



## Spoke Torque Wrench Instructions

Thank you for choosing the Fasst Company Spoke Torque Wrench. The Spoke Torque Wrench was designed to take the guesswork out of wheel maintenance. The 100% American Made tool provides the optimum spoke torque preventing abuse to your wheel components by providing a solid and even pull, resulting in an incredibly strong wheel. The Fasst Company Spoke Torque Wrench has interchangeable heads that fit a wide variety of spoke nipples.

### Preset Wrench

The Preset Wrench can not be adjusted. It is set at 48 inch pounds but can be set lower if needed. With the preset wrench you do not have the option of changing the torque. If you need to change the torque on the preset wrench it can be mailed in and calibrated.

### Adjustable Wrench

The Adjustable Wrench is capable of adjustment anywhere between 20-60 inch pounds. Simply turn the knob on the bottom of the wrench to the desired torque. Turning the knob clockwise will increase the torque.

The first wrench pictured below is shown at 20 inch pounds. You can see the 0 line on the bottom knob is even with the 20 marker on the wrench, indicating 20 inch pounds. To increase the torque, spin the knob clockwise one full turn (back to the zero), this should have the zero on the knob lined up halfway between the 20 and 30 markers on the wrench, indicating 25 inch pounds. Turn the knob one more full turn and that will take you to 30 inch pounds (shown in the second photo). Two more full clockwise turns of the knob will take you to 40 inch pounds (shown in the 3<sup>rd</sup> photo). You can move in increments of 1 inch pound by turning the knob from the 0 to the 1, moving to 41 inch pounds, continue to your desired torque. One complete turn of the knob is 5 inch pounds, as indicated by the markings markings on the knob. Two full turns of the knob is 10 inch pounds. Big bikes are fine between 45-50 inch pounds, mini bikes and vintage bikes are best at 36 inch pounds.



### How To Properly Maintain Your Wheels

In our continual quest to add value to your time on the bike, we at Fasst Company would like to offer you the following tech tip on how to maintain your wheel properly. The following directions were created by Fasst Company through our relationships with factory mechanics worldwide.

General notes on wheel maintenance before starting: Never tighten a nipple more than ¼ turn at a time. If you find yourself having to turn more than ¼ turn, go to the next spoke in the pattern, and gradually bring the nipples up to proper torque by working through the pattern. If you turn the nipple more than ¼ turn, you can pull the offset of the wheel off.

Wheel Pattern: Start at the 1<sup>st</sup> spoke after the rim lock, call that spoke #1. Skip the next two spokes and tighten spoke #4. Continue around the wheel, skipping every two spokes, eventually ending up back on spoke #1 on a 36 spoke wheel. Now move to spoke #2 and repeat the pattern, then move to spoke #3; again, repeat the pattern. On a 32 spoke wheel, like a Honda rear wheel, you'll end up on the next spoke from where you started, continue going around three full revolutions. It takes three times around the wheel to touch all the spokes on either pattern. This pattern keeps you pulling the right and left spaced out enough to keep an even pull over the entire wheel.

Tips and tricks for creating a stronger wheel with your Spoke Torque Wrench:

- Your torque wrench will operate in both directions.
- Be sure to torque every fourth spoke so that you do not pull the wheel out of round.
- Our heads are manufactured to precise tolerance for new nipples. If the head is tight on the nipple, it is possible to open it up with a flat file for proper fitment.
- You may have to work through the pattern of wheel several times to bring all the nipples up to torque.

If you have any questions or concerns, please call us at 877.306.1801 or email us at [ridersupport@fasstco.com](mailto:ridersupport@fasstco.com)