

Wheel Tolerances and Specifications

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. **Nipple Holes:** Lubricated with Triflow/STP mix prior to nipple insertion or tensioning. American Classic does not sell individual nipples, spokes or rims.

Trueness:

Alloy and Mag (New):	Lateral:	0.15mm = .006 inch
	Radial:	0.20mm = .008 inch
Alloy and Mag (Rebuilt):	Lateral:	0.30mm = .011 inch
	Radial:	0.30mm = .011 inch
Carbon:	Lateral:	0.20mm = .008 inch
	Radial:	0.30mm = .011 inch

Dish: To within 1mm

Rim Material:	Spoke Tension:	Spoke Type:	DT Gauge Reading:
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Alloy:	Front: 90-110 Kgf:	AC 14/15 2.0-1.8	= 1.70 - 1.89mm
		AC 14/15 2.0-1.8 Sprint 350	= 1.60 - 1.79mm
		AC Bladed	= 0.65 - 0.81mm
		Sapim CX-Ray	= .033 - 0.49mm

Drive: 90-120 Kgf:	AC 14/15 2.0-1.8	= 1.70 - 1.96mm
	AC 14/15 2.0-1.8 Sprint 350	= 1.60 - 1.85mm
	AC Bladed	= 0.65 - 0.88mm
	Sapim CX-Ray	= 0.33 - 0.57mm

Non-Drive:	All Spokes	As required for dishing.
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Magnesium:	Front: 90-110 Kgf:	AC 14/15 2.0-1.8	= 1.65 - 1.80mm
		Sapim CX-Ray	= .028 - 0.42mm

Drive: 90-120 Kgf:	AC 14/15 2.0-1.8	= 1.65 - 1.80mm
	Sapim CX-Ray	= 0.33 - 0.42mm

Non-Drive:	All Spokes	As required for dishing.
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Carbon:	Front: 80-100 Kgf:	AC 14/15 2.0-1.8	= 1.60 - 1.80mm
		Sapim CX-Ray	= 0.23 - 0.42mm
		AC Bladed	= 0.40 - 0.60mm

Drive: 80-100 Kgf:	AC 14/15 2.0-1.8	= 1.60 - 1.80mm
	Sapim CX-Ray	= 0.23 - 0.42mm
	AC Bladed	= 0.45 - 0.65mm

Non-Drive:	All Spokes	As required for dishing.
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