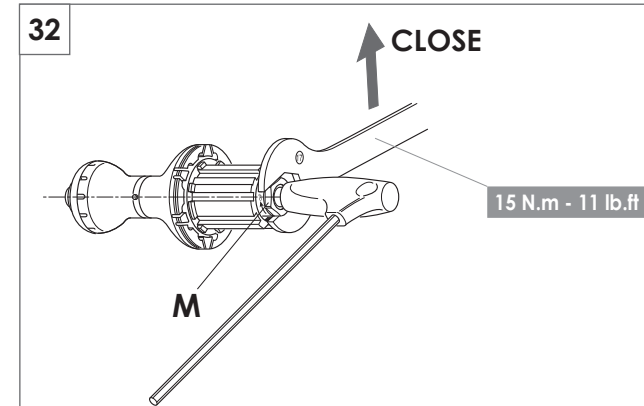
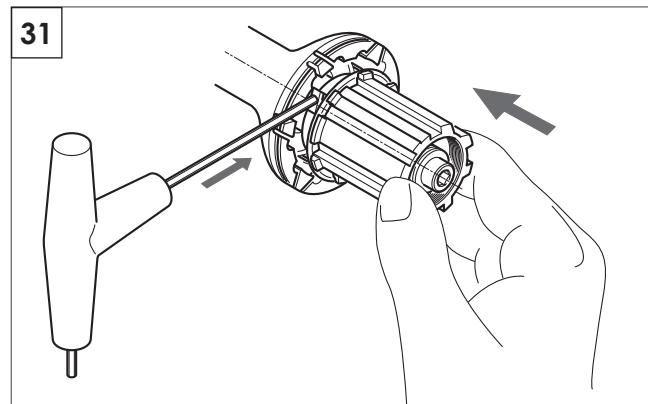
When inserting the axle, be careful not to move the ball bearings out of their seats.



- Position the freewheel close to the hub and hold it pressed against the latter; lower one by one the three pawls with an Allen wrench or a screwdriver and insert freewheel fully into its seat (Fig. 31).
- Tighten the locking nut (M - Fig. 32) with a 17 mm wrench, holding the axle steady from the freewheel side with a snugly fitted 5 mm Allen wrench (approximate torque setting: 15 N.m - 11 lb.ft).
- Adjust the hub as illustrated in section 7.

6.3 - REMOVING THE FREEWHEEL BODY

Hold the axle steady by fully inserting a 5 mm Allen wrench on the freewheel side (Fig. 33) and completely unscrew the nut by turning it clockwise with a 17 mm wrench as shown by the arrow marked on it; then remove the freewheel body from the axle.

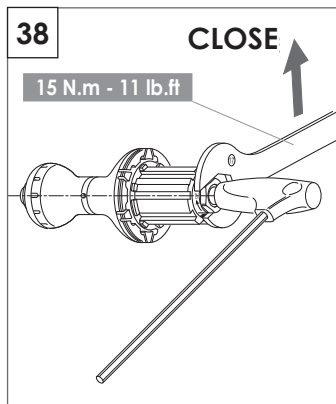
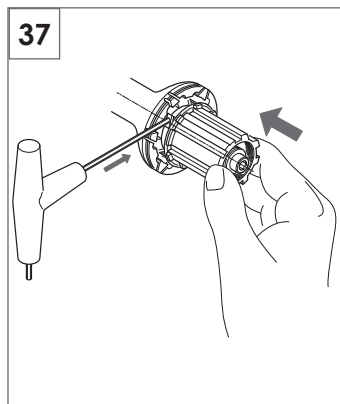
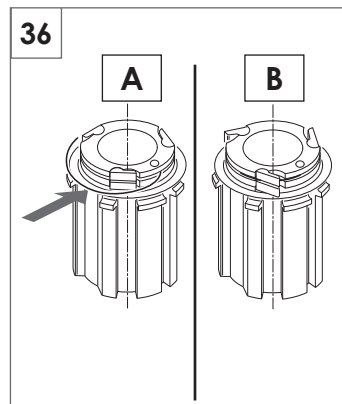
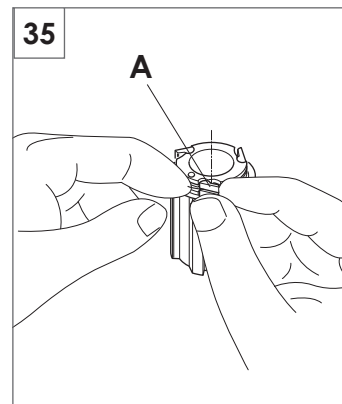
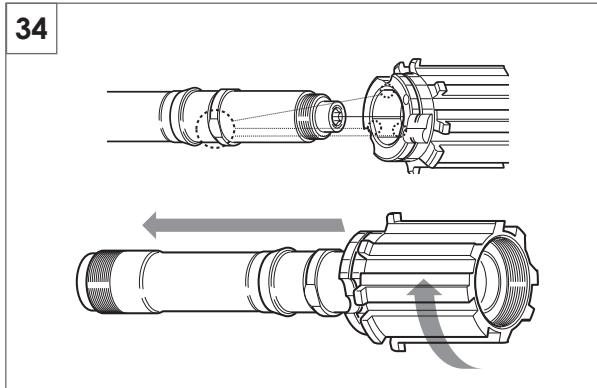


6.4 - REMOVING AND REFITTING THE PAWLS

Remove the spring by slightly raising the pawl (A - Fig. 35), being careful not to distort it. Pull out the pawls and replace them if necessary. Insert the bent part of the spring into the hole of the pawl carrier. Fit the spring between the openings in each pawl, simultaneously setting the pawls into their final position (Fig. 36A). When the operation is complete make sure that all three pawls rotate freely and remain in the open position (Fig. 36B).

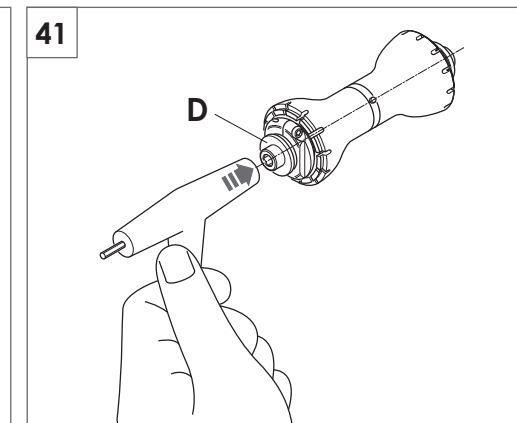
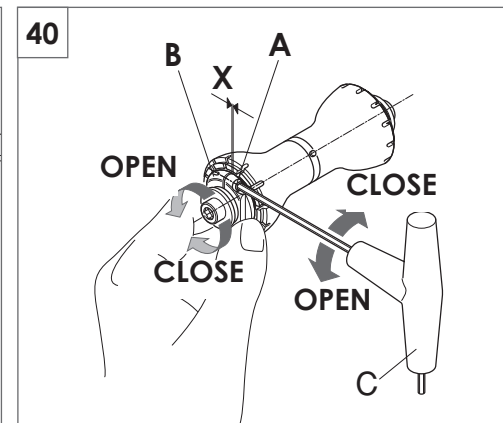
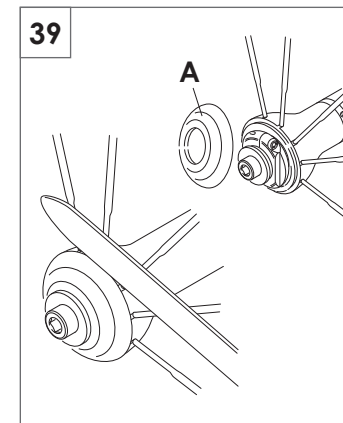
6.5 - FITTING THE FREEWHEEL BODY ON THE HUB

Turn the FW body until the grooves of the FW body and the axle (Fig. 34) match. Fully insert the freewheel body on the axle. Place the freewheel on the hub and hold it in position. Lower the three (3) pawls one by one with an Allen wrench or screwdriver, and fully insert the freewheel in its seat (Fig. 36). Hold the axle steady by fully inserting a 5 mm Allen wrench on the freewheel side. Tighten the locking screw with a 17 mm wrench to a torque of 15 N.m (11 lb.ft) (Fig. 38).



7. HUBS ADJUSTMENT

- Using a stiff blade (such as small knife) positioned as indicated in figure 39 and taking care not to damage the hub or the spokes, remove the side covers from the hub (Fig. 39).
- Fully insert the 2.5 mm Allen wrench (C - Fig. 40) into screw (A - Fig. 40) and tighten it by about three (3) turns.
- To reduce axle clearance, tighten locking (B - Fig. 40) by turning it clockwise by hand or with a 21 mm wrench.
- To increase axle clearance, loosen locking (B - Fig. 40) by turning it counter-clockwise by hand or with a 21 mm wrench. Strike screw (D - Fig. 41) lightly with the plastic handle of the Allen wrench.
- Tighten the Allen screw (A - Fig. 40) with the wrench properly seated on it until the gap (X - Fig. 40) on the locking (B - Fig. 40) is completely closed.
- Make sure that the adjustment is correct (the axle slides easily and without play), otherwise repeat the adjustment procedure.





8. SPROCKET ASSEMBLY AND REMOVAL



WARNING!

Always wear protective gloves and glasses while working on the sprockets.

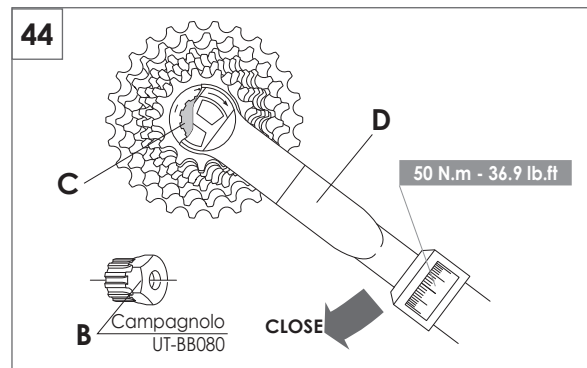
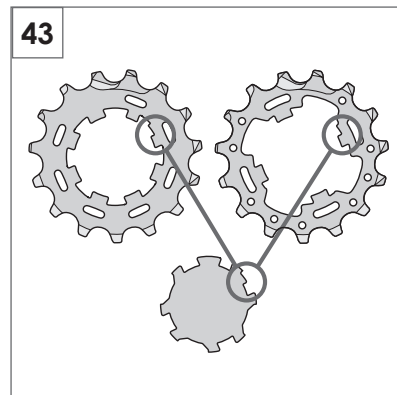
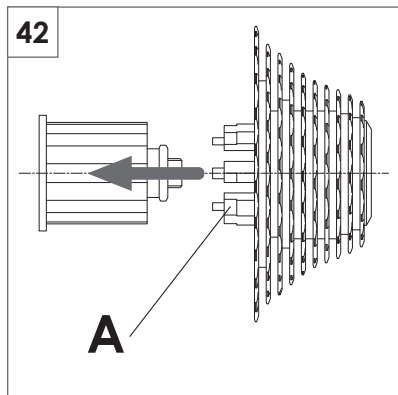
8.1 - CAMPAGNOLO® SPROCKETS (on Campagnolo® type FW body)

8.1.1 - ASSEMBLY

- The sprockets are pre-assembled and timed on the plastic support (A - Fig. 42).
- Insert the support on the side of the freewheel body, align the spline patterns, press the sprockets onto the freewheel and extract the support (A) from the hub (Fig. 42).
- If installing the sprockets without the plastic support, install the individual or preassembled sprockets and the spacers on the sprocket body of the hub aligning the spline patterns (Fig. 43). The profile of the freewheel body with two asymmetrical grooves ensures automatic sprocket timing since there is only one assembly option.
- Using a torque wrench (D - Fig. 44) equipped with the Campagnolo tool UT-BB080 (B - Fig. 44), tighten the locking (C - Fig. 44), which is provided with the hub, on to the freewheel body to 50 N.m (36.9 lb.ft).

8.1.2 - DISASSEMBLY

- Remove the locking (A - Fig. 45) using the Campagnolo tool UT-BB080 (B - Fig. 45) with a 24 mm hexagonal wrench (C - Fig. 45) and the Campagnolo chain whip UT-CS060 (Fig. 45).



- Insert the plastic sprocket carrier on the side of the freewheel body, align the spline patterns on the body with those on the carrier and slide the sprockets onto it.

- Slide the sprocket carrier, with the sprockets, off the freewheel body.

8.2 - 10S SPROCKETS STARTING FROM 11 AND 12 OF SHIMANO INC. (ON FW BODY FOR 10S SPROCKETS STARTING FROM 11 AND 12 OF SHIMANO INC.)

8.2.1 - ASSEMBLY

- Fit the sprockets on the FW body and check that:
 - the surface with the name of the groupset of each sprocket is facing the outside of the FW body.
 - the broadest grooving of the sprocket (A - Fig. 46) is aligned with the broadest of the FW body (B - Fig. 46).
- Using a torque wrench (D - Fig. 45) equipped with the Campagnolo tool UT-BB080 (B - Fig. 45), tighten the locking (C - Fig. 45), which is provided with the hub, on to the freewheel body to 50 N.m (36.9 lb.ft).

Note

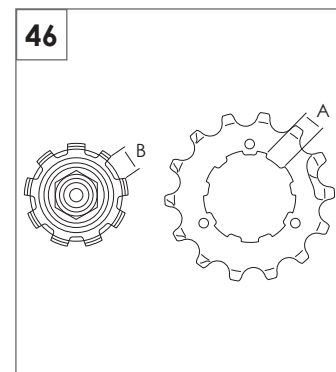
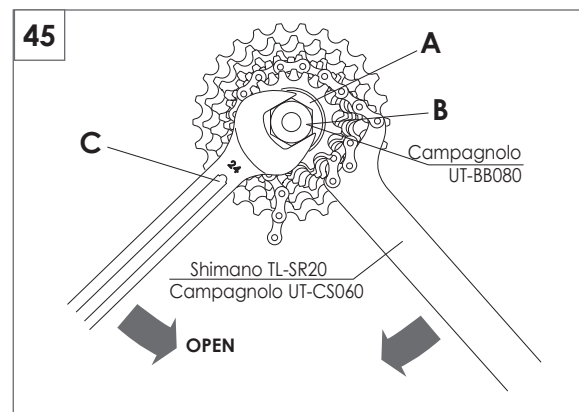
Tools supplied by other manufacturers for components similar to Campagnolo® components, including but not limited to Shimano Inc., may not be compatible with Campagnolo® components. Likewise, tools supplied by Campagnolo S.r.l. may not be compatible with components supplied by other manufacturers. Always check with your mechanic or the tool manufacturer to insure compatibility before using tools supplied by one manufacturer on components supplied by another.



Failure to insure compatibility between tools and components could result in improper operation or failure of the component, an accident, personal injury or death.

8.2.2 - DISASSEMBLY

- Remove the locking (A - Fig. 45) using the Campagnolo tool (B - Fig. 45 - Campagnolo code UT-BB080) with a 24 mm hexagonal wrench (C - Fig. 45) and the Shimano chain whip TL-SR20 (Fig. 45).
- Take the sprockets off the FW body.



9. PERIODIC WHEEL MAINTENANCE

- After using the wheel for the first time, check wheel trueness and circularity.

WARNING!

Using wheels that have not been centred properly or which have broken or damaged spokes may result in accidents, personal injury or death.

- After every ride, check the condition of the tires and inflation pressure.
- Periodically take your bicycle to a qualified mechanic to lubricate the hubs. Check with your mechanic to select a schedule that is best for you (approximately every 2,000/5,000 km - 1,200/3,000 miles).
- Every 10,000/20,000 km (6,000/12,000 miles) please take your bicycle to a qualified mechanic to lubricate, remove, disassemble and check the hubs.
- Periodically get the mechanic to verify every component that is subject to wear (rims, ball bearings, brake pads) and, if necessary, get it replaced.
- At least once each month, please take your bicycle to a qualified mechanic to check the tension of the spokes, wheel centering and wheel dish and correct as necessary.
- Periods and riding distances are purely indicative and may be significantly different in relation to conditions of use and the intensity of your activity (for example: racing, rain, salted Winter roads, weight of the rider etc.). Check with your mechanic to select a schedule that is best for you.

CLEANING THE WHEELS

When cleaning the wheels, only use non-aggressive, non-corrosive products such as water and neutral soap, or specific products specially designed for cleaning bicycles. Absolutely never use abrasive or metal sponges. Dry with a soft cloth.

Note

Never spray your bicycle with water under pressure.

Pressurized water, even from the nozzle of a small garden hose, can pass seals and enter into your Campagnolo® components, damaging them beyond repair.

Wash your bicycle and Campagnolo® components by wiping them down with water and neutral soap.

TRANSPORT AND STORAGE

When transporting the wheel separately from the bike or if the wheel will not be used for a long period of time, store it in the wheel-bag to protect it against impacts and dirt.