

WELCOME TO AMERICAN CLASSIC

Congratulations on the purchase of your new American Classic products!

This document contains the following information:

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2.) TIRES AND TIRE PRESSURE

MOUNTING THE TIRE

Before mounting your tires, check for cuts or debris in the sidewall and tread surface. Make sure the tire diameter is appropriate for your wheel.

Some American Classic wheels may require a long valve stem inner tube or if using a standard length presta valve, a valve extender may be required. Valve extenders are included with the purchase of American Classic Carbon wheels only. If using a valve extender, make sure the extender is firmly attached and properly sealed to avoid losing air.

MAXIMUM TIRE PRESSURE FOR ROAD CLINCHER WHEELS

The maximum tire pressure for road clinchers is not to exceed 120 PSI (8.3 Bars). If your road clincher tires are rated at below 120 PSI (8.3Bars), do not exceed the rated tire pressure.

MINIMUM TIRE PRESSURE FOR MOUNTAIN BIKE WHEELS

The minimum tire pressure for mtb wheels should be no less than 35 PSI (2.5 Bars).

4.) QUICK RELEASES

Your American Classic wheels come with quick release hardware. Failure to close the quick release properly can result in accident or injury. If in doubt, ask your retailer to help you make sure you know how to install and remove your wheels safely. Check to ensure that your wheel quick releases are securely clamped, each time before you ride your bicycle.

The wheel quick release uses a cam action to clamp the bike's wheel in place. **WARNING:** Holding the nut with one hand and turning the lever with the other hand until everything is as tight as you can get it **WILL NOT** clamp the wheel safely in the dropouts.

ADJUSTING THE QUICK RELEASE

The wheel hub is clamped in place by the force of the quick release cam pushing against one dropout and pulling the tension-adjusting nut, by way of the skewer, against the other dropout.

The tension-adjusting nut can control the amount of clamping force. Turning the tension-adjusting nut clockwise while keeping the cam lever from rotating increases clamping force; turning it counterclockwise while keeping the cam lever from rotating reduces clamping force. Less than half a turn of the tension-adjusting nut can make the difference between safe clamping force and unsafe clamping force.

1.) RIM TAPE WIDTH

Rim tape is included with your wheels.

American Classic wheels require the rim tape to cover the spoke nipple holes in the rim. You must use the correct size rim tape and properly mount it to avoid interference with the tire bead.

Rim tape should be wide enough to completely cover the inner spoke nipple holes of the rim, but not too wide or too thick where it extends onto the inner vertical sidewall.

Always remember to install rim tape as straight as possible, keeping it on the rim bed and off the inner sidewalls.

The ends of the rim tape should not overlap(too thick). Cut the rim tape to length with scissors so the ends meet. If your rim tape is not correctly positioned on the rim, either reposition it or replace it.

For correct width of replacement rim strips please refer to the document http://www.amclassic.com/pdfs/RimTape_Tire.pdf

3.) MOUNTING/REMOVING THE CASSETTE

American Classic rear hubs and wheels are specific for Shimano or Campagnolo cassettes. Make sure you have the correct cassette for your free hub style. American Classic hubs have interchangeable free hub bodies, and your wheels can be retrofitted to the other style at a later date if needed. American Classic free hub bodies have a Master Spline like most cassettes. They need to be aligned to correctly install the cassette.

SPACER RING

All American Classic rear hubs and wheels are shipped with a spacer ring. Install this spacer onto the cassette body, before installing the cassette, but **ONLY** if your cassette is narrow or rubs on the hub. Your cassette is narrow if the lock ring is tightened down, and there is side-to-side movement in the cassette. In all cases, install the cassette first without the spacer ring, to determine if you need it.

REMOVING THE CASSETTE

ALWAYS use the chain whip on the smallest gear to loosen the cassette lock ring, or the aluminum spline may be damaged.

5.) BRAKE PAD ADJUSTMENT

Rim brake pads should be centered on the braking surface of the rim. The wheel must be in the frame to adjust brakes correctly.

Position the brake pads, using the manufacturer's adjustment information, to center on the brake surface, so the top of the brake pad is no more than 1mm from the top of the rim. Make sure your brake pads **DO NOT TOUCH** the rim decals. Make sure the brake pads **DO NOT TOUCH** the tire, as this can result in sidewall failure, which can cause accident or injury.

Adjust your brake cables to accommodate the American Classic rim width. Your brake manufacturer's owner's manual will include instructions about how to adjust the brake cables.

Your brake pads should be adjusted so that they come into contact with the rim before the lever is no more than halfway depressed.

BRAKE PAD RECOMMENDATIONS

American Classic recommends a soft brake pad compound such as all-weather/wet weather brake pads for use with all our aluminum and magnesium rims. We do not recommend the use of Shimano brake pads on our aluminum and magnesium rims because they are too hard. American Classic recommends carbon specific brake pads for use on our carbon wheels.

6.) REAR HUB BEARING ADJUSTMENT

All repairs should be performed by a Professional Bicycle Mechanic.

This adjustment must be performed with the rear wheel in the bike, and the skewer clamped down. The design of the Ultra Light cassette hub calls for a small amount of side-to-side play in the wheel bearings.

To adjust the play in the bearings, adjust the two nuts on the non-drive side of the hub with two 19mm cone wrenches.

If there is no side-to-side play in the bearings, you have over-tightened the bearings, which will result in the bearings wearing out prematurely. You can check this adjustment by using your hand to try and move the wheel side-to-side in the bike. This will also let you know if the adjustment is too loose.

The correct amount of play is just slightly more than no play. Please refer to <http://www.amclassic.com/pdfs/VictoryHubAdj.pdf> for detailed technical instruction on the adjustment of American Classic hubs.

8.) CLEANING YOUR WHEELS

Remove and clean the wheel quick releases regularly and check the tightness of the tension nut and cam lever.

Clean your wheels using mild soap and water only. **DO NOT** pressure wash or spray with water. Do not use ammonium(Windex®), or other harsh cleaners on your American Classic Products.

Be sure to remove any grease or lubricant that might get onto the brake surface of the wheel.

Make sure your brake pads are clean and free from aluminum shavings and other debris accumulated from riding. Clean your brake pads with fine sandpaper or a small file.

Proper care and cleaning of your new American Classic wheels will extend the life of the wheels and help to protect the braking surface.

Do not use harsh chemical cleaners on the rims or braking surface.

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Eastern Standard Time

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7.) TRUING YOUR WHEELS

All repairs should be performed by a Professional Bicycle Mechanic.

Your wheels have been hand finished by wheel builders. We use spoke freeze on the spoke nipples. Your wheels have been carefully pre-stressed, tensioned and trued before shipping.

You will need a **Twist Resist** spoke clamp tool to properly true your wheels because of the spoke freeze. You may cause your wheels to go out of true if you do not use this tool.

<http://www.amclassic.com/pdfs/TruingWheels.pdf>

Magnesium wheels may need to be re-tensioned and trued after approximately 100 miles.

Please take your wheels to a Professional Bicycle Mechanic for truing, or contact American Classic at www.amclassic.com for more details.

9.) AMERICAN CLASSIC LIMITED WARRANTY

To see the American Classic Limited Warranty in its entirety, please visit us at www.amclassic.com for more details. This is a summary of the warranty:

American Classic warrants to the original retail purchaser that the American Classic product for which they received this warranty is free from defects in materials and workmanship for a period of one year.

Wheelsets are guaranteed against defects in materials and workmanship for one year. This warranty does not include normal wear and tear.

LIMITS OF THE WARRANTY

American Classic's sole obligation under this warranty is to repair or replace the product, at American Classic's option. Warranties only apply to the original owner. We do not warranty products that have been purchased from eBay or other similar online auction services, unless through an authorized dealer. All repairs should be performed by a Professional Bicycle Mechanic.

CycleOps PowerTap

For hub and warranty questions please contact: Saris Cycling Group, Inc.
1-800-783-7257 - custsrv@saris.com



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— Owner's Manual —