



Wheel Tolerances and Truing Spec

Spoke and Nipple Lubrication: Spoke threads lightly coated with “Rock-N-Roll” or other high-web grease prior to lacing, then secured with Loctite #290 (green) after final truing. To true any American Classic wheel, you need to use a spoke holding clamp tool to avoid spoke twisting. **Nipple Holes:** Lubricated with Triflow/STP mix prior to nipple insertion or tensioning. **IMPORTANT:** All tensions are measured without tires mounted on the rims. Tubeless tires can change spoke tension, remove the tire before measuring tension or working on the wheel. We recommend using an internal nipple spoke wrench with a 3.2mm square end when truing like Park Tool #SW-16 or similar.

TRUENESS:	ALLOY (NEW):	LATERAL: 0.15mm = 0.006 inch
		RADIAL: 0.20mm = 0.008 inch
	ALLOY (REBUILT):	LATERAL: 0.30mm = 0.011 inch
		RADIAL: 0.30mm = 0.011 inch
	CARBON:	LATERAL: 0.20mm = 0.008 inch
		RADIAL: 0.30mm = 0.011 inch
		DISH: To Within 1mm

SPOKE TENSION:	SPOKE TYPE:	DT GAUGE READING:	PARK TM-1 READING:
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RIM MATERIAL - ALLOY and CARBON: Do Not Overtension!

FRONT: 90 ~ 110 Kgf:	AC 2.0-1.8 ROUND	= 1.70 ~ 1.89mm	21
	AC 2.0-1.0 x 3.2 BLADE	= 0.65 ~ 0.81mm	15
	AC 2.0-1.6 RACE ROUND	= 1.35 ~ 1.54mm	19
	AC 2.0-0.95 x 2.2 RACE BLADE	= 0.35 ~ 0.50mm	13
	SAPIM: CX-RAY	= 0.33 ~ 0.49mm	13
DRIVE: 90 ~ 120 Kgf:	AC 2.0-1.8 ROUND	= 1.70 ~ 1.96mm	21
	AC 2.0-1.0 x 3.2 BLADE	= 0.65 ~ 0.88mm	15
	AC 2.0-1.6 RACE ROUND	= 1.35 ~ 1.61mm	19
	AC 2.0-0.95 x 2.2 RACE BLADE	= 0.35 ~ 0.60mm	13
	SAPIM: CX-RAY	= 0.33 ~ 0.57mm	13
NON-DRIVE:	ALL SPOKES	AS REQUIRED FOR DISHING	

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