



Wheel Systems
Owner's Manual





Congratulations!

Congratulations and thank you for purchasing the world's finest high performance wheel system.

Because a variety of Rolf Prima Wheel system models are available, this manual may contain information that does not apply to your wheel set. Some illustrations may show details which vary from your wheel set. If you have any questions after reading this manual, please consult www.rolfprima.com or your Rolf Prima Wheel Systems dealer.

Please inspect and save all packaging materials that came with your wheels. If there is any damage to the wheels or the packaging, it is important to identify it immediately.

The structural condition of your wheels and correct installation are crucial to your safety. It is important that you read this manual thoroughly before riding to ensure that your wheel system functions properly and safely. This manual explains the recommended care, inspection, and maintenance of your Rolf Prima Wheel System. With proper care and maintenance, your wheels will provide the highest performance riding experience for years to come.

If you sell or loan your wheel system, please provide the new rider with this manual.

Installation and maintenance instructions are included in this manual. Even if your wheel set was installed by your bike shop, you should read this manual thoroughly. A detailed service manual is available at our website: www.rolfprima.com

Some maintenance and repair should only be performed by your Rolf Prima Wheel System dealer. Any such service will be indicated in this manual. If you have a question or issue your dealer cannot answer, please contact us:

Rolf Prima

Attn: Customer Service
780 Bailey Hill Rd, Ste 2
Eugene, OR 97402 USA
888.308.7700
www.rolfprima.com



Inspection – Before Every Ride

Before every ride be sure to inspect every item on this list to ensure your Rolf Prima wheels are in top condition and are properly installed on your bicycle. If you find that your wheel system requires service or further inspection, see www.rolfprima.com for our Factory Service Program or contact your dealer.

- ▼ Check that the wheels run true
- ▼ Check that the rims are clean

Dirty or greasy rims greatly reduce braking effectiveness and can present a significant safety risk.

- ▼ Check that the brake pads are clean and properly adjusted
- ▼ Check that the tires are properly inflated

For Rolf Prima wheels with aluminum clincher rims, inflate tires with a bicycle pump equipped with a pressure gauge to the inflation pressure indicated on the tire sidewall (See Tire Pressure section). Your rims can be damaged by riding with insufficient tire pressure. Inspect the tires for damage or excessive wear. If you have any questions about the condition of your tires, have them inspected by your local bike shop.

For Rolf Prima Carbon tubular wheels, inflate tires to the maximum inflation pressure indicated on the tire sidewall, but at least to a minimum of 110 psi. PLEASE NOTE: Carbon fiber rims can be easily damaged if ridden with insufficient tire pressure. Impact damage to rims is not covered under your Rolf Prima warranty. Many tubular tires tend to lose significant amounts of pressure over a short period of time. It is very important that tubular tires are checked for proper tire pressure before each ride.

- ▼ Check that the quick release mechanisms are properly closed

Your wheels are equipped with quick release wheel retention mechanisms. The quick release allows the wheel to be removed and installed without tools. For proper and safe operation, read these instructions carefully.

▼ WARNING!

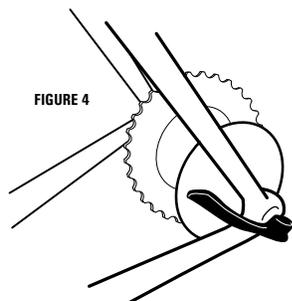
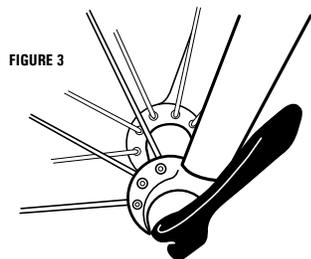
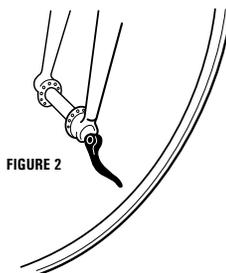
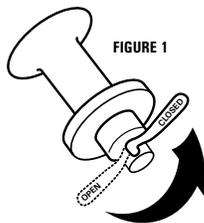
Failure to have wheel quick release retention mechanisms properly adjusted and closed may cause loss of control resulting in personal injury or death. If you have any questions about the operation of this system, consult your dealer.



Operation of Quick Release Mechanisms

IMPORTANT: IF YOU DO NOT UNDERSTAND ANY PORTION OF THESE INSTRUCTIONS, HAVE YOUR ROLF PRIMA DEALER SHOW YOU PROPER INSTALLATION OR CONTACT ROLF PRIMA DIRECTLY.

1. Check both wheels before every ride.
2. Move the quick release lever to the OPEN position and set the wheel so it seats firmly in the frame or fork tips. [figure 1]
3. With the lever about halfway between the OPEN and CLOSED position [fig. 2], tighten the quick release adjusting nut on the opposite end of the quick release axle until finger tight.
4. Place the quick release lever in the palm of your hand and move the lever fully into the CLOSED position. [figure 3 for front wheels, figure 4 for rear wheels]. At the halfway closed position you should feel resistance to this motion.



5. If the quick release lever can be moved to the CLOSED position with little or no resistance, clamping strength is insufficient. Return the lever to the OPEN position and tighten the nut further. Close the lever, testing again for resistance. When the quick release mechanism is properly tightened and clamped in the closed position, the clamping force will be adequate to cause metal into metal engagement [embossing] of the fork or frame tips. It should require effort to close the Quick Release, yet it should not be difficult.

DO NOT TIGHTEN THE QUICK RELEASE MECHANISM BY USING THE QUICK RELEASE LEVER LIKE A WING NUT [FIG 5]. OVER-TIGHTENING THE QUICK RELEASE MECHANISM MAY CAUSE DAMAGE TO THE QUICK RELEASE ASSEMBLY.



6. Perform these two tests to ensure that the quick release mechanisms are properly closed:

A. Lift the front of the bicycle and give the top of the tire a sharp downward blow with a closed fist. The wheel should not come out of the fork, be loose, or move from side to side. Repeat this test to the rear wheel. If uncertain, repeat the tightening process, as shown in steps 2-6, above.

B. With the quick release lever properly adjusted and closed, it will not be possible to rotate the quick release lever in a circular motion parallel to the wheel as pictured in figure 5.

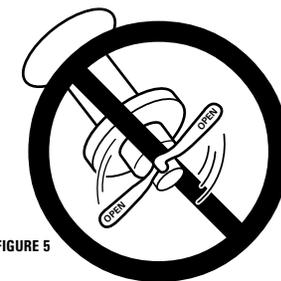


FIGURE 5

Inspection – Weekly

- ▼ Check to be sure there are no loose, damaged, or broken spokes
- ▼ Check to be sure there are no cracks in front or rear rims

Aluminum rims are highly stressed components and have a finite fatigue life. As a rim nears the end of its fatigue life, cracks will develop. If cracks are found, do not ride the wheel. Take the wheel to your Rolf Prima dealer for service.

Carbon fiber rims may become damaged as a result of an accident, impact, or improper handling. Damage to carbon fiber components may be contained internally, and the rims may appear outwardly normal and undamaged at a glance. It is very important to thoroughly inspect all the parts on your bicycle after an accident – but it is especially important that you thoroughly inspect your carbon fiber rims for signs of damage. Look closely for cracks, deep scratches or gouges, delamination, loose fibers and other surface flaws. If you suspect the rim has been damaged, take your wheel to your dealer for further inspection.

Inspection – Monthly

- ▼ Check to ensure there is no excessive looseness in hub bearings in both wheels
- ▼ Check both rims for wear

Bicycle rims will wear from the friction of braking and may eventually require replacement. Inspect the rim sidewalls and braking surfaces for heavy grooving or cracks.

▼ WARNING!

Inspect your wheels regularly. Make sure your Quick Release mechanisms are closed properly before each ride. Worn or damaged components, or improperly closed Quick Release mechanisms can cause an accident which may result in serious injury or death.



Installation and Recommendations

Before attempting any installation of components onto this wheel set, make sure the parts are compatible. Tires, tire valves, gear clusters, brakes and the frame and fork spacing must be correct. If you are unsure of the compatibility of any part, consult your dealer.

Brakes and Brake Pads

Proper brake pad adjustment

Brake pads should be adjusted so that they sit 1mm to 2mm away from the rim when the brakes are released. Brakes should be properly centered over the rim so that each pad is the same distance from the rim when the brakes are released.

Brake pads should be aligned properly with the braking surface of the rim; and should contact only the machined brake surface of your rim. Check to be sure there is adequate clearance between the top of the brake pad and the tire. Some brake pads may be too tall to fit your wheels properly. Improper or misaligned pads can cause premature rim wear or a sudden tire blowout.

Rims with aluminum braking surface: Brake pad selection and maintenance

Your Rolf Prima alloy wheels do not require special brake pads. Brake pads from many manufacturers are available in different compounds. It is important that only soft to medium compound pads designed for aluminum rims are used with your Rolf Prima wheels. Hard compound pads are abrasive and will decrease the life of your wheels. Good pads include Kool Stop, Shimano Dura Ace and SwissStop.

Clean your brake pads frequently. Road grit, small rocks and other items can become imbedded in your brake pads and cause accelerated wear of your brake wall surface. If you hear scratching noises when you brake, check and clean your pads.

Brake pads are not generally marked to identify the compound. If you have any question about the compound of your brake pads or about your brake pads at all, replace them with new pads. It is cheap insurance.

Rims with carbon braking surface: Brake pad selection and maintenance

Rolf Prima Carbon wheels with carbon brakewalls feature a specially prepared braking surface and can be susceptible to heat build-up issues and abrasion. Though these rims do not require special pads, some pads work better than others. We recommend the use of Zipp, SwissStop or Corima brand cork brake pads for use on all Rolf Prima carbon rims. We do NOT recommend Campagnolo brake pads. There is a wide range of brake pads available, and others may work well with your wheels, but it is important that you test the suitability of any pad before racing or braking hard.

Wheels with carbon fiber rims will exhibit different braking characteristics than wheels with aluminum rims:

- ▮ **Increased pad consumption.** Carbon rims can have a higher rate of brake pad wear, especially in wet conditions. Check your brake pad thickness before each ride.
- ▮ **Different wet braking performance.** Carbon rims are fundamentally different from aluminum rims in wet braking performance. We recommend you ride the wheels in wet conditions prior to racing.



- ▮ **Heat build up from prolonged braking.** Carbon rims do not dissipate the heat generated by braking at the same rate as aluminum rims. Managing rim temperatures through proper brake application is important. If rims are allowed to overheat, damage to the rim and/or tire can result. During long descents, it is very important that brakes are applied with greater force, more frequently, and for the shortest possible time period. This technique of frequent, hard braking significantly reduces rim temperatures.

Brakes and Tandem Wheels

Rolf Prima tandem wheels are compatible with industry standard tandem brakes. The standard front Tandem wheel is compatible with rim brakes while the front Disc Tandem wheel is compatible with either rim or disc brake. Rear tandem wheels are compatible with rim or disc brakes.

Follow the brake manufacturer's instructions for installation and adjustment. If your tandem is equipped with drag brakes, follow the bicycle maker's instructions on the proper use of the brakes. Consult your tandem bicycle owner's manual or your tandem bicycle dealer for assistance.

Tires

Important information about rim strips

Each Rolf Prima wheel (with clincher rims) comes with a rim strip installed. We recommend using our rim strip. Before installing tires, make sure an appropriate rim strip is in place which completely covers the rim tire well so that all spoke holes are completely covered. The tire well is the inner wall of the rim, visible when the tire, tube, and rim tape are removed. If the spoke holes in the tire well are not completely covered with a high strength rim strip, a sudden blowout could occur.

Tire selection and installation – Clincher Tires

Follow normal clincher tire installation procedures. If you are not familiar with tire installation, consult your bicycle owner's manual or see your dealer. Do not use metal tire levers to install or remove tires. Metal tire levers can damage the rim.

Rolf Prima wheels can be used with tire widths ranging from 20C – 28C. Although wider tires may be able to be used safely, they are not recommended.

Tire pressure

Aluminum clincher rims. Do not over-inflate your tires. Tires should not be inflated to a pressure greater than 110 psi for nylon cased tires or 120 psi for cotton or softer material cased tires. No matter what tire you use, never exceed the maximum pressure marked on the tire. Over inflated tires place greater stress on the rim and may shorten the life of your wheels. Over inflated tires also can cause a sudden blowout, or cause damage to your wheels if a sudden blowout should occur. It is a good practice to reduce tire pressure for storage.

Carbon tubular rims. We recommend a minimum of 110psi to protect your carbon rim from impact damage. Never exceed the maximum tire pressure marked on the tire.



▼ Tire installation: Tubular tires

Tubular tire installation requires specific experience or training. Correct tire installation is critical to your safety. If you do not know how to install tubular tires, have them installed professionally by your dealer. Have your dealer teach you correct tire installation. It is not difficult, but it is important that it is done correctly. Below are important notes regarding safe installation.

- ▶ Only use tire cement designed specifically for tubular tires and follow the tire cement maker's instructions carefully. We do not recommend 3M Fast Tack.
- ▶ Thoroughly clean the tire mounting surface of the rim before adding cement. There should be no dirt, oil or grease on the mounting surface. Dirty surfaces will not adhere properly.
- ▶ We do not recommend using tape such as TUFO. While tapes can work well, some are overly adhesive and can damage the rim upon removal.
- ▶ After curing, inflate tires and test the bond by attempting to pull the tire off the rim. For more detailed instructions, see the tire or cement manufacturer's website.
- ▶ Do not use any tools to install or remove a tubular tire from a carbon rim as they may damage the rim.

Valve Extenders

Rolf Prima carbon wheels come with a valve extender matched to the rim height. The valve extender can be avoided for the TdF38 by using a 60mm valve stem. Below are steps for installing the valve extender.

Note: Install the valve extender before mounting the tire!

- ▶ Wrap Teflon plumber's tape around the narrow valve threads and the wider valve body, taking care not to cover the air opening at the end of the valve.
- ▶ Screw the valve extender onto the valve and tighten carefully.
- ▶ Mount the tire, inflate with pump and check for leaks. If air leaks you may need to use another wrap of Teflon tape.
- ▶ Release air by inserting a spare spoke (or other small diameter wire) into the valve extender and depress the valve end.

▼ WARNING!

Incompatible or improperly installed components can damage your wheel set and/or cause an accident which may result in injury or death. Make sure your brakes are adjusted and functioning properly. Make sure your tires are installed and inflated properly. Test the braking performance of your new wheels in a safe manner.



Maintenance

▼ WARNING!

Repair and service of Rolf Prima wheels requires special tools and knowledge, and should be undertaken only by a qualified service technician at a professional bicycle shop. Repairs, service, or adjustments performed by an inexperienced person could lead to wheel failure that may cause a crash resulting in injury or death.

Care and Cleaning

While acetone or denatured alcohol will not damage either carbon or aluminum rims, they will damage the decals. Use isopropyl alcohol to clean wheels and use care around the decals. Replacement decals can be purchased if necessary, but decal removal can be time consuming. To remove tubular tire glue, use Goof Off or another similar product. For general cleaning, soapy water with a light rinse works well. Do not use high pressure water to clean wheels. The high pressure blast can force water past the bearing seals.

▼ Wheel Truing

Wheel truing involves special tools and knowledge and should be performed by a qualified professional wheel builder. Should you suspect your wheels need truing, we recommend that you take them to your Rolf Prima dealer for evaluation.

Before truing a wheel it is important to apply oil between the rim and the nipple, and between the spoke and the nipple. This can be accomplished by dripping oil into the hole where the spoke enters the rim and also through the hole in the tire well.

Hub Bearing Inspection and Adjustment

▼ Inspection

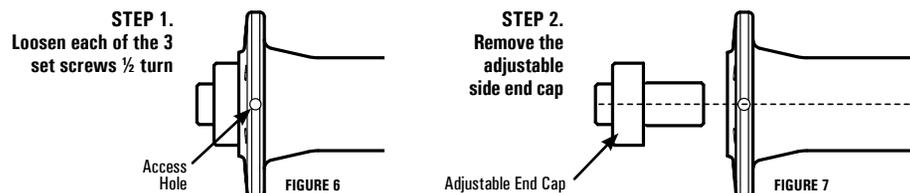
Over time the bearings of your wheels may become worn or may otherwise come out of adjustment. While your wheel is installed on the bicycle, grab the wheel near the brake calipers and gently rock side to side. If you feel play (light clunking), the bearings may need to be adjusted or possibly replaced. See below.

For further inspection, now remove the wheel from your bicycle and remove the Quick Release assembly. With your forefinger and thumb holding the axle endcap on one side of the wheel, rotate the axle. It should rotate smoothly. If the bearing turns roughly or noisily, it is time to replace the bearing.

Adjustment

VIGOR SERIES, ÉLAN SERIES, DAUPHINE, CROSS, TANDEM & CARBON FRONT HUBS

1. Loosen each of the 3 set screws ½ turn by inserting a 2mm hex wrench in the access hole in the hub shell.

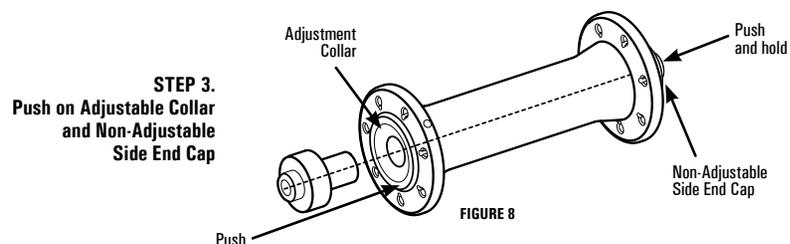


STEP 1.
Loosen each of the 3
set screws ½ turn

STEP 2.
Remove the
adjustable
side end cap

2. Remove the adjustable side end cap from the hub. If needed, thread an M6 bolt into the adjustable side end cap and pull on the bolt for a better grip, or drive the end cap out with a drift. With the adjustable side end cap removed, the adjustment collar is visible.
3. Apply inward pressure on the non-adjustable side end cap and the adjustment collar simultaneously; making certain both parts are contacting the hub bearings. It is not necessary to maintain pressure.

NOTE: PUSHING ON BOTH END CAPS WILL NOT ADJUST YOUR BEARINGS. IT WILL, HOWEVER, MAKE YOU FRUSTRATED.



STEP 3.
Push on Adjustable Collar
and Non-Adjustable
Side End Cap

4. Replace the adjustable-side end cap carefully, so as not to move the axle or adjustment collar. Hold the non-adjustable-side end cap to prevent movement.



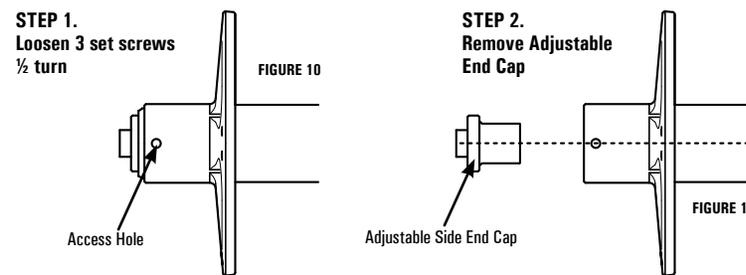
STEP 4.
Replace Adjustable
Side End Cap

5. Tighten the set screws. Check adjustment. If bearing play remains, repeat the above steps. This can also be performed without removing the adjustable side end cap if you are careful to push on the adjustment collar and not the adjustable side endcap.

Adjustment

VIGOR SERIES, ÉLAN SERIES, DAUPHINE, CROSS, TANDEM & CARBON (EXCLUDING DISC)
REAR HUBS

1. Loosen each of the three set screws ½ turn by inserting a 2mm hex wrench in the access hole in the hub shell.
2. Remove the adjustable side end cap from the hub. If needed, thread a M6 bolt into the adjustable side end cap and pull on the bolt for a better grip, or drive the end cap out with a drift. With the adjustable side end cap removed, the adjustment collar is visible.

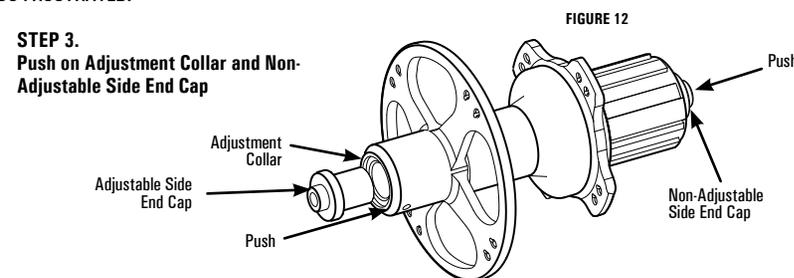


STEP 1.
Loosen 3 set screws
½ turn

STEP 2.
Remove Adjustable
End Cap

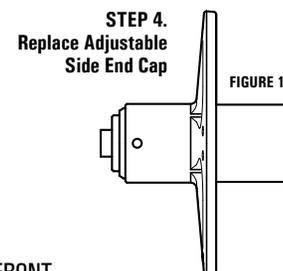
3. Apply inward pressure on the non-adjustable side end cap and the adjustment collar simultaneously; making certain both parts are contacting the hub bearings. It is not necessary to maintain pressure.

NOTE: PUSHING ON BOTH ENDCAPS WILL NOT ADJUST YOUR BEARINGS. IT WILL, HOWEVER, MAKE YOU FRUSTRATED.



STEP 3.
Push on Adjustment Collar and Non-Adjustable Side End Cap

4. Replace the adjustable-side end cap carefully, so as not to move the axle or adjustment collar. Hold the non-adjustable-side end cap to prevent movement.



STEP 4.
Replace Adjustable
Side End Cap

5. Tighten the three set screws. If bearing play remains, repeat the above steps.

ASPIN, ASPIN SL, ECHELON, ECHELON SL, P-TOWN, TRACK FRONT
AND TRACK REAR HUBS

These hubs have no bearing adjustment. Axle end play typically indicates worn bearings or axle. For Track and P-town hubs a thin shim may also remove bearing play. Inspect these parts and replace as needed. See the Rolf Prima Service Manual for bearing replacement instructions.

Lubrication and Overhaul

Hub bearings may require replacement once a year or more often if the bike is ridden more than average, in wet weather, or off road. This requires special tools and knowledge and should be performed by a qualified technician at a bicycle shop.



Bearing replacement. Rolf Prima hub systems use a variety of bearings. To determine which bearing you require see www.rolfprima.com service and tech support. Care must be taken during removal and installation of bearings to prevent damage to the hub shell and bearing. We recommend this procedure be performed by a qualified service technician. Rolf Prima will not be responsible for damage to the hub or bearing as a result of improper removal or installation.

Freehub body lubrication and overhaul. Occasionally it may be necessary to service the Freehub Body mechanism. This requires special knowledge. Rolf Prima recommends this service be performed by a qualified service technician. For more information see the Rolf Prima Service Manual at www.rolfprima.com.

CRASH REBUILD AND FACTORY SERVICE PROGRAM

If you have damaged your wheels or they require service beyond your capabilities, call the dealer who sold you the wheels. If they are unable to help you, or you have further questions, see www.rolfprima.com and select Factory Service. We provide every customer direct access to service from our facility. Our goal is to turn around all repair work in 48 hours.

NOTE: WHEN SENDING A WHEEL BACK FOR WARRANTY OR OTHER SERVICE WORK, PLEASE REMOVE ALL ACCESSORY ITEMS SUCH AS TIRE, TUBE, COMPUTER MAGNET, QUICK RELEASE AND CASSETTE. ROLF PRIMA WILL NOT BE RESPONSIBLE FOR LOST OR DAMAGED PARTS.

TROUBLESHOOTING. SEE OUR ONLINE SERVICE MANUAL AT WWW.ROLFPRIMA.COM. CLICK ON TECH INFO AND MANUALS.

ROLF PRIMA LIMITED WARRANTY

Rolf Prima ("RP") warrants, but only to an original purchaser who purchased the wheel from a licensed Rolf Prima dealer or distributor, that for a period of 12 months from original purchase that the new Rolf Prima wheel (the "Product") shall be free from material defects and defects in workmanship. If the purchaser discovers within this period material defects or defects in workmanship, the purchaser must promptly notify RP in writing, through an authorized dealer or distributor, accompanied by proof of purchase of the Product. In no event shall such notification be received or effective later than 13 months after the original purchase. In the event that a Product does contain a material defect in workmanship or materials and proper notification is provided as required by this limited warranty, then within a reasonable time after such notification, RP will correct any material defect in workmanship or materials, or provide replacement parts or products. If RP is unable to repair the Product to conform to this limited warranty, RP, within its sole discretion, will provide a replacement product. Labor charges for parts changeovers are not covered by the warranty. RP does not warrant (a) any product, components or parts not manufactured by RP, (b) defects caused by failure to provide proper and suitable Product installation and maintenance, (c) damage caused by use of the Product for purposes other than those for which it was designed, including use on unsuitable surfaces or at unsafe speeds, and including use of the Product without a helmet and other appropriate protective clothing or gear, (d) damage caused by misuse, abuse, neglect or natural elements, or normal wear and tear, and (e) damage resulting from or relating to use with unauthorized components, modifications or attachments. No employee, distributor, dealer or agent of RP is authorized to make any warranty in addition to or different from the foregoing limited warranty. THE FOREGOING LIMITED WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

LIMITATION OF LIABILITY

The sole remedy for breach of the limited warranty set forth herein is RP's repair or replacement, as described herein. In no event shall RP be liable for any other damages or liability, including special, incidental or consequential damages based upon breach of warranty, breach of contract, negligence, strict tort, or any other legal theory, and including damages arising from or related to any physical injury to person or property. Some states do not allow the exclusion of incidental or consequential damages, so the above exception may not apply to you. This warranty, and statutory law, gives the consumer specific legal rights, and those rights may vary from place to place.

