

TIRES AND TIRE PRESSURE

Before mounting your tires check them for cuts or debris on the inside, the sidewall, and the tread surface.

420 Aero's, Argents, and Victory 30's require tubes with 48mm or longer valve stems. Do not use a wrench on your tubeless valves.

Maximum tire pressure for road clincher wheels is not to exceed 120 PSI/8.3 Bars. If your road clincher tires are rated below 120 PSI/8.3 Bars, do not exceed the rated tire pressure. Exceeding the maximum tire pressure can damage the tire and rim causing an accident and injury. For road tubeless tires, proper tire installation is required, do not go below 90 PSI/6.2 Bars to avoid burping or sudden air loss which can cause an accident or injury. Do not use tire pressure over 50 PSI/3.4 Bars in the Carbonator wheels.

For minimum tire pressure for mountain bike wheels, follow the minimum pressure rating recommended by the tire manufacturer. Going below the minimum tire pressure can cause burping and/or damage the tire and rim causing an accident or injury.

American Classic does not recommend using road tubeless tires with carbon fiber beads. If you are not sure what the bead is made of please contact the tire manufacturer. Sealant is required for tubeless applications. All tubeless wheels can be ridden with standard tires and tubes.

MOUNTING / REMOVING THE CASSETTE

American Classic cassette bodies have a master spline. Align the Master Spline to correctly install the cassette. Rotate the cassette forward against the splines when installing the lock ring. Make sure your lock ring is tightened to manufacturer's torque specification.

SPACER RING - 0.5mm Black Spacer

All American Classic rear hubs and wheels are shipped with a 0.5mm black spacer ring. The black spacer ring is REQUIRED for Campagnolo 11 speed. For Shimano 10 speed, use the spacer provided with the cassette and the black spacer ring.

SPACER RING - 1.85mm Silver Spacer

A 1.85mm silver spacer is provided with Shimano 11 speed cassette bodies. Use the 1.85mm silver spacer to use a Shimano 9 or 10 speed cassette on the 11 speed cassette body. Do not use this spacer with a Shimano 11 speed cassette.

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.

QUICK RELEASES

Your American Classic wheels come with quick release hardware. Failure to close the quick release or thru axle 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.

BRAKE PADS AND BRAKES

Rim brake pads should be centered on the braking surface of the rim and the wheel must be in the frame to adjust brakes correctly to avoid accident or injury.

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/graphics. Make sure the brake pads **DO NOT TOUCH** the tire, as this can result in tire sidewall failure. 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.

American Classic recommends a soft brake pad compound on all rim brake wheels for improved brake performance and to protect the rim from premature wear. We recommend Kool-Stop all weather salmon pads or SwissStop black pads for aluminum or magnesium rims, there are other good brake pads available. We recommend a carbon specific brake pad on all carbon wheels. We do not recommend Shimano, SRAM, or Campagnolo brake pads that come standard on bikes as they are too hard and can damage the rim.

FRONT AND REAR HUB ADJUSTMENT

The final bearing adjustment is similar to adjusting a cup and cone hub. The purpose of adjustability is to extend the life of your bearings while reducing friction and rolling resistance to boost performance. The desired adjustment for American Classic hubs is described as "slightly more than no play" as to not overload the bearings. Some play will be removed with the clamping action of your quick release. This adjustment is the same for road and mountain wheelsets.



Using two 19mm cone wrenches, remove all play on adjusting nut, then back off one half rotation, 180 degrees. Holding the wheel by the hub flanges, use your palms to check if the axle moves side-to-side. If the axle moves side-to-side, tighten the lock and adjusting nuts slightly until it does not move side-to-side. When finished, the axle and cassette body should spin freely.

Very Important! Make sure the Lock and Adjusting Nuts are securely tightened against each other once the hub has been adjusted correctly.



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 third hand spoke 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. Use a 3.2mm spoke wrench.

All 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 visit American Classic at www.amclassic.com on the HELP / MANUALS tab for more details.

CLEANING YOUR WHEELS

Inspect your wheels, quick releases, and thru axles regularly for any damage or wear.

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. DO NOT spray hubs with harsh cleaners as it can cause the lubrication to wash out of the hub and bearings. Do not use harsh chemical cleaners on the rims or braking surface.

Be sure to remove any cleaner, grease, or lubricant that gets onto the brake surface of the wheel as this could affect your ability to stop.

Make sure your brake pads are clean and free from aluminum shavings and other debris accumulated from riding. Clean your brake pads with a small file. Before you ride, make sure your quick releases or thru axles are securely tightened.

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

Visit American Classic at www.amclassic.com on the HELP / MANUALS tab for more technical assistance.

Proper re-assembly is important to rider safety.
All repairs should be performed by a professional bicycle mechanic.
sales@amclassic.com

www.amclassic.com

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 in the USA:

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 in the USA.

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 auctions. All repairs should be performed by a Professional Bicycle Mechanic.

For warranty information for countries other than the USA, please contact your AC distributor or agent.

WHEEL BUILDING

Micro 58 front hubs should be built using radial lacing with the spoke heads facing out. Anything other than radial lacing voids the warranty.

High flange hubs are meant to be laced 2-cross or 3-cross. Radially lacing a high flange hub voids the warranty.



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- Owner's Manual -