



OOQVO

ROAD WHEELS

WITH

ZIPP
HUBS

&

OOQVO
by ZIPP

HUBS

TECHNICAL MANUAL

EN 2 ES 43 DE 84 FR 125 IT 166

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INTRODUCTION

This manual provides technical specifications and maintenance information, and lists the spare parts for Oquo road and gravel wheels with Zipp hubs. For Oquo wheels with Oquo hubs, refer to the specific technical manual for road wheels with Oquo hubs, which is available [on our website](#).

The information contained in this manual is primarily intended for OQUO distributors and users with some experience in wheel maintenance.

If, as a user, you do not have the knowledge to carry out the maintenance procedures described in this technical manual or install the spare parts listed, please take your wheels to an OQUO dealer for repair or maintenance.

You can find the contact information of our distributors on our website:

www.oquowheels.com

NOTICE

Damage caused by improper maintenance or repair work is not covered by the warranty conditions.



Incorrect repairs, maintenance, or installation of components may affect the integrity and function of the wheels and could lead to accidents and serious injury or death.

TYPES OF MANUAL

TECHNICAL MANUAL

This manual details the specifications, maintenance procedures and original spare parts for OQUO products and is aimed at specialised distributors or users with the necessary skills.

The maintenance procedures for third-party components on our wheels are referenced through links to the manufacturer's own documentation.

The processes, specifications and spare parts described in this manual are subject to changes in our product specifications.

The latest version of this technical manual is available on the OQUO website.

USER MANUAL

To access the user manual for our wheels, which details information on the correct use of the wheels, warnings for use, transport and storage, installation, etc., please consult the user manual on our website.

You can access all product documentation, as well as relevant warranty information and service programmes on our website:

www.oquowheels.com/es-es/soporte/manuales

SYMBOL LEGEND

Throughout this manual various symbols are used to detail instructions, warnings or relevant information on use, maintenance and assembly. Pay attention to these symbols to avoid dangerous situations and to ensure the correct use and assembly of all components.

The meaning of these symbols is explained below. In this manual, the symbol may be accompanied only by the relevant instruction for the component it describes. Read the following information carefully to understand its meaning.

SAFETY INSTRUCTIONS



DANGER: Dangerous situation which, if not avoided, will result in serious injury or death



WARNING: Dangerous situation which, if not avoided, could result in serious injury or death.



CAUTION: Dangerous situation which, if not avoided, may result in minor or moderate injury.

NOTICE

Situation not related to physical injury. Relevant information.

The symbols DANGER and WARNING always imply a risk of accident if measures are not taken to avoid the situation they describe. An accident while riding a bicycle can always involve a risk of serious injury or even death. The risk of death will not always be repeated in this manual when these symbols appear, as the risk is detailed here.

TOOLS

Always use the right tools and products for a specific maintenance or repair operation. Unsuitable or poorly maintained tools, or the use of generic products, may cause damage to components that are not then covered by the warranty conditions.

The tools to be used are specified in this manual, or reference is made to the maintenance manuals of the manufacturers of components used on our wheels, where the appropriate tools are detailed.

GENERAL WARNINGS FOR THE TECHNICAL MANUAL

- For installation instructions, maintenance and warnings about the use of third-party components on our wheels, such as brake rotors, cassettes, tyres, etc. please refer to the component manufacturer's documentation.
- Keep all parts of your body and/or clothing away from the brake rotors or spokes during use or adjustment to avoid serious cuts and injuries.
- As a general rule, clean all components during maintenance or service before reinstalling them.
- Keep the wheels and their components clean and free of foreign objects to ensure their proper functioning and to be able to assess their condition.
- Always use a soft cloth and specific cleaning products to clean your wheels and components.
- Do not use pressurised water or aggressive chemicals to clean wheels and wheel components. Pressurised water can dilute lubricants, shortening the life of the lubricants and/or causing damage not covered by the warranty conditions.

For more information on how to care for our wheels, refer to the user manual on [our website](#).

SPARE PARTS

Use only original OQUO spare parts or those referenced in this manual or in the component manufacturer's documentation.

NOTICE

The use of non-original spare parts may result in damage to components which is not covered by the warranty conditions.



The use of non-original spare parts can cause component failure, which can lead to accidents and serious injuries.

TECHNICAL AND MOUNTING SPECIFICATIONS FOR OQUO WHEELS

The following tables describe in detail the components and assembly specifications for all OQUO Road models with Zipp hubs. For Oquo wheels with Oquo hubs, refer to the specific technical manual for road wheels with Oquo hubs, which is available [on our website](#).

Data from these tables is referenced throughout this manual, where relevant to specific sections. Consult these tables to find the data you are looking for.

OQUO ROAD WHEELS NAMING SYSTEM

| | | |
|----|----|------|
| 1 | 2 | 3 |
| RA | 80 | LTD |
| RP | 57 | TEAM |
| RC | 45 | PRO |
| | 35 | |
| | 30 | |
| | 25 | |

1_RANGE: Road Aero (RA, Road Performance (RP), Road Control (RC)

2_RIM PROFILE: Rim height in millimetres

3_LEVEL: Performance level of the wheel components

OQUO ROAD AND GRAVEL WHEELS RANGE MAP

| | RANGE | MODEL | RIM MATERIAL | USE |
|------|-----------------------|------------|--------------|-------------------|
| ROAD | ROAD AERO (RA) | RA80LTD* | CARBON | ROAD/TRIATHLON |
| | | RA57LTD* | CARBON | |
| | ROAD PERFORMANCE (RP) | RP57LTD | CARBON | ROAD/GRAVEL |
| | | RP50LTD* | CARBON | |
| | | RP45LTD | CARBON | |
| | | RP45TEAM | CARBON | |
| | | RP35LTD* | CARBON | |
| | | RP35TEAM | CARBON | |
| | | RP35PRO | ALUMINIUM | |
| | ROAD CONTROL (RC) | RC30TEAM** | CARBON | GRAVEL /ENDURANCE |
| | | RC25TEAM** | CARBON | |
| | | RC25PRO | ALUMINIUM | |

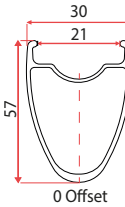
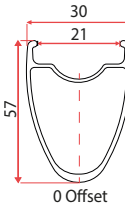
*These wheel models use Oquo hubs. To see the technical specifications and spare parts for these models, refer to the specific technical manual for road wheels with Oquo hubs on [our website](#).

**The RC30TEAM and RC25TEAM models are equivalent. The original naming system (RC25) indicated the internal width of the rim (25 mm), whereas the current naming system (RC30) indicates the height of the rim (30 mm). The internal width remains 25 mm. For more information, refer to the technical specifications table for these models.

For more information about the specific components and assemblies for each wheel model, refer to the following technical specifications tables.

ROAD PERFORMANCE (RP)

RP57LTD (up to MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|-------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP12-F-57-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 537.6 mm | 622x21TC | — | 22 mm | 80 mm | 25-50 mm | ** |  |
| | REAR RIM | RP12-R-57-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 537.6 mm | 622x21TC | — | 22 mm | 80 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|---|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 256 mm | 255 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| | REAR | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 250 mm | 256 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | |
|-----|-----------|----------------------------|--------|-----------------|-------------|--------------|------------------------|-----------------------------|
| HUB | FRONT HUB | Zipp Cognition V2 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | — |
| | REAR HUB | Zipp Cognition V2 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | Axial Clutch V2 (54 points) |

| | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | |
|---------|-------|-------------------------------------|----------------------|----|
| NIPPLES | FRONT | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No |
| | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No |

| | FRONT | 700g |
|--------|-------|-------|
| WEIGHT | REAR | 820g |
| | TOTAL | 1520g |

| USE | ASTM Condition 1 (See user manual) |
|-----|---|
| | Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg. |

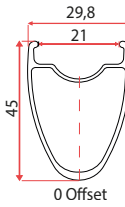
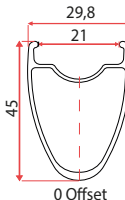
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP45LTD (MY2026)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|-------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP11-F-45-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP11-R-45-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | |
|--------|------------|-------|---|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------|
| SPOKES | FRONT | 24 | Sapim CX-Ray Aero 14G (2 mm) straight pull T-head | 2 Cross | 2 Cross | 275 mm | 275 mm | — | 1300 N |
| | REAR | 24 | Sapim CX-Ray Aero 14G (2 mm) straight pull T-head | 2 Cross | 2 Cross | 271 mm | 274 mm | 1300 N | — |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | FRONT | 630g | USE ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg. |
|-----------|--------------------------------|---------------|-----------------|-------------|------------|------------------------|---------------------|---------|-------------------------------------|--------------------|----------------------|--------|-------|------|---|
| FRONT HUB | Oquo by Zipp ZR1 SL CL SP T*** | 100 mm | Thru axle 12 mm | Center Lock | 24 SP T*** | — | — | FRONT | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | REAR | 740g | | |
| REAR HUB | Oquo by Zipp ZR1 SL CL SP T*** | 142 mm | Thru axle 12 mm | Center Lock | 24 SP T*** | Shimano HG or Sram XDR | 6-pawls (66 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1370g | | |

* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

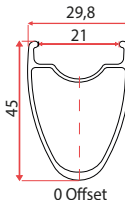
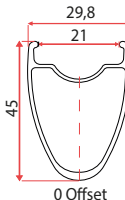
** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

***SP: Straight Pull T-head

[Click on the hub or spoke model to get information on spare parts](#)

ROAD PERFORMANCE (RP)

RP45LTD (up to MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|-------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP11-F-45-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP11-R-45-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|---|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 267 mm | 265 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| | REAR | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 260 mm | 267 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | FRONT | 640g | USE | ASTM Condition 2 (See user manual) |
|----------|-----------------------------|-----------------------------|-----------------|-----------------|-------------|------------------------|-----------------------------|---------|-------------------------------------|--------------------|-------------------------------------|--------|--------------------|------|-----|------------------------------------|
| | FRONT HUB | Zipp Cognition V2 CL J-bend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | | — | FRONT | Sapim Alloy Double Square L18 Black | | 14G & 18 mm length | No | | REAR |
| REAR HUB | Zipp Cognition V2 CL J-bend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | Axial Clutch V2 (54 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1390g | | | |

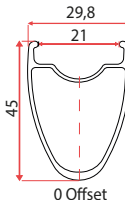
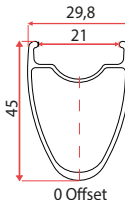
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP45TEAM (from MY2024)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP11-F-45-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP11-F-45-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|--|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 267 mm | 265 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| | REAR | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 262 mm | 266 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | | FRONT | 645g | ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg. |
|---------|-----------|--------------------|--------|-----------------|-------------|--------------|--------------------------------|------------------------|--------|-------------------------------------|-------------------------------------|--------------------|-------|-------|--|
| HUB | FRONT HUB | Zipp ZR1 CL J-bend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | — | FRONT | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | REAR | 780g | |
| | REAR HUB | Zipp ZR1 CL J-bend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG Shimano MS Sram XDR | 6 Ratchets (66 points) | | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | |
| NIPPLES | FRONT | | | | | | | | WEIGHT | | | | | | |
| | REAR | | | | | | | | | USE | | | | | |

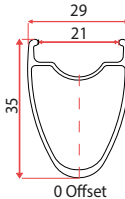
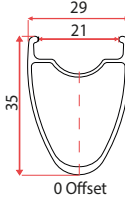
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP35LTD (up to MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|-------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP10-F-35-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP10-R-35-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|---|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 277 mm | 275 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| | REAR | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 271 mm | 276 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | FRONT | 630g | USE | ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg. |
|----------|----------------------------|----------------------------|-----------------|-----------------|-------------|------------------------|-----------------------------|---------|-------------------------------------|--------------------|-------------------------------------|--------|--------------------|------|-----|---|
| | FRONT HUB | Zipp Cognition V2 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | | — | FRONT | Sapim Alloy Double Square L18 Black | | 14G & 18 mm length | No | | |
| REAR HUB | Zipp Cognition V2 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | Axial Clutch V2 (54 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1370g | | | |

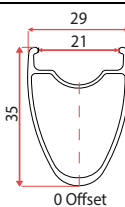
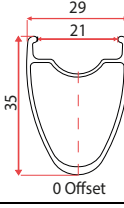
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP35TEAM (from MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP10-F-35-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP10-R-35-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|------------------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 277 mm | 276 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| | REAR | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 272 mm | 276 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | FRONT | 665g | USE | ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg. |
|----------|-------------------|-------------------|-----------------|-----------------|-------------|------------------------|------------------------|---------|-------------------------------------|--------------------|-------------------------------------|--------|--------------------|------|-----|--|
| | FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | | — | FRONT | Sapim Alloy Double Square L18 Black | | 14G & 18 mm length | No | | |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | 6 Ratchets (66 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1465g | | | |
| | | | | | | | | | | | | | | | | |

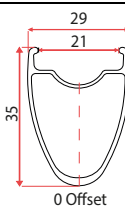
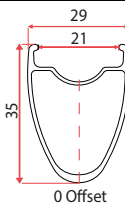
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP35TEAM (up to MY2024)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP10-F-35-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP10-R-35-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE |
|-------|------------|------------------------------------|--------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|
| FRONT | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 277 mm | 275 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| REAR | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 271 mm | 276 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM |
|-----------|-------------------|---------------|-----------------|-------------|--------|------------------------|------------------------|
| FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | — |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | 6 Ratchets (66 points) |

| | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS |
|-------|--------------------|---------------|----------------------|
| FRONT | Sapim Brass Polyax | 2x14 mm (14G) | No |
| REAR | Sapim Brass Polyax | 2x14 mm (14G) | No |

| | FRONT | REAR | TOTAL |
|--------|-------|------|-------|
| WEIGHT | 665g | 800g | 1465g |

USE

ASTM Condition 2
(See user manual)

Maximum weight of the system
(bicycle + cyclist + equipment)
= **110 kg.**

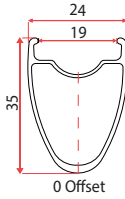
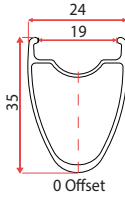
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP35PRO (from MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|------------------|----------------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|--------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP30-B-35-24H AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 19 mm | 0 mm | YES | 24 | 568 mm | 622x19TC | Sleeved | 20 mm | 57 mm | 25-45 mm | ** |  |
| | REAR RIM | RP30-B-35-24H AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 19 mm | 0 mm | YES | 24 | 568 mm | 622x19TC | Sleeved | 20 mm | 57 mm | 25-45 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE |
|-------|------------|--|--------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|
| FRONT | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 276 mm | 277 mm | — | 1400 N | Outside | Inside | Outside | Inside |
| REAR | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 273 mm | 277 mm | 1400 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM |
|-----------|-------------------|---------------|-----------------|-------------|--------|------------------------|------------------------|
| FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | — |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | 6 Ratchets (66 points) |

| | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS |
|-------|-------------------------------------|--------------------|----------------------|
| FRONT | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No |
| REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No |

| | FRONT | REAR | TOTAL |
|--------|-------|-------|-------|
| WEIGHT | 865g | 1005g | 1870g |

USE

ASTM Condition 2
(See user manual)

Maximum weight of the system
(bicycle + cyclist + equipment)
= **110 kg.**

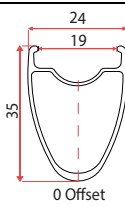
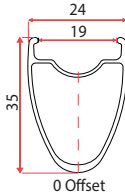
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP35PRO (up to MY2024)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|------------------|----------------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|--------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP30-B-35-24H AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 19 mm | 0 mm | YES | 24 | 568 mm | 622x19TC | Sleeved | 20 mm | 57 mm | 25-45 mm | ** |  |
| | REAR RIM | RP30-B-35-24H AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 19 mm | 0 mm | YES | 24 | 568 mm | 622x19TC | Sleeved | 20 mm | 57 mm | 25-45 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE |
|-------|------------|------------------------------------|--------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|
| FRONT | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 275 mm | 277 mm | — | 1400 N | Outside | Inside | Outside | Inside |
| REAR | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 272 mm | 276 mm | 1400 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM |
|-----------|-------------------|---------------|-----------------|-------------|--------|------------------------|------------------------|
| FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | — |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | 6 Ratchets (66 points) |

| | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS |
|-------|--------------------|---------------|----------------------|
| FRONT | Sapim Brass Polyax | 2x14 mm (14G) | No |
| REAR | Sapim Brass Polyax | 2x14 mm (14G) | No |

| | FRONT | REAR | TOTAL |
|--------|-------|-------|-------|
| WEIGHT | 865g | 1005g | 1870g |

| USE |
|---|
| <p>ASTM Condition 2 (See user manual)</p> <p>Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg.</p> |

* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

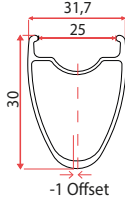
[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD CONTROL (RC)

RC30TEAM (from MY2026)

NOTICE

The RC30TEAM and RC25TEAM models are equivalent. The original naming system (RC25) indicated the internal width of the rim (25 mm), whereas the current naming system (RC30) indicates the height of the rim (30 mm). The internal width remains 25 mm.

| RIMS | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION |
|----------|------------------|------------------|--------|---------------------|---------------------|----------|----------------|--------|-------------------------|-------------|--------|----------|----------|---------------------|-------|------------------|------------------|---|
| | FRONT RIM | GR10-F-30-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 25 mm | 1 mm | YES | 24 | 592 mm | 622x25TC | — | 26 mm | 57 mm | 30-55 mm | ** |
| REAR RIM | GR10-F-30-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 25 mm | -1 mm | YES | 28 | 592 mm | 622x25TC | — | 26 mm | 57 mm | 30-55 mm | ** |  |

| SPOKES | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE |
|--------|------------|--|--|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|
| | FRONT | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 283 mm | 280 mm | — | 1300 N | Outside | Inside | Outside |
| REAR | 28 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 3 Cross | 3 Cross | 286 mm | 289 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | FRONT | 635g | USE | ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 130 kg. |
|----------|-------------------|-------------------|-----------------|-----------------|-------------|------------------|------------------------|---------|-------------------------------------|--------------------|-------------------------------------|--------|--------------------|------|-----|--|
| | FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | | — | FRONT | Sapim Alloy Double Square L18 Black | | 14G & 18 mm length | No | | |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 28 | HG, MS, XDR, N3W | 6 Ratchets (66 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1425g | | | |

* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

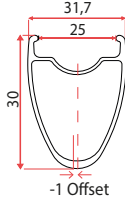
[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD CONTROL (RC)

RC25TEAM (up to MY2025)

NOTICE

The RC30TEAM and RC25TEAM models are equivalent. The original naming system (RC25) indicated the internal width of the rim (25 mm), whereas the current naming system (RC30) indicates the height of the rim (30 mm). The internal width remains 25 mm.

| RIMS | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION |
|----------|------------------|------------------|--------|---------------------|---------------------|----------|----------------|--------|-------------------------|-------------|--------|----------|----------|---------------------|-------|------------------|------------------|---|
| | FRONT RIM | GR10-F-30-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 25 mm | 1 mm | YES | 24 | 592 mm | 622x25TC | — | 26 mm | 57 mm | 30-55 mm | ** |
| REAR RIM | GR10-F-30-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 25 mm | -1 mm | YES | 28 | 592 mm | 622x25TC | — | 26 mm | 57 mm | 30-55 mm | ** |  |

| SPOKES | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE |
|--------|------------|--|--|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|
| | FRONT | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 283 mm | 280 mm | — | 1300 N | Outside | Inside | Outside |
| REAR | 28 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 3 Cross | 3 Cross | 286 mm | 289 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | FRONT | 635g | USE | ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 130 kg. |
|----------|-------------------|-------------------|-----------------|-----------------|-------------|------------------|------------------------|---------|-------------------------------------|--------------------|-------------------------------------|--------|--------------------|------|-----|--|
| | FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | | — | FRONT | Sapim Alloy Double Square L18 Black | | 14G & 18 mm length | No | | |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 28 | HG, MS, XDR, N3W | 6 Ratchets (66 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1425g | | | |

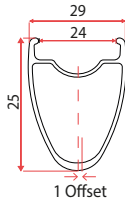
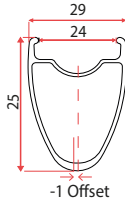
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD CONTROL (RC)

RC25PRO (from MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|----------------------|----------------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RC30-B-25-28H PRO AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 24 mm | 1 mm | YES | 28 | 590.2 mm | 622x24TC | Sleeved | 25 mm | 57 mm | 30-55 mm | ** |  |
| | REAR RIM | RC30-B-25-28H PRO AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 24 mm | -1 mm | YES | 28 | 590.2 mm | 622x24TC | Sleeved | 25 mm | 57 mm | 30-55 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|-------------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 28 | Sapim Sprint14G (2 mm) J-Bend | 2 Cross | 2 Cross | 293 mm | 291 mm | — | 1400 N | Outside | Inside | Outside | Inside |
| | REAR | 28 | Sapim Sprint14G (2 mm) J-Bend | 3 Cross | 3 Cross | 290 mm | 292 mm | 1400 N | — | Inside | Outside | Outside | Inside |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | FRONT | 850g | USE | ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 130 kg. |
|----------|-------------------|-------------------|-----------------|-----------------|-------------|--------------------------------------|------------------------|---------|-------------------------------------|--------------------|-------------------------------------|--------|--------------------|------|-----|---|
| | FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 28 | — | | — | FRONT | Sapim Alloy Double Square L18 Black | | 14G & 18 mm length | No | | |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 28 | Shimano HG Shimano MS Sram XDR | 6 Ratchets (66 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1825g | | | |

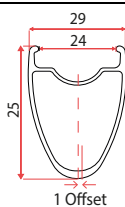
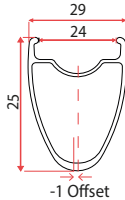
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD CONTROL (RC)

RC25PRO (up to MY2024)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|----------------------|----------------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RC30-B-25-28H PRO AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 24 mm | 1 mm | YES | 28 | 590.2 mm | 622x24TC | Sleeved | 25 mm | 57 mm | 30-55 mm | ** |  |
| | REAR RIM | RC30-B-25-28H PRO AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 24 mm | -1 mm | YES | 28 | 590.2 mm | 622x24TC | Sleeved | 25 mm | 57 mm | 30-55 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|------------------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 28 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 293 mm | 291 mm | — | 1400 N | Outside | Inside | Outside | Inside |
| | REAR | 28 | Sapim Sprint TCS 14G (2 mm) J-Bend | 3 Cross | 3 Cross | 291 mm | 293 mm | 1400 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM |
|-----|-----------|-------------------|--------|-----------------|-------------|--------------|--|
| HUB | FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 28 | — |
| | REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 28 | Shimano HG or Sram XDR 6 Ratchets (66 points) |

| | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | |
|---------|-------|--------------------|----------------------|----|
| NIPPLES | FRONT | Sapim Brass Polyax | 2x14 mm (14G) | No |
| | REAR | Sapim Brass Polyax | 2x14 mm (14G) | No |

| | FRONT | REAR | TOTAL |
|--------|-------|------|-------|
| WEIGHT | 850g | 975g | 1825g |

| USE |
|---|
| <p>ASTM Condition 2 (See user manual)</p> <p>Maximum weight of the system (bicycle + cyclist + equipment) = 130 kg.</p> |

* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

MAINTENANCE OF OQUO WHEELS

The information contained in this manual is primarily intended for OQUO distributors and users with some experience in wheel maintenance.

If, as a user, you do not have the knowledge to carry out the maintenance procedures described in this technical manual or install the spare parts listed, please take your wheels to an OQUO dealer for repair or maintenance.

You can find the contact information of our distributors on our website:

www.oquowheels.com

NOTICE

Damage caused by improper maintenance or repair work is not covered by the warranty conditions.



Incorrect repairs, maintenance, or installation of components may affect the integrity and function of the wheels and could lead to accidents and serious injury or death.

TOOLS

Always use the right tools and products for a specific maintenance or repair operation. Unusable or poorly maintained tools, or the use of generic products, may cause damage to components that are not then covered by the warranty conditions.

Refer to the table of maintenance periods in this manual to see the checks and maintenance periods for the wheels and their components.

See the hub maintenance section of this manual for hub manufacturers' maintenance manuals.

TABLE OF MAINTENANCE SCHEDULE

Refer to the following table for checks and maintenance periods for the wheels and their components.

NOTICE

The component maintenance periods indicated below are for reference, and depend largely on factors such as the weather conditions (adverse conditions considerably reduce the life of the components and maintenance times), cleanliness of the bicycle and its components (components with accumulated dirt wear out more quickly) and use (more demanding use of the bicycle will require shorter maintenance periods).

Damage to components resulting from non-observance of maintenance periods is not covered by the warranty conditions.

The tools to be used are specified in this manual, or reference is made to the maintenance manuals of the manufacturers of components used on our wheels, where the appropriate tools are detailed.

| CHECK | FREQUENCY | | |
|---|------------------|----------------|------------------------------------|
| | Before every use | Every 2-3 uses | Every 4-6 months (40-60 hours)*/** |
| Clean the wheels with soapy water or specific bicycle cleaning products. (do not use ammonia or solvent based products) | | ✓ | ✓ |
| Inspection of tightness and condition of thru axles or quick-release skewers | ✓ | | |
| Inspection of the condition of the brake rotors | ✓ | | |
| Checking the tightness of the brake rotors | | | ✓ |
| Inspection of rim truing | ✓ | | ✓ |
| Tire condition inspection (cuts and wear) | ✓ | | |
| Manual inspection of tension and condition of spokes | ✓ | | |
| Manual inspection of rotation and play of hubs and freehub bodies | ✓ | | |
| Inspection of tire pressure and air leaks | ✓ | | |
| Inspection of damage to rim, hubs and spokes | ✓ | | ✓ |
| Inspection and/or refilling of sealant in tubeless tires | | | ✓ |
| Cleaning of liquid sealant in rim, tire and valve | | | ✓ |
| Replacement of the rim tape (standard or tubeless) if necessary | | | ✓ |
| Spoke tension inspection with tension meter | | | ✓ |
| Inspection of the hub operation, bearing and body service according to manufacturer's instructions if necessary | | | ✓ |
| Tube replacement on standard tires | | | ✓ |

*These times may be shorter depending on the riding style and conditions of use.

**Heavier users or those who use the wheels near their system weight limits may need to shorten maintenance periods.

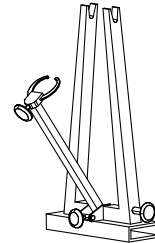
TOOLS FOR THE MAINTENANCE AND CONSTRUCTION OF WHEELS

Listed here are the tools necessary for the correct maintenance of OQUO wheels with regard to construction and truing. Please refer to the manufacturer's documentation for the tools required for hub maintenance.

This list is subject to changes in wheel specifications which may need the use of other tools not shown here. If in doubt, consult OQUO.

1. DOUBLE-SIDED WHEEL TRUING STAND

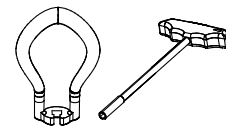
Always use a quality double-sided wheel truing stand to check the truing and run-out of the wheels. Do not perform these wheel checks and wheel maintenance with the wheel mounted on the bicycle. The results may not be accurate.



2. SPOKE WRENCH

External: For adjusting the nipples from the outside of the rim. For most spoke nipples.

Internal: For adjusting the nipples from the inside of the rim (rim bed). Sapim Double Square nipples can be adjusted from the inside of the rim as well as from the outside with an external spoke wrench.

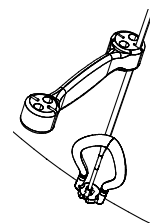


NOTICE

Whether an internal or external spoke wrench is used, it must be the correct size for the nipples to avoid damaging and/or rounding the nipples. It is useful to have spoke wrenches of various sizes available and to test them on the nipples to be adjusted to ensure that the correct size of spoke wrench is used.

3. FLAT SPOKE WRENCH

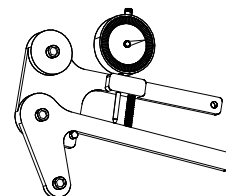
Use a tool to hold flat spokes when tightening the nipple to avoid twisting the spoke.



4. TENSION METER

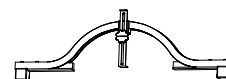
Always use a quality tension meter and regularly check its calibration according to the manufacturer's instructions.

Follow the manufacturer's instructions for proper use and to properly interpret the tension reading depending on the specifications of the spokes.



5. ALIGNMENT GAUGE

Always use a dishing gauge to check the alignment of the rim in relation to the hub ends that contact the inside of the frame or fork.

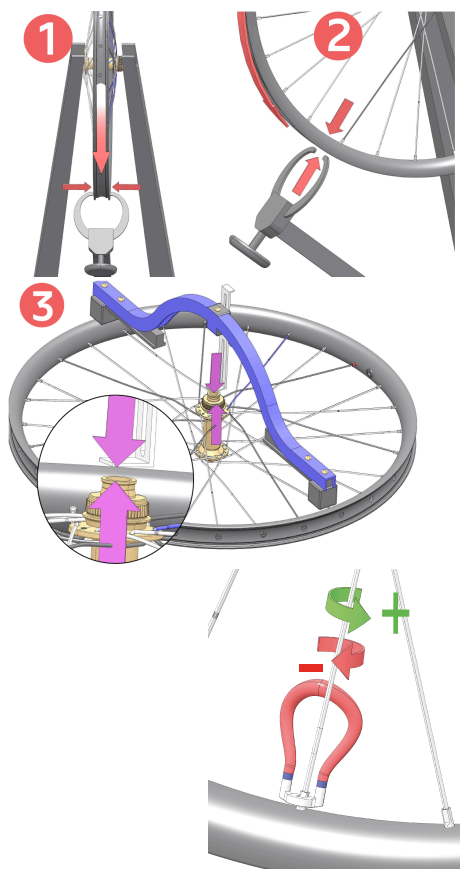


CHECKING THE SPOKE TENSION

Regularly check the tension and state of the spokes.

Regularly check the lateral (1) and radial (2) runout and dishing (3) of your wheels on a wheel truing stand. Wheel checks and adjustments while the wheel is mounted on the bicycle may not be accurate.

If any spokes need to be adjusted, use a spoke wrench of the correct size to adjust the tension of these spokes.



Use a flat spoke wrench to hold the spokes flat to prevent twisting of the spoke. You can also clamp round spokes with smooth pliers to prevent twisting. Avoid damaging the spokes.

When adjusting one or several spokes, check again the wheel's lateral and radial run-out and dishing. If you adjust the tension of 4 or more spokes, destress the wheel and check its truing.

See how to destress the wheel in the wheel construction section of this manual. Check the runout and tension targets for OQUO wheels in the Wheel Construction section of this manual.

REPLACING A SPOKE

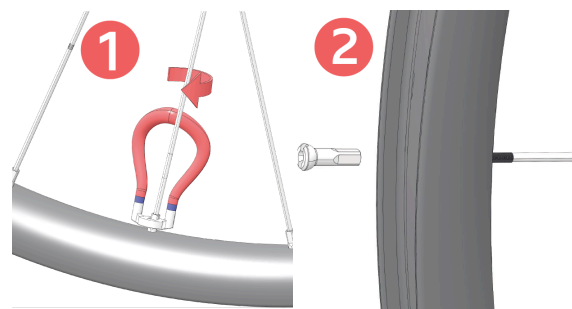
Broken, bent or damaged spokes must be replaced immediately.

To replace a spoke, remove the tyre and rim tape from the wheel.

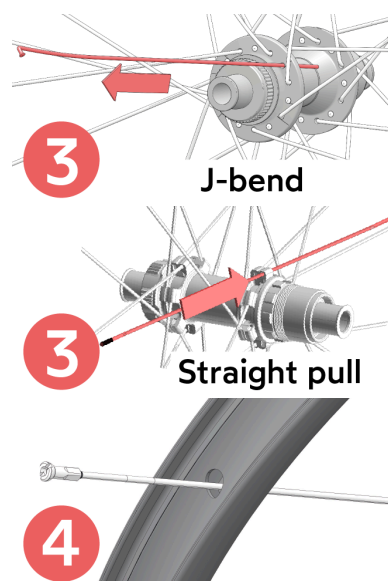
It may be necessary to remove the brake disc, and on rear wheels the cassette, to replace a spoke.



Use a spoke wrench to remove the nipple (1, 2)



Remove the spoke from the hub (3). If the spoke is broken, you can remove the broken spoke together with the nipple and disassemble the hub segment separately (4).



Install the new spoke from the hub side and in the position of the original spoke.

Refer to the Spoke Patterns section of the Wheel Construction chapter of this manual for a guide to the position of the spokes in the different spoke patterns.

Please refer to the technical specification table in this manual for the spoke model and length of your OQUO wheels.

Use a wheel truing stand and the appropriate tools to tension the new spoke. After installation, check that the spoke tension is correct and that the lateral and radial runout and the wheel dishing are correct.

It may be necessary to adjust several spokes in addition to the replaced spoke. If fitting multiple spokes, destress the wheel as explained in the Wheel Construction section of this manual and check that alignment, and tension and runout tolerances are correct.

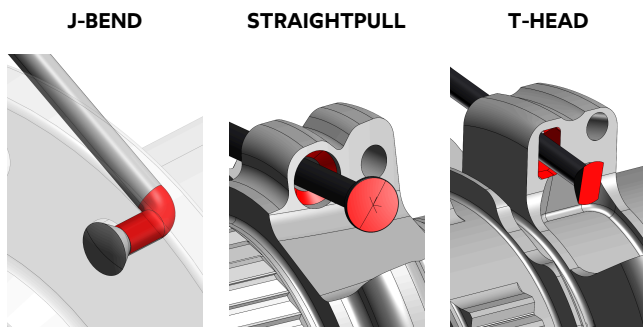
Reinstall the rim tape, tyre and brake disc and cassette if it was necessary to remove them.

J-BEND, CLASSIC OR T-SHAPE/T-HEAD STRAIGHTPULL SPOKES

Either classic or T-Shape/T-Head straightpull spokes must be mounted depending on the spoke head housing on a straightpull hub.

On T-Shape/T-Head straightpull spoke hubs, the spoke head housing is rectangular such as to enclose the spoke head and prevent it from twisting or loosening.

On classic straightpull spoke hubs, the spoke head housing is round, so the spokes must have a standard head.



HUB MAINTENANCE

Refer to the OQUO wheel [technical specifications tables, page 10](#) in this manual to find out which hub model your wheel model uses.

NOTICE

The information contained in this manual and the other manufacturers' manuals referenced herein is primarily intended for OQUO or component manufacturer's dealers and for users with some experience in wheel maintenance.

If, as a user, you do not have the knowledge to carry out the maintenance procedures described in this technical manual or install the spare parts listed, please take your wheels to an OQUO dealer for repair or maintenance.

Damage caused by improper maintenance or repair work is not covered by the warranty conditions.



Incorrect repairs, maintenance, or installation of components may affect the integrity and function of the wheels and could lead to accidents and serious injury or death.

You can find the contact information for our distributors on our website

www.oquowheels.com

ZIPP & OQUO BY ZIPP HUBS

You can find all the Zipp hub manuals on the manufacturer's website: www.sram.com/en/service/manuals

NOTICE

Oquo by Zipp hubs are made up of the same components as the equivalent Zipp hub (except the hub body), so service and maintenance procedures are the same as for the equivalent Zipp hub.

| HUB MODEL | MANUAL TYPE | CONTENTS | LINK TO DOCUMENT |
|-----------------------|--------------------|--|---|
| ZIPP COGNITION V2 | Maintenance manual | <ul style="list-style-type: none"> • Rear hub exploded view • Disassembly, cleaning and assembly of the rear hub • Front hub exploded view • Disassembly, cleaning and assembly of the front hub | https://www.sram.com/globalassets/document-hierarchy/service-manuals/zipp/wheels-and-hubs/zipp-cognition-v2-hubs-service-manual.pdf |
| ZIPP ZR1 | Maintenance manual | <ul style="list-style-type: none"> • Rear hub exploded view • Disassembly, cleaning and assembly of the rear hub • Front hub exploded view • Disassembly, cleaning and assembly of the front hub | https://www.sram.com/globalassets/document-hierarchy/service-manuals/zipp/wheels-and-hubs/service-manual-zr1-and-zr1-sl-hubs-english.pdf |
| OQUO by ZIPP (ZR1 SL) | Maintenance manual | <ul style="list-style-type: none"> • Rear hub exploded view • Disassembly, cleaning and assembly of the rear hub • Front hub exploded view • Disassembly, cleaning and assembly of the front hub | https://www.sram.com/globalassets/document-hierarchy/service-manuals/zipp/wheels-and-hubs/service-manual-zr1-and-zr1-sl-hubs-english.pdf |

SPARE PARTS

ZIPP HUB SPARE PARTS

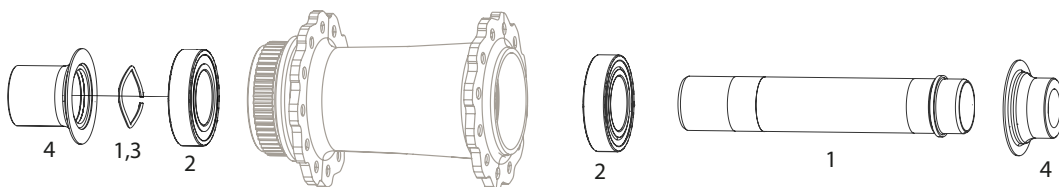
See the OQUO wheel technical specifications table for your wheels' hub model

Zipp Cognition V2

See the OQUO wheel technical specifications table for your wheels' hub model

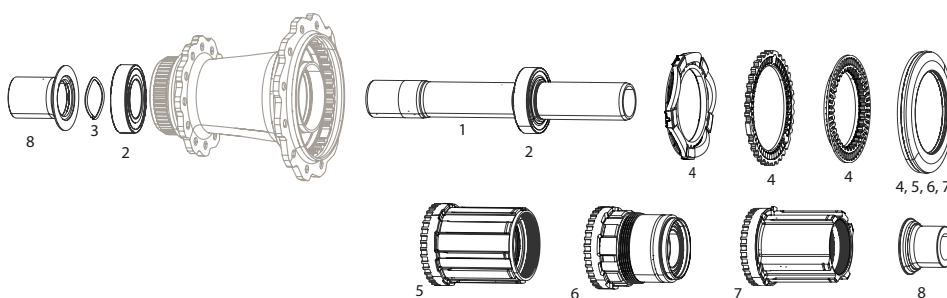
Click on the part number to buy online. Hub spare parts are available exclusively to Orbea dealers through Kide (B2B access)

Zipp Cognition V2 12x100mm Centerlock



| | DESCRIPTION | NUMBER PER HUB | ITEM No. ZIPP | ITEM No. OQUO |
|---|---|----------------|-----------------|----------------------|
| 1 | Front hub axle | 1 | 11.2018.065.002 | XC97 |
| 2 | Wheel hub bearings Cognition V2 61903 | 2 | 11.2018.061.003 | XD01 |
| 3 | Wheel Wave spring Cognition | 1 | 11.2018.032.003 | XD02 |
| 4 | End caps set front hub Cognition CL 12x100 disc brake | 2 | 11.2018.049.000 | XD09 |

Zipp Cognition V2 12x142mm Centerlock

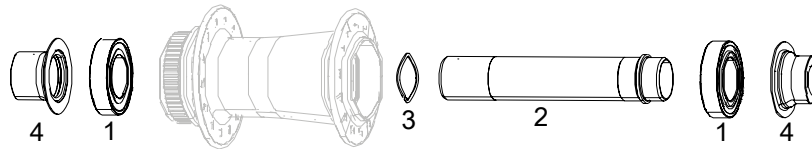


| | DESCRIPTION | NUMBER PER HUB | ITEM No. ZIPP | ITEM No. OQUO |
|---|--|----------------|-----------------|----------------------|
| 1 | Front hub axle | 1 | 11.2018.065.004 | XC98 |
| 2 | Wheel hub bearings Cognition V2 61903 | 2 | 11.2018.061.003 | XD01 |
| 3 | Wheel Wave spring Cognition | 1 | 11.2018.032.003 | XD02 |
| 4 | Hub Cognition V2 Axial Clutch kit disc | 1 | 11.2018.065.006 | XD08 |
| 5 | HG freehub Kit | 1 | 11.2018.065.000 | XD10 |
| 6 | XDR freehub Kit | 1 | 11.2018.065.001 | XD11 |
| 7 | Campagnolo N3W freehub Kit | 1 | 11.2018.065.009 | XD00 |
| 8 | End caps set rear hub Cognition CL 12x142 disc brake | 2 | 11.2018.065.007 | XD12 |

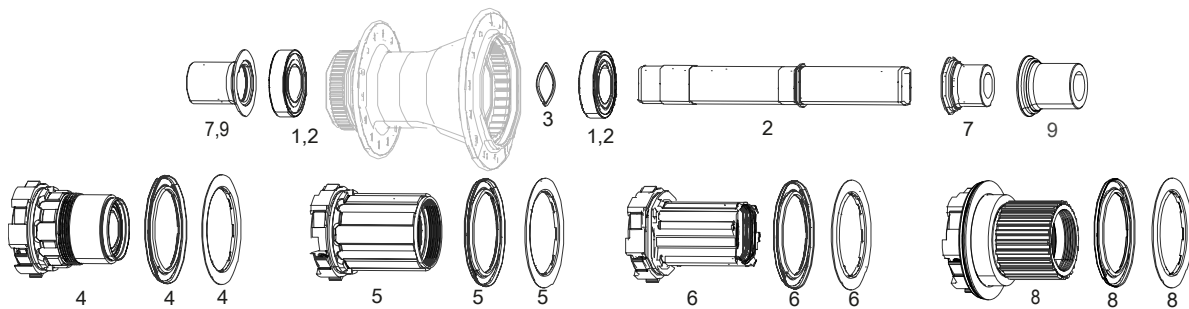
Zipp ZR1

See the OQUO wheel technical specifications table for your wheels' hub model

Click on the part number to buy online. Hub spare parts are available exclusively to Orbea dealers through Kide (B2B access)

Zipp ZR1 12x100mm Centerlock

| | DESCRIPTION | NUMBER PER HUB | ITEM No. ZIPP | ITEM No. OQUO |
|---|---|----------------|-----------------|----------------------|
| 1 | Wheel hub bearings ZR1 61903 | 2 | 11.2018.061.003 | XD01 |
| 2 | Front hub axle and wave spring | 1 | 11.2018.064.010 | XC95 |
| 3 | Wave spring | 1 | 11.2018.032.003 | XD02 |
| 4 | End caps set front hub ZR1 CL 12x100 disc | 2 | 11.2018.064.003 | XD03 |

Zipp ZR1 12x142mm Centerlock

| | DESCRIPTION | NUMBER PER HUB | ITEM No. ZIPP | ITEM No. OQUO |
|---|-------------------------------|----------------|-----------------|----------------------|
| 1 | Wheel hub bearings 61903 | 2 | 11.2018.061.003 | XD01 |
| 2 | Rear hub axle and bearings | 1 | 11.2018.064.013 | XC96 |
| 3 | Wave spring | 1 | 11.2018.032.003 | XD02 |
| 4 | Sram XDR freehub Kit | 1 | 00.2018.015.000 | XD05 |
| 5 | Shimano HG freehub Kit | 1 | 11.2018.064.012 | XD04 |
| 6 | Campagnolo N3W freehub Kit | 1 | 11.2018.064.017 | XD06 |
| 7 | Wheel axle end cap set HG-XDR | 2 | 11.2018.064.005 | XD07 |
| 8 | Shimano MS freehub Kit | 1 | 112.028.061.006 | XH79 |
| 9 | Wheel axle end cap set MS | 2 | 112.028.061.001 | XH55 |

OQUO BY ZIPP HUBS SPARE PARTS

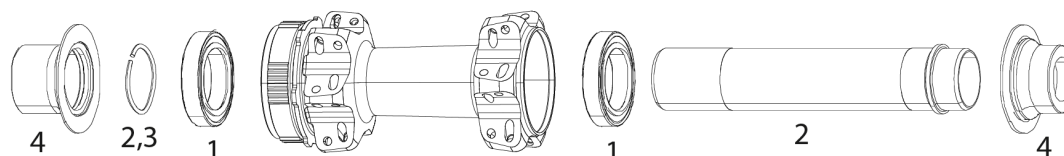
See the OQUO wheel technical specifications table for your wheels' hub model

Oquo by Zipp ZR1 SL

See the OQUO wheel technical specifications table for your wheels' hub model

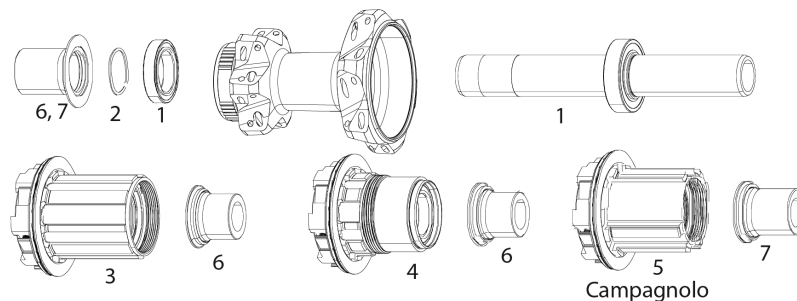
Click on the part number to buy online. Hub spare parts are available exclusively to Orbea dealers through Kide (B2B access)

Oquo by Zipp ZR1 SL straight pull 12x100mm Centerlock



| | DESCRIPTION | NUMBER PER HUB | ITEM No. ZIPP | ITEM No. OQUO |
|-----|---|----------------|-----------------|---------------|
| 1.1 | Ceramic Bearing kit - 61803 (upgrade) | 2 | 11.2018.067.001 | — |
| 1.2 | Stainless steel bearing kit - 61803 | 2 | — | XJ67 |
| 2 | Front hub axle and wave spring | 1 | 11.2018.064.010 | XC95 |
| 3 | Wave spring | 1 | 11.2018.032.003 | XD02 |
| 4 | End caps set front hub ZR1 CL 12x100 disc | 2 | 11.2018.064.003 | XD03 |

Oquo by Zipp ZR1 SL straight pull 12x142mm Centerlock



| | DESCRIPTION | NUMBER PER HUB | ITEM No. ZIPP | ITEM No. OQUO |
|-----|---|----------------|-----------------|---------------|
| 1.1 | Wheel hub bearings 61903 and 61803. Includes axle | 1 | 11.2028.069.000 | XJ68 |
| 1.2 | 61903+61803 bearing kit (without axle) | 1 | — | XJ00 |
| 2 | Wave spring | 1 | 11.2018.032.003 | XD02 |
| 3 | Shimano HG freehub Kit | 1 | 11.2018.064.012 | XD04 |
| 4 | Sram XDR freehub Kit | 1 | 00.2018.015.000 | XD05 |
| 5 | Freehub Kit ZR1 for N3W | 1 | 11.2018.065.010 | XD06 |
| 6 | Hub end caps. Rear DS and NDS 12x142 XDR and Shimano HG | 1 | 11.2018.064.005 | XD07 |
| 7 | Hub end caps. Rear DS and NDS 12x142 Campagnolo N3W | 2 | 11.2018.069.000 | XJ69 |

SPOKES. OQUO WHEEL SPOKE KITS

Road Performance (RP)

| WHEEL MODEL | FRONT / REAR | HUB | DESCRIPTION SPARE PART | INCLUDES | QUANT. | CODE ART. ORBEA |
|------------------------------|--------------|---------------------|--|--|--------|-----------------|
| RP57 LTD V1 up to MY2025 | FRONT | ZIPP COGNITION V2 | SPOKE + SPOKE NIPPLES KIT RP57 LTD FRONT 24H V1 | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 256 mm. | 2 | XD44 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 255 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | REAR | ZIPP COGNITION V2 | SPOKE + SPOKE NIPPLES KIT RP57 LTD REAR 24H V1 | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 250 mm. | 2 | XD45 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 256 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| RP45 LTD V1 up to MY2025 | FRONT | ZIPP COGNITION V2 | SPOKE + SPOKE NIPPLES KIT RP45 LTD FRONT 24H V1 | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 267 mm. | 2 | XD25 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 265 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | REAR | ZIPP COGNITION V2 | SPOKE + SPOKE NIPPLES KIT RP45 LTD REAR 24H V1 | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 260 mm. | 2 | XD26 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 267 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| RP45 LTD V2 MY2026 | FRONT | Oquo by Zipp ZR1 SL | SPOKE + SPOKE NIPPLES KIT RP45 LTD FRONT 24H V2 | Sapim CX-Ray TCS Aero. 14G (2 mm). straight pull T-head. 275 mm. | 4 | XJ71 |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | REAR | Oquo by Zipp ZR1 SL | SPOKE + SPOKE NIPPLES KIT RP45 LTD REAR 24H V2 | Sapim CX-Ray TCS Aero. 14G (2 mm). straight pull T-head. 271 mm. | 2 | XJ72 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). straight pull T-head. 274 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 2 | |
| RP45 TEAM V1 from MY2024 | FRONT | ZIPP ZR1 | SPOKE + SPOKE NIPPLES KIT RP45 TEAM FRONT 24H V1 | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 267 mm. | 2 | XD19 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 265 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | REAR | ZIPP ZR1 | SPOKE + SPOKE NIPPLES KIT RP45 TEAM REAR 24H V1 | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 262 mm. | 2 | XD20 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 266 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| RP35 LTD V1 up to MY2025 | FRONT | ZIPP COGNITION V2 | SPOKE + SPOKE NIPPLES KIT RP35 LTD FRONT 24H V1 | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 277 mm. | 2 | XD23 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 275 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | REAR | ZIPP COGNITION V2 | SPOKE + SPOKE NIPPLES KIT RP35 LTD REAR 24H V1 | Sapim CX-Rady TCS Aero. 14G (2 mm). J-Bend. 271 mm. | 2 | XD24 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 276 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| RP35 TEAM V1 up to MY2024 | FRONT | ZIPP ZR1 | SPOKE + SPOKE NIPPLES KIT RP35 TEAM FRONT 24H V1 | Sapim Sprint TCS. 14G (2 mm). J-Bend. 277 mm. | 2 | XD17 |
| | | | | Sapim Sprint TCS. 14G (2 mm). J-Bend. 275 mm. | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |
| | REAR | ZIPP ZR1 | SPOKE + SPOKE NIPPLES KIT RP35 TEAM REAR 24H V1 | Sapim Sprint TCS. 14G (2 mm). J-Bend. 271 mm. | 2 | XD18 |
| | | | | Sapim Sprint TCS. 14G (2 mm). J-Bend. 276 mm. | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |

Click on the part number to buy online.

SPOKES. OQUO WHEEL SPOKE KITS

Road Performance (RP)

| WHEEL MODEL | FRONT / REAR | HUB | DESCRIPTION SPARE PART | INCLUDES | QUANT. | CODE ART. ORBEA |
|--------------------------------|--------------|----------|--|--|--------|-----------------|
| RP35 TEAM V2 from MY2025 | FRONT | ZIPP ZR1 | SPOKE + SPOKE NIPPLES KIT RP35 TEAM FRONT 24H V2 | Sapim Sprint TCS 14G (2 mm) J-Bend. 277 mm. | 2 | XH50 |
| | | | | Sapim Sprint TCS 14G (2 mm) J-Bend. 276 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | REAR | ZIPP ZR1 | SPOKE + SPOKE NIPPLES KIT RP35 TEAM REAR 24H V2 | Sapim Sprint TCS 14G (2 mm) J-Bend. 272 mm. | 2 | XH51 |
| | | | | Sapim Sprint TCS 14G (2 mm) J-Bend. 276 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| RP35 PRO V1 up to MY2024 | FRONT | ZIPP ZR1 | SPOKE + SPOKE NIPPLES KIT RP35 PRO FRONT 24H V1 | Sapim Sprint TCS Aero. 14G (2 mm). J-Bend. 275 mm. | 2 | XD13 |
| | | | | Sapim Sprint TCS Aero. 14G (2 mm). J-Bend. 277 mm. | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |
| | REAR | ZIPP ZR1 | SPOKE + SPOKE NIPPLES KIT RP35 PRO REAR 24H V1 | Sapim Sprint TCS Aero. 14G (2 mm). J-Bend. 272 mm. | 2 | XD14 |
| | | | | Sapim Sprint TCS Aero. 14G (2 mm). J-Bend. 276 mm. | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |
| RP35 PRO V2 from MY2025 | FRONT | ZIPP ZR1 | SPOKE + SPOKE NIPPLES KIT RP35 PRO FRONT 24H V2 | Sapim CX Sprint TCS. 14G (2 mm). J-Bend. 277 mm. | 2 | XH52 |
| | | | | Sapim CX Sprint TCS. 14G (2 mm). J-Bend. 276 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | REAR | ZIPP ZR1 | SPOKE + SPOKE NIPPLES KIT RP35 PRO REAR 24H V2 | Sapim CX Sprint TCS. 14G (2 mm). J-Bend. 273 mm. | 2 | XH53 |
| | | | | Sapim CX Sprint TCS. 14G (2 mm). J-Bend. 277 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |

Click on the part number to buy online.

SPOKES. OQUO WHEEL SPOKE KITS

Road control (RC)

| WHEEL MODEL | FRONT / REAR | HUB | DESCRIPTION SPARE PART | INCLUDES | QUANT. | CODE ART. ORBEA |
|------------------------------|--------------|----------|--|---|--------|-----------------|
| RC30 TEAM V1 from MY2026 | FRONT | ZIPP ZR1 | SPOKE + SPOKE NIPPLES KIT RC30 TEAM FRONT 24H V1 | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 283 mm. | 2 | XJ73 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 280 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | REAR | ZIPP ZR1 | SPOKE + SPOKE NIPPLES KIT RC30 TEAM REAR 28H V1 | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 286 mm. | 2 | XJ74 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 289 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| RC25 TEAM V1 up to MY2025 | FRONT | ZIPP ZR1 | SPOKE + SPOKE NIPPLES KIT RC25 TEAM FRONT 24H V1 | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 283 mm. | 2 | XD21 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 280 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | REAR | ZIPP ZR1 | SPOKE + SPOKE NIPPLES KIT RC25 TEAM REAR 28H V1 | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 286 mm. | 2 | XD22 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 289 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| RC25 LTD V1 up to MY2024 | FRONT | ZIPP ZR1 | SPOKE + SPOKE NIPPLES KIT RC25 PRO FRONT 28H V1 | Sapim Sprint TCS. 14G (2 mm). J-Bend. 293 mm. | 2 | XD15 |
| | | | | Sapim Sprint TCS. 14G (2 mm). J-Bend. 291 mm. | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |
| | REAR | ZIPP ZR1 | SPOKE + SPOKE NIPPLES KIT RC25 PRO REAR 28H V1 | Sapim Sprint TCS. 14G (2 mm). J-Bend. 291 mm. | 2 | XD16 |
| | | | | Sapim Sprint TCS. 14G (2 mm). J-Bend. 293 mm. | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |
| RC25 PRO V2 from MY2025 | FRONT | ZIPP ZR1 | SPOKE + SPOKE NIPPLES KIT RC25 PRO FRONT 28H V2 | Sapim Sprint. 14G (2 mm) J-Bend. 291 mm. | 2 | XH56 |
| | | | | Sapim Sprint. 14G (2 mm) J-Bend. 293 mm. | 2 | |
| | | | | Sapim Alloy Double Square Black (18 mm) | 4 | |
| | REAR | ZIPP ZR1 | SPOKE + SPOKE NIPPLES KIT RC25 PRO REAR 28H V2 | Sapim Sprint. 14G (2 mm). 290 mm. | 2 | XH57 |
| | | | | Sapim Sprint. 14G (2 mm) 292 mm. | 2 | |
| | | | | Sapim Alloy Double Square Black (18 mm) | 4 | |

Click on the part number to buy online.

OQUO TUBELESS VALVES

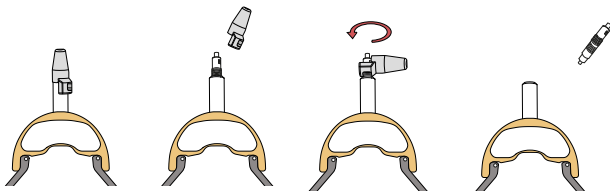
Tubeless valve length

See the table below for the length of the Tubeless valve used on your OQUO wheels

| FAMILY | WHEEL MODEL | VALVE LENGTH |
|------------------|-------------|--------------|
| ROAD AERO | RA80LTD | 103 mm |
| | RA57LTD | 80 mm |
| ROAD PERFORMANCE | RP57LTD | 80 mm |
| | RP50LTD | 80 mm |
| | RP45LTD | 57 mm |
| | RP45TEAM | 57 mm |
| | RP35LTD | 57 mm |
| | RP35TEAM | 57 mm |
| | RP35PRO | 57 mm |
| ROAD CONTROL | RC30TEAM | 57 mm |
| | RC25TEAM | 57 mm |
| | RC25PRO | 57 mm |

Tool integrated in the OQUO valve cap

OQUO Tubeless valves have a tool for removing the Tubeless valve core integrated into the valve cap.



OQUO Tubeless valve spare parts

| ITEM No. | DESCRIPTION | QUAN-T. | |
|-------------|--------------------------------|---------|--|
| XD27 | OQUO Tubeless valve kit 57 mm | 2 | |
| XD28 | OQUO Tubeless valve kit 80 mm | | |
| XJ70 | OQUO Tubeless valve kit 103 mm | | |
| XB67 | OQUO Tubeless valve cap kit | 2 | |
| XD29 | OQUO valve extender kit 40 mm. | 2 | |
| XH28 | OQUO valve core kit | 10 | |

[Click on the part number to buy online.](#)

OQUO WHEEL CONSTRUCTION



This section gives general spoke lacing and finishing instructions for OQUO wheels for OQUO dealers who must replace an OQUO rim after approval by OQUO, and is not intended as a bicycle wheel construction manual.

The correct and safe construction of wheels requires extensive technical knowledge and experience. Users or technicians who have not received the necessary training or do not have the necessary experience should not build a bicycle wheel for subsequent use.



Incorrect wheel construction may compromise the structural integrity and durability of the wheel and could be the cause of component failure not covered by the warranty conditions, which could result in serious injury or death.

TOOLS

Please refer to the OQUO Wheel Maintenance section, which describes the tools required for the correct maintenance and construction of OQUO wheels.

Always use the right tools and products for wheel construction. Unsuitable or poorly maintained tools, or the use of generic products, may cause damage to components that are not then covered by the warranty conditions.

ASYMMETRIC RIMS

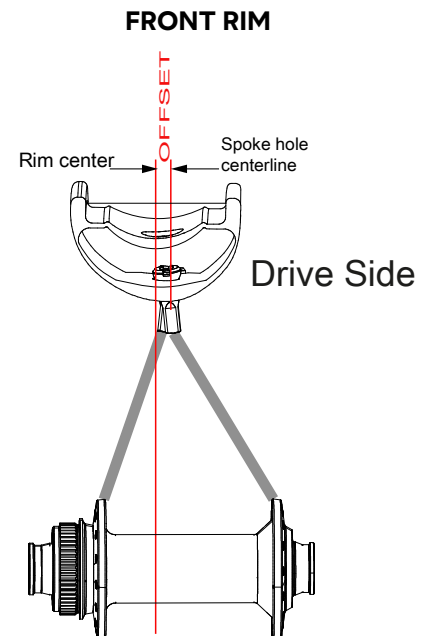
If the rim has an asymmetric profile (refer to the specification table in this manual to find out if a model uses an asymmetric rim), always orient the rim according to the instructions below.

- **Front rims**

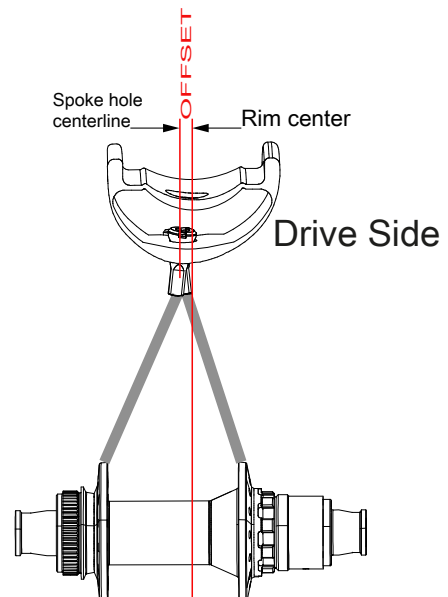
The rim offset must be oriented towards the drive side

- **Rear rims**

The rim offset must be oriented towards the non-drive side.



REAR RIM

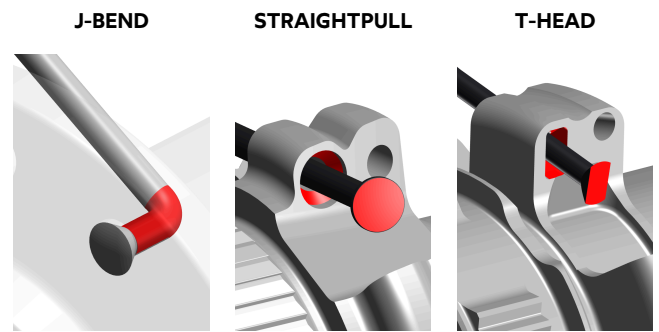
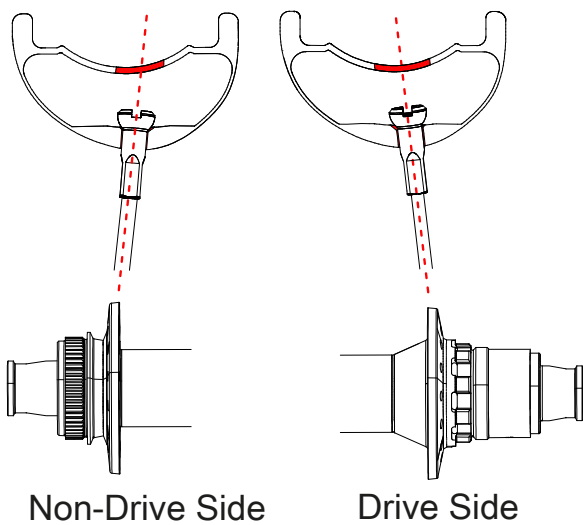


SYMMETRIC RIMS

In the case of symmetrical rims (no offset), orient the rim so that any decals or stickers are readable from the same side of the bike as they were on the original wheel.

DIRECTIONAL SPOKE HOLES

If the rim has directional spoke holes, always build the wheel so that the orientation of the holes in the rim matches the corresponding hub side.



NIPPLES WITH REINFORCING WASHERS

Some nipples use reinforcing washers installed between the nipple and rim wall.

Check your wheel specification table to see whether reinforcement washers need to be installed.

SPECIFIC FRONT AND REAR WHEEL RIMS

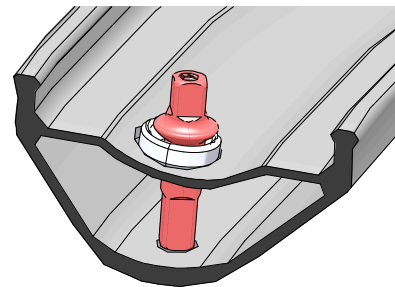
On OQUO models with a specific front or rear wheel rim, be sure to use the specific rim designed for that wheel.

In the technical specification table of this manual you can check whether your model uses specific front and rear wheel rims.

Rims specifically for front wheels include the letter F in the rim model name.

Rims specifically for rear wheels include the letter R in the rim model name.

Rims which are not specifically for front or rear wheels include the letter B in the rim model name.



SPOKES AND NIPPLES

Always use the spoke and nipple models specified by OQUO for the model of wheel.

You can check the components of each model in the technical specifications table in this manual.

CLASSIC OR T-SHAPE/T-HEAD STRAIGHTPULL SPOKES

Either classic or T-Shape/T-Head straightpull spokes must be mounted depending on the spoke head housing on a straightpull hub.

On T-Shape/T-Head straightpull spoke hubs, the spoke head housing is rectangular such as to enclose the spoke head and prevent it from twisting or loosening.

On classic straightpull spoke hubs, the spoke head housing is round, so the spokes must have a standard head.

SPOKE PATTERNS. J-BEND SPOKES

NOTICE

Unlike in assemblies with J-bend spokes, in assemblies with straightpull spokes the spoke pattern is predefined by the hub and cannot be chosen when assembling the wheel.

Always mount the wheel following the original spoke pattern for each side of the wheel.

Make sure that the spokes cross each other correctly (above or below).

3 CROSS

Each spoke crosses three other spokes on the same side of the wheel before being fastened to the rim.

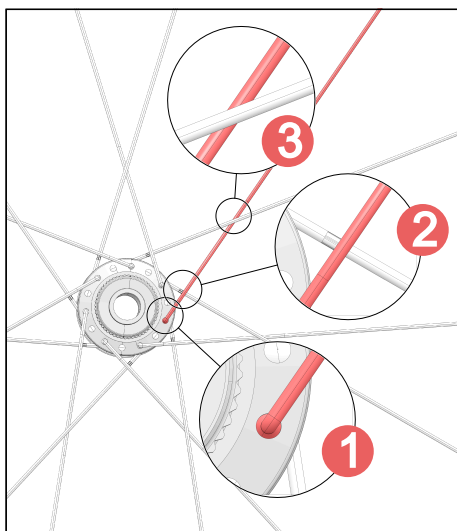
Depending on which side of the hub flange the spoke exits from, there are two possible positions for it relative to the other three spokes.

If the spoke exits from the outer side of the hub flange, the position with respect to the spokes which it crosses must be:

- 01 Over
- 02 Over
- 03 Under

If the spoke exits from the inner side of the hub flange, the position with respect to the spokes which it crosses must be:

- 01 Under
- 02 Under
- 03 Over



2 CROSS

Each spoke crosses two other spokes on the same side of the wheel before being fastened to the rim.

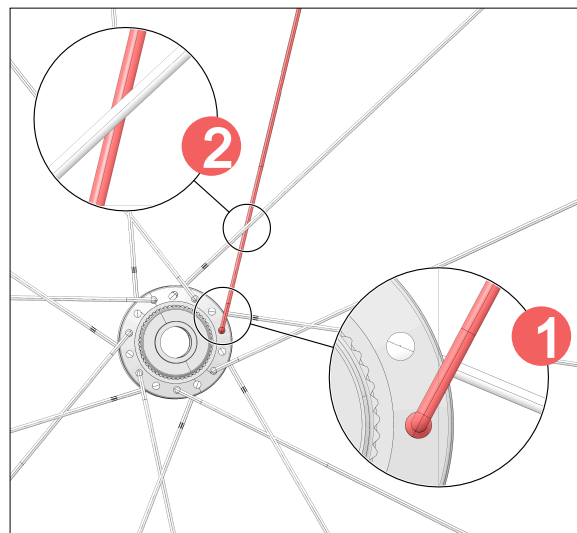
Depending on which side of the hub flange the spoke exits from, there are two possible positions for it relative to the other two spokes.

If the spoke exits from the outer side of the hub flange, the position with respect to the spokes which it crosses must be:

- 01 Over
- 02 Under

If the spoke exits from the inner side of the hub flange, the position with respect to the spokes which it crosses must be:

- 01 Under
- 02 Over



POSITION OF "LEADING" AND "TRAILING" SPOKES

NOTICE

Unlike in assemblies with J-bend spokes, in assemblies with straightpull spokes the spoke pattern is predefined by the hub and cannot be chosen when assembling the wheel.

Check the position of the "leading" and "trailing" spokes in the specification table in this manual, or on the original wheel, and spoke the wheel in the same way for each side of the wheel.


"Trailing" spoke

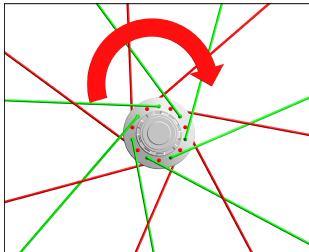
Spokes coming out of the hub in the direction opposite to the direction of rotation of the wheel.

"Leading" spoke

Spokes coming out of the hub in the same direction as the direction of rotation of the wheel.

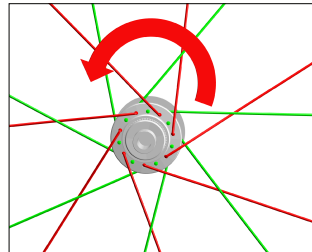
The following images are examples of spoke patterns. Check the original wheel spoke pattern or the spoke pattern in the specification table.

 Direction of wheel rotation



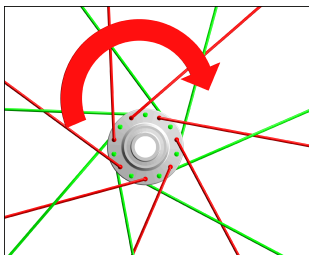
REAR WHEEL DRIVE SIDE

Trailing: Outside the hub flange
Leading: Inside the hub flange



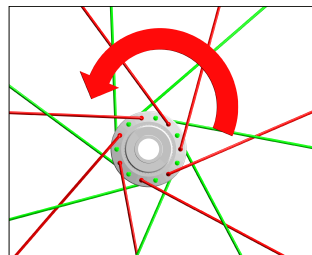
REAR WHEEL NON-DRIVE SIDE

Trailing: Inside the hub flange
Leading: Outside the hub flange



FRONT WHEEL DRIVE SIDE

Trailing: Inside the hub flange
Leading: Outside the hub flange



FRONT WHEEL NON-DRIVE SIDE

Trailing: Inside the hub flange
Leading: Outside the hub flange

POSITION OF THE VALVE HOLE

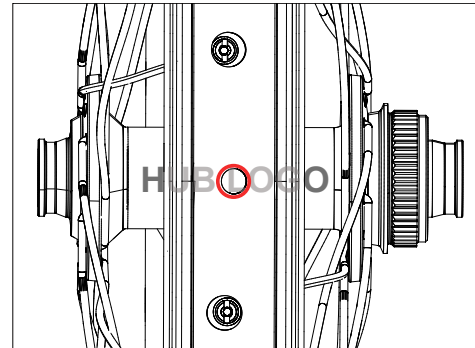
The valve hole in the rim should be positioned between two parallel spokes to facilitate tyre inflation.



POSITION OF THE HUB LOGO

For aesthetic reasons, if the hub has a logo on the hub body, the position of the hub relative to the rim should allow the hub logo to be aligned with the rim valve hole.

This point has no effect on the function of the wheel, so assemblies that do not meet this condition are considered valid for all purposes as long as all other assembly parameters are correct.



PROCESS OF TENSIONING AND TRUING.

The correct and safe construction of wheels requires extensive technical knowledge and experience. Users or technicians who have not received the necessary training or do not have the necessary experience should not build a bicycle wheel for subsequent use.



This manual does not include full instructions on the complete lacing and tensioning process of bicycle wheels, but general guidelines on OQUO wheel finishing and allowable tolerances. It is only a guide to general lacing and finishing instructions for OQUO wheels for OQUO dealers who must replace an OQUO rim after approval by OQUO, and is not intended as a bicycle wheel construction manual.

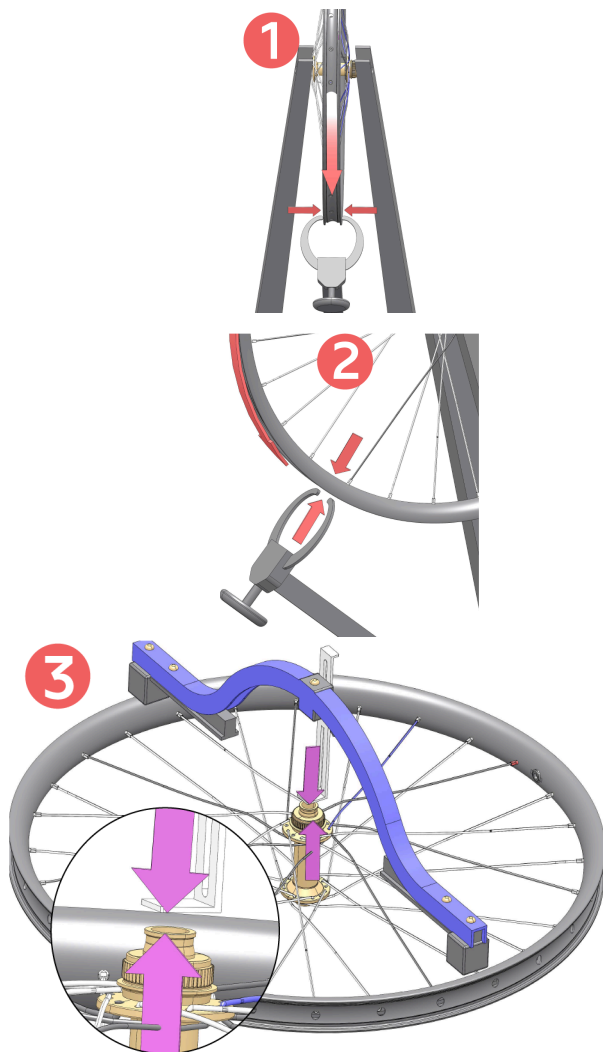


Incorrect wheel construction may compromise the structural integrity and durability of the wheel and could be the cause of component failure not covered by the warranty conditions, which could result in serious injury or death.

Once the wheel has been spoked and the nipples installed without adding tension to the wheel, proceed with truing the wheel to the tolerance specifications described in this manual. Add tension to the wheel gradually and evenly. Perform the following checks after adjusting a few spokes.

OQUO recommends that the wheel alignment check process be:

- 01** Check the lateral alignment
- 02** Check the radial truing
- 03** Check the lateral truing on both sides of the wheel.



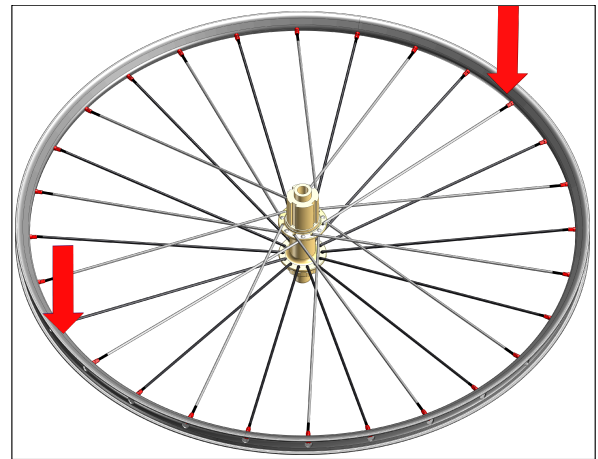
Repeat these checks as many times as necessary during the spoke tensioning process whenever you add tension to several spokes to avoid excessive run-outs that can damage the rim.

NOTICE

After each lateral, radial and dishing alignment check, de-stress the wheel to allow the spokes to settle into position and the checks to be true.

You can de-stress the wheel by resting one end of the hub on a solid surface and pushing opposite sides of the rim in the direction the hub is resting with your hands, putting your own weight on your hands.

Make this check on both sides of the wheel.

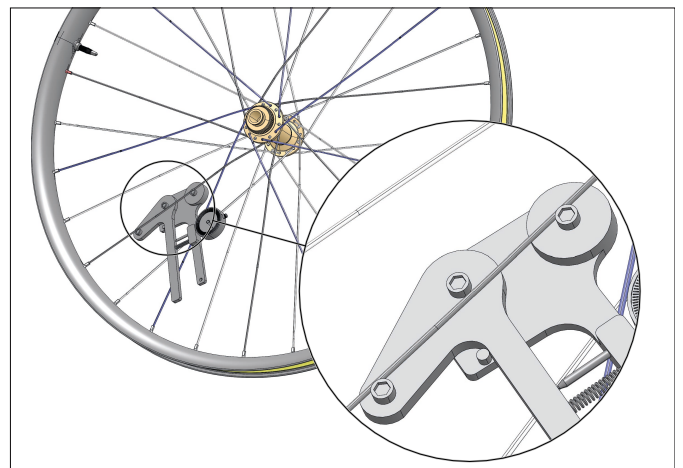


CHECKING THE SPOKE TENSION

See the target tension on the tightest side of each wheel for your model in the Technical Specification Table in this manual (Spokes section). Once the target tension on the specified side of the wheel has been reached, and the lateral, radial, and dishing run-out values are within the specified tolerances, the tension of the spokes on the less stressed side must be uniform.

Always use a quality tension meter and regularly check its calibration according to the manufacturer's instructions.

Follow the manufacturer's instructions for proper use and to properly interpret the tension reading depending on the specifications of the spokes.



ASSEMBLY COMPOUND

If you are carrying out maintenance or lacing up on one of our wheels, once the wheel is correctly trued and tensioned, we recommend the use of a medium strength spoke thread-locking compound that is as fluid as possible on the spoke threads.

Note that, once dry, the spoke fixing compound may affect the ease of adjustment the nipple to the spoke.

OQUO WHEEL ASSEMBLY INSTRUCTIONS AND TOLERANCES

| OQUO WHEEL TARGET ASSEMBLY TENSION | |
|------------------------------------|---|
| TENSION | <p>Check the target tension of the tightest side of each wheel for your model in the Technical Specifications Table of this manual (Spokes section)</p> <p>Once the target tension on the specified side of the wheel has been reached, and the lateral, radial, and dishing runout values are within the specified tolerances, the tension of the spokes on the less stressed side must be uniform.</p> |
| | <p>AVERAGE TENSION TOLERANCE OF THE SPOKES ON THE TIGHTER SIDE OF THE WHEEL</p> |
| | <p>+/- 5%</p> |

Always use a quality tension meter and regularly check its calibration according to the manufacturer's instructions. Follow the manufacturer's instructions for proper use and to properly interpret the tension reading depending on the specifications of the spokes.

| RUNOUT | | LATERAL | RADIAL | DISHING |
|--------|-----------|---------|--------|---------|
| | Aluminium | 0.4 mm | 0.6 mm | 0.6 mm |
| Carbon | 0.3 mm | 0.6 mm | 0.3 mm | |

ADDITIONAL INFORMATION

Find more information about OQUO in social media

FACEBOOK

www.facebook.com/oquo.wheels

INSTAGRAM

www.instagram.com/oquo.wheels/

LINKEDIN

www.linkedin.com/company/oquowheels/

YOUTUBE

www.youtube.com/channel/UCpXzSOB_9oLzLzAnnwuaGCg

MANUALS

Download the latest version of this manual, as well as any other OQUO products at:

www.oquowheels.com/en-int/support/manuals

CONTACT

If you have any questions about our products, please visit:

www.oquowheels.com/en-int/support/contact

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T. 0034 943 171 950

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INTRODUCCIÓN

Este manual detalla las especificaciones técnicas, información de mantenimiento y recambios de ruedas Oquó de carretera y gravel con bujes Zipp. Para ruedas Oquó con buje Oquó, consulta el manual específico técnico de ruedas de carretera con bujes Oquó [en nuestra web](#).

La información contenida en este manual está principalmente dirigida a distribuidores OQUO y usuarios con cierta experiencia en el mantenimiento de ruedas.

Si, como usuario, no dispones del conocimiento para llevar a cabo los procesos de mantenimiento descritos en este manual técnico o instalar los repuestos listados, lleva tus ruedas a un distribuidor OQUO para su reparación o mantenimiento.

Puedes encontrar la información de contacto de nuestros distribuidores en nuestra web:

www.oquowheels.com

AVISO

Daños producidos por llevar a cabo los procesos de mantenimiento o reparaciones de manera inadecuada no están cubiertos por las condiciones de garantía.



La instalación de componentes, reparaciones o mantenimientos realizados de manera inadecuada pueden afectar a la integridad y funcionamiento de las ruedas, pudiendo ser causa de accidentes y lesiones graves, incluso la muerte.

TIPOS DE MANUALES

MANUAL TÉCNICO

Este manual detalla las especificaciones, los procesos de mantenimiento y los recambios originales de productos OQUO para distribuidores especializados o usuarios con las habilidades necesarias.

Los procesos de mantenimiento de componentes de otros fabricantes en nuestras ruedas se encuentran referenciados a través de los enlaces a la documentación del propio fabricante.

Los procesos, especificaciones y recambios descritos en este manual están sujetos a cambios de especificaciones de nuestros productos.

Puedes consultar la versión más actualizada de este manual técnico en la web de OQUO.

MANUAL DE USUARIO

Para acceder al manual de usuario de nuestras ruedas, que detalla información sobre el uso correcto, advertencias de uso, transporte y almacenamiento, instalación, etc. de las mismas, consulta el manual de usuario en nuestra web.

Puedes acceder a toda la documentación de nuestros productos, así como la información relevante de garantía y programas de servicio en nuestra web:

www.oquowheels.com/es-es/soporte/manuales

LEYENDA DE SÍMBOLOS

A lo largo de este manual se utilizan varios símbolos que detallan instrucciones, advertencias o información relevante de uso, mantenimiento y montaje. Presta atención a estos símbolos para evitar situaciones peligrosas y asegurar el uso y montaje correcto de todos los componentes.

El significado de estos símbolos se explica a continuación. En este manual, puede que el símbolo aparezca acompañado únicamente de la instrucción relevante para el componente que describe. Lee la siguiente información con atención para entender su significado.

mantenimiento de fabricantes de otros componentes en nuestras ruedas, donde se detallan las herramientas apropiadas.

INSTRUCCIONES DE SEGURIDAD



PELIGRO: Situación peligrosa que, si no se evita, provocará lesiones graves o incluso la muerte



ADVERTENCIA: Situación peligrosa que, si no se evita, puede causar lesiones graves o incluso la muerte.



ATENCIÓN: Situación peligrosa que, de no evitarse, podría provocar lesiones leves o moderadas.



Situación no relacionada con lesiones físicas. Información relevante.

Los símbolos PELIGRO y ADVERTENCIA siempre implican un riesgo de accidente si no se toman medidas para evitar la situación que describen. Un accidente circulando con una bicicleta siempre puede conllevar riesgo de lesiones graves o incluso de muerte. En este manual no siempre se repetirá el riesgo de muerte cuando aparezcan estos símbolos, ya que el riesgo se detalla en este punto.

HERRAMIENTAS

Utiliza siempre las herramientas y productos adecuados para un mantenimiento o reparación concretos. Herramientas inadecuadas o en mal estado, o el uso de productos no específicos, pueden causar daños en los componentes que no están cubiertos por las condiciones de garantía.

En este manual se especifican las herramientas a utilizar, o se referencian los manuales de

ADVERTENCIAS GENERALES DEL MANUAL TÉCNICO

- Consulta las instrucciones de instalación, mantenimiento y advertencias de uso de componentes de otros fabricantes en nuestras ruedas, como discos de freno, cassettes, cubiertas, etc. en la documentación del fabricante del componente.
- Mantén cualquier parte del cuerpo y/o ropa alejados de los discos de freno o radios durante su uso o ajuste para evitar lesiones y cortes graves.
- Como regla general, limpia todos los componentes durante su mantenimiento o servicio antes de volver a instalarlos.
- Mantén las ruedas y sus componentes limpios y libres de objetos extraños para asegurar su correcto funcionamiento y poder evaluar el estado de los mismos.
- Siempre utiliza un trapo suave y productos de limpieza específicos para limpiar tus ruedas y componentes.
- No uses agua a presión o productos químicos agresivos para la limpieza de las ruedas y sus componentes. El agua a presión puede diluir los lubricantes, acortando la vida útil de los mismos y/o provocando daños no cubiertos por las condiciones de garantía.

Para más información relevante sobre el cuidado de nuestras ruedas, consulta el Manual de usuario [en nuestra web](#).

RECAMBIOS

Utiliza sólo recambios originales OQUO o los referenciados en este manual o en la documentación del fabricante del componente.

AVISO

El uso de recambios no originales puede producir daños en los componentes no cubiertos por las condiciones de garantía.



El uso de recambios no originales puede ser causa de fallo de los componentes, pudiendo causar accidentes y lesiones graves.

ESPECIFICACIONES TÉCNICAS Y DE MONTAJE DE RUEDAS OQUO

En las siguientes tablas se detallan las especificaciones de componentes y montaje de todos los modelos OQUO Road con bujes Zipp. Para ruedas Oquo con buje Oquo, consulta el manual técnico específico de ruedas de carretera con bujes Oquo [en nuestra web](#).

A lo largo de este manual se referencian datos en estas tablas relevantes para secciones específicas, consulta estas tablas para encontrar el dato que buscas.

NOMENCLATURA DE LAS RUEDAS OQUO DE CARRETERA

| | | |
|----|----|------|
| 1 | 2 | 3 |
| RA | 80 | LTD |
| RP | 57 | TEAM |
| RC | 45 | PRO |
| | 35 | |
| | 30 | |
| | 25 | |

1_GAMA: Road Aero (RA, Road Performance (RP), Road Control (RC)

2_PERFIL DE LLANTA: Altura en milímetros de la llanta

3_NIVEL: Nivel de rendimiento de los componentes de la rueda

MAPA DE GAMA RUEDAS OQUO DE CARRETERA Y GRAVEL

| | GAMA | MODELO | MATERIAL LLANTA | USO |
|------|-----------------------|------------|-----------------|-------------------|
| ROAD | ROAD AERO (RA) | RA80LTD* | CARBONO | ROAD/TRIATLÓN |
| | | RA57LTD* | CARBONO | |
| | ROAD PERFORMANCE (RP) | RP57LTD | CARBONO | ROAD/GRAVEL |
| | | RP50LTD* | CARBONO | |
| | | RP45LTD | CARBONO | |
| | | RP45TEAM | CARBONO | |
| | | RP35LTD* | CARBONO | |
| | | RP35TEAM | CARBONO | |
| | | RP35PRO | ALUMINIO | |
| | ROAD CONTROL (RC) | RC30TEAM** | CARBONO | GRAVEL /ENDURANCE |
| | | RC25TEAM** | CARBONO | |
| | | RC25PRO | ALUMINIO | |

*Estos modelos de ruedas utilizan bujes Oquo. Para conocer las especificaciones técnicas y recambios de estos modelos consulta el manual técnico específico de ruedas de carretera con bujes Oquo [en nuestra web](#).

**Los modelos RC30TEAM y RC25TEAM son equivalentes. La nomenclatura original (RC25) indicaba en ancho interno de la llanta (25mm), mientras que la nomenclatura actual (RC30) indica la altura de la llanta (30mm). El ancho interno continúa siendo de 25mm. Consulta la tabla de especificaciones técnicas de estos modelos para más información.

Para más información sobre los componentes y montajes específicos de cada modelo de rueda, consulta las tablas de especificaciones técnicas a continuación.

ROAD PERFORMANCE (RP)

RP57LTD (hasta MY2025)

| | MODELO | MATERIAL | TALLA | TIPO LLANTA | TIPO FRENO | TUBELESS | INTERNAL WIDTH | OFFSET | AGUJEROS DIRECCIONALES | AGUJEROS RADIOS | ERD | ETRTO | UNIÓN | ANCHO CINTA TUBELESS | VÁLVULA | CUBIERTAS COMPATIBLES | PRESIÓN MÁXIMA | SECCIÓN | |
|---------|------------------|-------------------|--------|-------------|---------------------|----------|----------------|--------|------------------------|-----------------|-----|----------|----------|----------------------|---------|-----------------------|----------------|---------|---|
| LLANTAS | LLANTA DELANTERA | RP12-F-57-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disco | SI | 21 mm | 0 mm | SI | 24 | 537,6 mm | 622x21TC | — | 22 mm | 80 mm | 25-50 mm | ** |  |
| | LLANTA TRASERA | RP12-R-57-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disco | SI | 21 mm | 0 mm | SI | 24 | 537,6 mm | 622x21TC | — | 22 mm | 80 mm | 25-50 mm | ** |  |

| | Nº RADIOS | MODELO | RADIADO DRIVE SIDE | RADIADO NON-DRIVE SIDE | LONGITUD RADIOS DRIVE SIDE | LONGITUD RADIOS NON-DRIVE SIDE | TENSIÓN MONTAJE DRIVE SIDE | TENSIÓN MONTAJE DISC SIDE | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|-----------|--------|--|------------------------|----------------------------|--------------------------------|----------------------------|---------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|------------|
| RADIOS | DELANTERA | 24 | Sapim CX-Ray TCS Aero 14G (2mm) J-Bend | 2 Cruces | 2 Cruces | 256 mm | 255 mm | — | 1300 N | Por fuera | Por dentro | Por fuera | Por dentro |
| | TRASERA | 24 | Sapim CX-Ray TCS Aero 14G (2mm) J-Bend | 2 Cruces | 2 Cruces | 250 mm | 256 mm | 1300 N | — | Por dentro | Por fuera | Por fuera | Por dentro |

| | MODELO | SPACING (OLD) | EJE | TIPO DISCO | RADIOS | NÚCLEO | MECANISMO NÚCLEO | | MODELO | MEDIDAS | ARANDELA CABECILLAS | | DELANTERA | 700g | USO | ASTM Condición 1 (Ver manual de usuario) Peso máximo del sistema (bicicleta + ciclista + equipación) = 110 kg. |
|------------|----------------|----------------------------|-------|--------------|-------------|--------|------------------------|-----------------------------|-----------|-------------------------------------|---------------------|----|-----------|-------|-----|--|
| BUJES | BUJE DELANTERO | Zipp Cognition V2 CL Jbend | 100mm | Pasante 12mm | Center Lock | 24 | — | — | DELANTERA | Sapim Alloy Double Square L18 Black | 14G & 18mm length | No | TRASERA | 820g | | |
| | BUJE TRASERO | Zipp Cognition V2 CL Jbend | 142mm | Pasante 12mm | Center Lock | 24 | Shimano HG or Sram XDR | Axial Clutch V2 (54 points) | TRASERA | Sapim Alloy Double Square L18 Black | 14G & 18mm length | No | TOTAL | 1520g | | |
| CABECILLAS | | | | | | | | | | | | | | | | |

* El sistema de llantas mini-hook permite la instalación de cubiertas Tubeless o para cámara.

** Para conocer la presión máxima de la llanta, consulta el manual de usuario o la calca en la propia rueda.

[Pincha en el modelo de buje o radios para acceder a la información de recambios](#)

ROAD PERFORMANCE (RP)

RP45LTD (MY2026)

| | MODELO | MATERIAL | TALLA | TIPO LLANTA | TIPO FRENO | TUBELESS | INTERNAL WIDTH | OFFSET | AGUJEROS DIRECCIONALES | AGUJEROS RADIOS | ERD | ETRTO | UNIÓN | ANCHO CINTA TUBELESS | VÁLVULA | CUBIERTAS COMPATIBLES | PRESIÓN MÁXIMA | SECCIÓN | |
|---------|------------------|-------------------|--------|-------------|---------------------|----------|----------------|--------|------------------------|-----------------|-----|----------|----------|----------------------|---------|-----------------------|----------------|---------|---|
| LLANTAS | LLANTA DELANTERA | RP11-F-45-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disco | SI | 21 mm | 0 mm | SI | 24 | 561,6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | LLANTA TRASERA | RP11-R-45-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disco | SI | 21 mm | 0 mm | SI | 24 | 561,6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | Nº RADIOS | MODELO | RADIADO DRIVE SIDE | RADIADO NON-DRIVE SIDE | LONGITUD RADIOS DRIVE SIDE | LONGITUD RADIOS NON-DRIVE SIDE | TENSIÓN MONTAJE DRIVE SIDE | TENSIÓN MONTAJE DISC SIDE | |
|--------|-----------|--------|--|------------------------|----------------------------|--------------------------------|----------------------------|---------------------------|--------|
| RADIOS | DELANTERA | 24 | Sapim CX-Ray Aero 14G (2mm) straight pull T-head | 2 Cruces | 2 Cruces | 275 mm | 275 mm | — | 1300 N |
| | TRASERA | 24 | Sapim CX-Ray Aero 14G (2mm) straight pull T-head | 2 Cruces | 2 Cruces | 271 mm | 274 mm | 1300 N | — |

| | MODELO | SPACING (OLD) | EJE | TIPO DISCO | RADIOS | NÚCLEO | MECANISMO NÚCLEO | | MODELO | MEDIDAS | ARANDELA CABECILLAS | | DELANTERA | 630g | USO ASTM Condición 2 (Ver manual de usuario) Peso máximo del sistema (bicicleta + ciclista + equipación) = 110 kg. |
|-------|----------------|-------------------------------|-------|--------------|-------------|------------|------------------------|---------------------|-----------|-------------------------------------|---------------------|----|-----------|-------|---|
| BUJES | BUJE DELANTERO | Oqo by Zipp ZR1 SL CL SP T*** | 100mm | Pasante 12mm | Center Lock | 24 SP T*** | — | — | DELANTERA | Sapim Alloy Double Square L18 Black | 14G & 18mm length | No | TRASERA | 740g | |
| | BUJE TRASERO | Oqo by Zipp ZR1 SL CL SP T*** | 142mm | Pasante 12mm | Center Lock | 24 SP T*** | Shimano HG or Sram XDR | 6-pawls (66 points) | TRASERA | Sapim Alloy Double Square L18 Black | 14G & 18mm length | No | TOTAL | 1370g | |

* El sistema de llantas mini-hook permite la instalación de cubiertas Tubeless o para cámara.

** Para conocer la presión máxima de la llanta, consulta el manual de usuario o la calca en la propia rueda.

***SP: Straight Pull T-head

[Pincha en el modelo de buje o radios para acceder a la información de recambios](#)

ROAD PERFORMANCE (RP)

RP45LTD (hasta MY2025)

| | MODELO | MATERIAL | TALLA | TIPO LLANTA | TIPO FRENO | TUBELESS | INTERNAL WIDTH | OFFSET | AGUJEROS DIRECCIONALES | AGUJEROS RADIOS | ERD | ETRTO | UNIÓN | ANCHO CINTA TUBELESS | VÁLVULA | CUBIERTAS COMPATIBLES | PRESIÓN MÁXIMA | SECCIÓN | |
|---------|------------------|-------------------|--------|-------------|---------------------|----------|----------------|--------|------------------------|-----------------|-----|----------|----------|----------------------|---------|-----------------------|----------------|---------|---|
| LLANTAS | LLANTA DELANTERA | RP11-F-45-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disco | SI | 21 mm | 0 mm | SI | 24 | 561,6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | LLANTA TRASERA | RP11-R-45-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disco | SI | 21 mm | 0 mm | SI | 24 | 561,6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | Nº RADIOS | MODELO | RADIADO DRIVE SIDE | RADIADO NON-DRIVE SIDE | LONGITUD RADIOS DRIVE SIDE | LONGITUD RADIOS NON-DRIVE SIDE | TENSIÓN MONTAJE DRIVE SIDE | TENSIÓN MONTAJE DISC SIDE | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|-----------|--------|--|------------------------|----------------------------|--------------------------------|----------------------------|---------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|------------|
| RADIOS | DELANTERA | 24 | Sapim CX-Ray TCS Aero 14G (2mm) J-Bend | 2 Cruces | 2 Cruces | 267 mm | 265 mm | — | 1300 N | Por fuera | Por dentro | Por fuera | Por dentro |
| | TRASERA | 24 | Sapim CX-Ray TCS Aero 14G (2mm) J-Bend | 2 Cruces | 2 Cruces | 260 mm | 267 mm | 1300 N | — | Por dentro | Por fuera | Por fuera | Por dentro |

| BUJES | MODELO | SPACING (OLD) | EJE | TIPO DISCO | RADIOS | NÚCLEO | MECANISMO NÚCLEO | CABECILLAS | MODELO | MEDIDAS | ARANDELA CABECILLAS | PESO RUEDA | DELANTERA | 640g | USO | ASTM Condición 2 (Ver manual de usuario) Peso máximo del sistema (bicicleta + ciclista + equipación) = 110 kg. |
|--------------|----------------------------|----------------------------|--------------|--------------|-------------|------------------------|-----------------------------|------------|-------------------------------------|-------------------|-------------------------------------|------------|-------------------|------|-----|--|
| | BUJE DELANTERO | Zipp Cognition V2 CL Jbend | 100mm | Pasante 12mm | Center Lock | 24 | — | | — | DELANTERA | Sapim Alloy Double Square L18 Black | | 14G & 18mm length | No | | |
| BUJE TRASERO | Zipp Cognition V2 CL Jbend | 142mm | Pasante 12mm | Center Lock | 24 | Shimano HG or Sram XDR | Axial Clutch V2 (54 points) | TRASERA | Sapim Alloy Double Square L18 Black | 14G & 18mm length | No | TOTAL | 1390g | | | |

* El sistema de llantas mini-hook permite la instalación de cubiertas Tubeless o para cámara.

** Para conocer la presión máxima de la llanta, consulta el manual de usuario o la calca en la propia rueda.

[Pincha en el modelo de buje o radios para acceder a la información de recambios](#)

ROAD PERFORMANCE (RP)

RP45TEAM (desde MY2024)

| | MODELO | MATERIAL | TALLA | TIPO LLANTA | TIPO FRENO | TUBELESS | INTERNAL WIDTH | OFFSET | AGUJEROS DIRECCIONALES | AGUJEROS RADIOS | ERD | ETRTO | UNIÓN | ANCHO CINTA TUBELESS | VÁLVULA | CUBIERTAS COMPATIBLES | PRESIÓN MÁXIMA | SECCIÓN | |
|---------|------------------|------------------|--------|-------------|---------------------|----------|----------------|--------|------------------------|-----------------|-----|----------|----------|----------------------|---------|-----------------------|----------------|---------|---|
| LLANTAS | LLANTA DELANTERA | RP11-F-45-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disco | SI | 21 mm | 0 mm | SI | 24 | 561,6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | LLANTA TRASERA | RP11-F-45-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disco | SI | 21 mm | 0 mm | SI | 24 | 561,6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | Nº RADIOS | MODELO | RADIADO DRIVE SIDE | RADIADO NON-DRIVE SIDE | LONGITUD RADIOS DRIVE SIDE | LONGITUD RADIOS NON-DRIVE SIDE | TENSIÓN MONTAJE DRIVE SIDE | TENSIÓN MONTAJE DISC SIDE | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|-----------|--------|---|------------------------|----------------------------|--------------------------------|----------------------------|---------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|------------|
| RADIOS | DELANTERA | 24 | Sapim CX-Sprint TCS Aero 14G (2mm) J-Bend | 2 Cruces | 2 Cruces | 267 mm | 265 mm | — | 1300 N | Por fuera | Por dentro | Por fuera | Por dentro |
| | TRASERA | 24 | Sapim CX-Sprint TCS Aero 14G (2mm) J-Bend | 2 Cruces | 2 Cruces | 262 mm | 266 mm | 1300 N | — | Por dentro | Por fuera | Por fuera | Por dentro |

| | MODELO | SPACING (OLD) | EJE | TIPO DISCO | RADIOS | NÚCLEO | MECANISMO NÚCLEO | | MODELO | MEDIDAS | ARANDELA CABECILLAS | | DELANTERA | 645g | USO ASTM Condición 2 (Ver manual de usuario) Peso máximo del sistema (bicicleta + ciclista + equipación) = 110 kg. |
|-------|----------------|--------------------|-------|--------------|-------------|--------|--------------------------------------|--------------------------|-----------|-------------------------------------|---------------------|----|-----------|-------|---|
| BUJES | BUJE DELANTERO | Zipp ZR1 CL J-bend | 100mm | Pasante 12mm | Center Lock | 24 | — | — | DELANTERA | Sapim Alloy Double Square L18 Black | 14G & 18mm length | No | TRASERA | 780g | |
| | BUJE TRASERO | Zipp ZR1 CL J-bend | 142mm | Pasante 12mm | Center Lock | 24 | Shimano HG Shimano MS Sram XDR | 6 Trinquetes (66 points) | TRASERA | Sapim Alloy Double Square L18 Black | 14G & 18mm length | No | TOTAL | 1425g | |

* El sistema de llantas mini-hook permite la instalación de cubiertas Tubeless o para cámara.

** Para conocer la presión máxima de la llanta, consulta el manual de usuario o la calca en la propia rueda.

[Pincha en el modelo de buje o radios para acceder a la información de recambios](#)

ROAD PERFORMANCE (RP)

RP35LTD (hasta MY2025)

| | MODELO | MATERIAL | TALLA | TIPO LLANTA | TIPO FRENO | TUBELESS | INTERNAL WIDTH | OFFSET | AGUJEROS DIRECCIONALES | AGUJEROS RADIOS | ERD | ETRTO | UNIÓN | ANCHO CINTA TUBELESS | VÁLVULA | CUBIERTAS COMPATIBLES | PRESIÓN MÁXIMA | SECCIÓN | |
|---------|------------------|-------------------|--------|-------------|---------------------|----------|----------------|--------|------------------------|-----------------|-----|----------|----------|----------------------|---------|-----------------------|----------------|---------|---|
| LLANTAS | LLANTA DELANTERA | RP10-F-35-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disco | SI | 21 mm | 0 mm | SI | 24 | 581,6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | LLANTA TRASERA | RP10-R-35-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disco | SI | 21 mm | 0 mm | SI | 24 | 581,6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | Nº RADIOS | MODELO | RADIADO DRIVE SIDE | RADIADO NON-DRIVE SIDE | LONGITUD RADIOS DRIVE SIDE | LONGITUD RADIOS NON-DRIVE SIDE | TENSIÓN MONTAJE DRIVE SIDE | TENSIÓN MONTAJE DISC SIDE | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|-----------|--------|--|------------------------|----------------------------|--------------------------------|----------------------------|---------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|------------|
| RADIOS | DELANTERA | 24 | Sapim CX-Ray TCS Aero 14G (2mm) J-Bend | 2 Cruces | 2 Cruces | 277 mm | 275 mm | — | 1300 N | Por fuera | Por dentro | Por fuera | Por dentro |
| | TRASERA | 24 | Sapim CX-Ray TCS Aero 14G (2mm) J-Bend | 2 Cruces | 2 Cruces | 271 mm | 276 mm | 1300 N | — | Por dentro | Por fuera | Por fuera | Por dentro |

| | MODELO | SPACING (OLD) | EJE | TIPO DISCO | RADIOS | NÚCLEO | MECANISMO NÚCLEO |
|-------|----------------|----------------------------|-------|--------------|-------------|--------|--|
| BUJES | BUJE DELANTERO | Zipp Cognition V2 CL Jbend | 100mm | Pasante 12mm | Center Lock | 24 | — |
| | BUJE TRASERO | Zipp Cognition V2 CL Jbend | 142mm | Pasante 12mm | Center Lock | 24 | Shimano HG or Sram XDR Axial Clutch V2 (54 points) |

| | MODELO | MEDIDAS | ARANDELA CABECILLAS | |
|------------|-----------|-------------------------------------|---------------------|----|
| CABECILLAS | DELANTERA | Sapim Alloy Double Square L18 Black | 14G & 18mm length | No |
| | TRASERA | Sapim Alloy Double Square L18 Black | 14G & 18mm length | No |

| | PESO RUEDA | DELANTERA | 630g |
|--|------------|-----------|-------|
| | | TRASERA | 740g |
| | TOTAL | | 1370g |

| USO |
|---|
| ASTM Condición 2 (Ver manual de usuario) Peso máximo del sistema (bicicleta + ciclista + equipación) = 110 kg. |

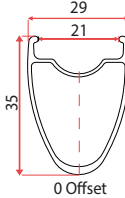
* El sistema de llantas mini-hook permite la instalación de cubiertas Tubeless o para cámara.

** Para conocer la presión máxima de la llanta, consulta el manual de usuario o la calca en la propia rueda.

[Pincha en el modelo de buje o radios para acceder a la información de recambios](#)

ROAD PERFORMANCE (RP)

RP35TEAM (desde MY2025)

| | MODELO | MATERIAL | TALLA | TIPO LLANTA | TIPO FRENO | TUBELESS | INTERNAL WIDTH | OFFSET | AGUJEROS DIRECCIONALES | AGUJEROS RADIOS | ERD | ETRTO | UNIÓN | ANCHO CINTA TUBELESS | VÁLVULA | CUBIERTAS COMPATIBLES | PRESIÓN MÁXIMA | SECCIÓN | |
|---------|------------------|------------------|--------|-------------|---------------------|----------|----------------|--------|------------------------|-----------------|-----|----------|----------|----------------------|---------|-----------------------|----------------|---------|---|
| LLANTAS | LLANTA DELANTERA | RP10-F-35-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disco | SI | 21 mm | 0 mm | SI | 24 | 581,6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | LLANTA TRASERA | RP10-R-35-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disco | SI | 21 mm | 0 mm | SI | 24 | 581,6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | Nº RADIOS | MODELO | RADIADO DRIVE SIDE | RADIADO NON-DRIVE SIDE | LONGITUD RADIOS DRIVE SIDE | LONGITUD RADIOS NON-DRIVE SIDE | TENSIÓN MONTAJE DRIVE SIDE | TENSIÓN MONTAJE DISC SIDE | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|-----------|--------|-----------------------------------|------------------------|----------------------------|--------------------------------|----------------------------|---------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|------------|
| RADIOS | DELANTERA | 24 | Sapim Sprint TCS 14G (2mm) J-Bend | 2 Cruces | 2 Cruces | 277 mm | 276 mm | — | 1300 N | Por fuera | Por dentro | Por fuera | Por dentro |
| | TRASERA | 24 | Sapim Sprint TCS 14G (2mm) J-Bend | 2 Cruces | 2 Cruces | 272 mm | 276 mm | 1300 N | — | Por dentro | Por fuera | Por fuera | Por dentro |

| | MODELO | SPACING (OLD) | EJE | TIPO DISCO | RADIOS | NÚCLEO | MECANISMO NÚCLEO |
|-------|----------------|-------------------|-------|--------------|-------------|--------|--|
| BUJES | BUJE DELANTERO | Zipp ZR1 CL Jbend | 100mm | Pasante 12mm | Center Lock | 24 | — |
| | BUJE TRASERO | Zipp ZR1 CL Jbend | 142mm | Pasante 12mm | Center Lock | 24 | Shimano HG or Sram XDR 6 Trinquetes (66 points) |

| | MODELO | MEDIDAS | ARANDELA CABECILLAS | |
|------------|-----------|-------------------------------------|---------------------|----|
| CABECILLAS | DELANTERA | Sapim Alloy Double Square L18 Black | 14G & 18mm length | No |
| | TRASERA | Sapim Alloy Double Square L18 Black | 14G & 18mm length | No |

| | PESO RUEDA | DELANTERA | TRASERA | TOTAL |
|--|------------|-----------|---------|-------|
| | | 665g | 800g | 1465g |

| USO |
|---|
| ASTM Condición 2 (Ver manual de usuario) Peso máximo del sistema (bicicleta + ciclista + equipación) = 110 kg. |

* El sistema de llantas mini-hook permite la instalación de cubiertas Tubeless o para cámara.

** Para conocer la presión máxima de la llanta, consulta el manual de usuario o la calca en la propia rueda.

[Pincha en el modelo de buje o radios para acceder a la información de recambios](#)

ROAD PERFORMANCE (RP)

RP35TEAM (hasta MY2024)

| | MODELO | MATERIAL | TALLA | TIPO LLANTA | TIPO FRENO | TUBELESS | INTERNAL WIDTH | OFFSET | AGUJEROS DIRECCIONALES | AGUJEROS RADIOS | ERD | ETRTO | UNIÓN | ANCHO CINTA TUBELESS | VÁLVULA | CUBIERTAS COMPATIBLES | PRESIÓN MÁXIMA | SECCIÓN | |
|---------|------------------|------------------|--------|-------------|---------------------|----------|----------------|--------|------------------------|-----------------|-----|----------|----------|----------------------|---------|-----------------------|----------------|---------|---|
| LLANTAS | LLANTA DELANTERA | RP10-F-35-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disco | SI | 21 mm | 0 mm | SI | 24 | 581,6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | LLANTA TRASERA | RP10-R-35-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disco | SI | 21 mm | 0 mm | SI | 24 | 581,6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | Nº RADIOS | MODELO | RADIADO DRIVE SIDE | RADIADO NON-DRIVE SIDE | LONGITUD RADIOS DRIVE SIDE | LONGITUD RADIOS NON-DRIVE SIDE | TENSIÓN MONTAJE DRIVE SIDE | TENSIÓN MONTAJE DISC SIDE | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|-----------|--------|-----------------------------------|------------------------|----------------------------|--------------------------------|----------------------------|---------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|------------|
| RADIOS | DELANTERA | 24 | Sapim Sprint TCS 14G (2mm) J-Bend | 2 Cruces | 2 Cruces | 277 mm | 275 mm | — | 1300 N | Por fuera | Por dentro | Por fuera | Por dentro |
| | TRASERA | 24 | Sapim Sprint TCS 14G (2mm) J-Bend | 2 Cruces | 2 Cruces | 271 mm | 276 mm | 1300 N | — | Por dentro | Por fuera | Por fuera | Por dentro |

| | MODELO | SPACING (OLD) | EJE | TIPO DISCO | RADIOS | NÚCLEO | MECANISMO NÚCLEO |
|-------|----------------|-------------------|-------|--------------|-------------|--------|------------------------|
| BUJES | BUJE DELANTERO | Zipp ZR1 CL Jbend | 100mm | Pasante 12mm | Center Lock | 24 | — |
| | BUJE TRASERO | Zipp ZR1 CL Jbend | 142mm | Pasante 12mm | Center Lock | 24 | Shimano HG or Sram XDR |

| | MODELO | MEDIDAS | ARANDELA CABECILLAS | |
|------------|-----------|--------------------|---------------------|----|
| CABECILLAS | DELANTERA | Sapim Brass Polyax | 2x14 mm (14G) | No |
| | TRASERA | Sapim Brass Polyax | 2x14 mm (14G) | No |

| | PESO RUEDA | DELANTERA | TRASERA | TOTAL |
|--|------------|-----------|---------|-------|
| | | 665g | 800g | 1465g |

| USO |
|---|
| ASTM Condición 2 (Ver manual de usuario) Peso máximo del sistema (bicicleta + ciclista + equipación) = 110 kg. |

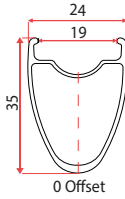
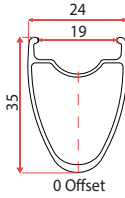
* El sistema de llantas mini-hook permite la instalación de cubiertas Tubeless o para cámara.

** Para conocer la presión máxima de la llanta, consulta el manual de usuario o la calca en la propia rueda.

[Pincha en el modelo de buje o radios para acceder a la información de recambios](#)

ROAD PERFORMANCE (RP)

RP35PRO (desde MY2025)

| | MODELO | MATERIAL | TALLA | TIPO LLANTA | TIPO FRENO | TUBELESS | INTERNAL WIDTH | OFFSET | AGUJEROS DIRECCIONALES | AGUJEROS RADIOS | ERD | ETRTO | UNIÓN | ANCHO CINTA TUBELESS | VÁLVULA | CUBIERTAS COMPATIBLES | PRESIÓN MÁXIMA | SECCIÓN | |
|---------|------------------|------------------|---------------|-------------|---------------------|----------|----------------|--------|------------------------|-----------------|-----|--------|----------|----------------------|---------|-----------------------|----------------|---------|---|
| LLANTAS | LLANTA DELANTERA | RP30-B-35-24H AL | Aluminio 6061 | 700C | Clincher Mini-Hook* | Disco | SI | 19mm | 0 mm | SI | 24 | 568 mm | 622x19TC | Sleeved | 20 mm | 57 mm | 25-45 mm | ** |  |
| | LLANTA TRASERA | RP30-B-35-24H AL | Aluminio 6061 | 700C | Clincher Mini-Hook* | Disco | SI | 19mm | 0 mm | SI | 24 | 568 mm | 622x19TC | Sleeved | 20 mm | 57 mm | 25-45 mm | ** |  |

| | Nº RADIOS | MODELO | RADIADO DRIVE SIDE | RADIADO NON-DRIVE SIDE | LONGITUD RADIOS DRIVE SIDE | LONGITUD RADIOS NON-DRIVE SIDE | TENSIÓN MONTAJE DRIVE SIDE | TENSIÓN MONTAJE DISC SIDE | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|-----------|--------|---|------------------------|----------------------------|--------------------------------|----------------------------|---------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|------------|
| RADIOS | DELANTERA | 24 | Sapim CX-Sprint TCS Aero 14G (2mm) J-Bend | 2 Cruces | 2 Cruces | 276 mm | 277 mm | — | 1400 N | Por fuera | Por dentro | Por fuera | Por dentro |
| | TRASERA | 24 | Sapim CX-Sprint TCS Aero 14G (2mm) J-Bend | 2 Cruces | 2 Cruces | 273 mm | 277 mm | 1400 N | — | Por dentro | Por fuera | Por fuera | Por dentro |

| | MODELO | SPACING (OLD) | EJE | TIPO DISCO | RADIOS | NÚCLEO | MECANISMO NÚCLEO | | MODELO | MEDIDAS | ARANDELA CABECILLAS | | DELANTERA | TRASERA | TOTAL | USO |
|-------|----------------|-------------------|-------|--------------|-------------|--------|------------------------|--------------------------|------------|-----------|-------------------------------------|-------------------|-----------|------------|-------|---|
| BUJES | BUJE DELANTERO | Zipp ZR1 CL Jbend | 100mm | Pasante 12mm | Center Lock | 24 | — | — | CABECILLAS | DELANTERA | Sapim Alloy Double Square L18 Black | 14G & 18mm length | No | PESO RUEDA | 865g | ASTM Condición 2 (Ver manual de usuario) Peso máximo del sistema (bicicleta + ciclista + equipación) = 110 kg. |
| | BUJE TRASERO | Zipp ZR1 CL Jbend | 142mm | Pasante 12mm | Center Lock | 24 | Shimano HG or Sram XDR | 6 Trinquetes (66 points) | | TRASERA | Sapim Alloy Double Square L18 Black | 14G & 18mm length | No | | 1005g | |
| | | | | | | | | | | | | | 1870g | | | |

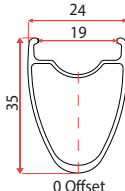
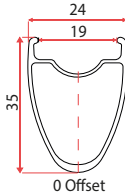
* El sistema de llantas mini-hook permite la instalación de cubiertas Tubeless o para cámara.

** Para conocer la presión máxima de la llanta, consulta el manual de usuario o la calca en la propia rueda.

[Pincha en el modelo de buje o radios para acceder a la información de recambios](#)

ROAD PERFORMANCE (RP)

RP35PRO (hasta MY2024)

| | MODELO | MATERIAL | TALLA | TIPO LLANTA | TIPO FRENO | TUBELESS | INTERNAL WIDTH | OFFSET | AGUJEROS DIRECCIONALES | AGUJEROS RADIOS | ERD | ETRTO | UNIÓN | ANCHO CINTA TUBELESS | VÁLVULA | CUBIERTAS COMPATIBLES | PRESIÓN MÁXIMA | SECCIÓN | |
|---------|------------------|------------------|---------------|-------------|---------------------|----------|----------------|--------|------------------------|-----------------|-----|--------|----------|----------------------|---------|-----------------------|----------------|---------|---|
| LLANTAS | LLANTA DELANTERA | RP30-B-35-24H AL | Aluminio 6061 | 700C | Clincher Mini-Hook* | Disco | SI | 19mm | 0 mm | SI | 24 | 568 mm | 622x19TC | Sleeved | 20 mm | 57 mm | 25-45 mm | ** |  |
| | LLANTA TRASERA | RP30-B-35-24H AL | Aluminio 6061 | 700C | Clincher Mini-Hook* | Disco | SI | 19mm | 0 mm | SI | 24 | 568 mm | 622x19TC | Sleeved | 20 mm | 57 mm | 25-45 mm | ** |  |

| | Nº RADIOS | MODELO | RADIADO DRIVE SIDE | RADIADO NON-DRIVE SIDE | LONGITUD RADIOS DRIVE SIDE | LONGITUD RADIOS NON-DRIVE SIDE | TENSIÓN MONTAJE DRIVE SIDE | TENSIÓN MONTAJE DISC SIDE | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|-----------|--------|-----------------------------------|------------------------|----------------------------|--------------------------------|----------------------------|---------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|------------|
| RADIOS | DELANTERA | 24 | Sapim Sprint TCS 14G (2mm) J-Bend | 2 Cruces | 2 Cruces | 275 mm | 277 mm | — | 1400 N | Por fuera | Por dentro | Por fuera | Por dentro |
| | TRASERA | 24 | Sapim Sprint TCS 14G (2mm) J-Bend | 2 Cruces | 2 Cruces | 272 mm | 276 mm | 1400 N | — | Por dentro | Por fuera | Por fuera | Por dentro |

| | MODELO | SPACING (OLD) | EJE | TIPO DISCO | RADIOS | NÚCLEO | MECANISMO NÚCLEO | | MODELO | MEDIDAS | ARANDELA CABECILLAS | | DELANTERA | TRASERA | TOTAL | USO |
|-------|----------------|-------------------|-------|--------------|-------------|--------|------------------------|--------------------------|------------|-----------|---------------------|---------------|-----------|------------|-------|--|
| BUJES | BUJE DELANTERO | Zipp ZR1 CL Jbend | 100mm | Pasante 12mm | Center Lock | 24 | — | — | CABECILLAS | DELANTERA | Sapim Brass Polyax | 2x14 mm (14G) | No | PESO RUEDA | 865g | ASTM Condición 2 (Ver manual de usuario) Peso máximo del sistema (bicicleta + ciclista + equipación) = 110 kg. |
| | BUJE TRASERO | Zipp ZR1 CL Jbend | 142mm | Pasante 12mm | Center Lock | 24 | Shimano HG or Sram XDR | 6 Trinquetes (66 points) | | TRASERA | Sapim Brass Polyax | 2x14 mm (14G) | No | | 1005g | |
| | | | | | | | | | | | | | 1870g | | | |

* El sistema de llantas mini-hook permite la instalación de cubiertas Tubeless o para cámara.

** Para conocer la presión máxima de la llanta, consulta el manual de usuario o la calca en la propia rueda.

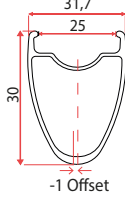
[Pincha en el modelo de buje o radios para acceder a la información de recambios](#)

ROAD CONTROL (RC)

RC30TEAM (desde MY2026)

AVISO

Los modelos RC30TEAM y RC25TEAM son equivalentes. La nomenclatura original (RC25) indicaba en ancho interno de la llanta (25mm), mientras que la nomenclatura actual (RC30) indica la altura de la llanta (30mm). El ancho interno continúa siendo de 25mm.

| LLANTAS | MODELO | MATERIAL | TALLA | TIPO LLANTA | TIPO FRENO | TUBELESS | INTERNAL WIDTH | OFFSET | AGUJEROS DIRECCIONALES | AGUJEROS RADIOS | ERD | ETRTO | UNIÓN | ANCHO CINTA TUBELESS | VÁLVULA | CUBIERTAS COMPATIBLES | PRESIÓN MÁXIMA | SECCIÓN |
|----------------|------------------|------------------|--------|---------------------|---------------------|----------|----------------|--------|------------------------|-----------------|--------|----------|----------|----------------------|---------|-----------------------|----------------|---|
| | LLANTA DELANTERA | GR10-F-30-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disco | SI | 25 mm | 1 mm | SI | 24 | 592 mm | 622x25TC | — | 26 mm | 57 mm | 30-55 mm | ** |
| LLANTA TRASERA | GR10-F-30-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disco | SI | 25 mm | -1 mm | SI | 28 | 592 mm | 622x25TC | — | 26 mm | 57 mm | 30-55 mm | ** |  |

| RADIOS | Nº RADIOS | MODELO | RADIADO DRIVE SIDE | RADIADO NON-DRIVE SIDE | LONGITUD RADIOS DRIVE SIDE | LONGITUD RADIOS NON-DRIVE SIDE | TENSIÓN MONTAJE DRIVE SIDE | TENSIÓN MONTAJE DISC SIDE | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE |
|---------|-----------|---|---|------------------------|----------------------------|--------------------------------|----------------------------|---------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|
| | DELANTERA | 24 | Sapim CX-Sprint TCS Aero 14G (2mm) J-Bend | 2 Cruces | 2 Cruces | 283 mm | 280 mm | — | 1300 N | Por fuera | Por dentro | Por fuera |
| TRASERA | 28 | Sapim CX-Sprint TCS Aero 14G (2mm) J-Bend | 3Cruces | 3 Cruces | 286 mm | 289 mm | 1300 N | — | Por dentro | Por fuera | Por fuera | Por dentro |

| BUJES | MODELO | SPACING (OLD) | EJE | TIPO DISCO | RADIOS | NÚCLEO | MECANISMO NÚCLEO |
|--------------|-------------------|-------------------|--------------|--------------|-------------|------------------|--------------------------|
| | BUJE DELANTERO | Zipp ZR1 CL Jbend | 100mm | Pasante 12mm | Center Lock | 24 | — |
| BUJE TRASERO | Zipp ZR1 CL Jbend | 142mm | Pasante 12mm | Center Lock | 28 | HG, MS, XDR, N3W | 6 Trinquetes (66 points) |

| CABECILLAS | MODELO | MEDIDAS | ARANDELA CABECILLAS |
|------------|-------------------------------------|-------------------------------------|---------------------|
| | DELANTERA | Sapim Alloy Double Square L18 Black | 14G & 18mm length |
| TRASERA | Sapim Alloy Double Square L18 Black | 14G & 18mm length | No |

| PESO RUEDA | DELANTERA | 635g |
|------------|-----------|-------|
| | TRASERA | 790g |
| | TOTAL | 1425g |

| USO |
|--|
| ASTM Condición 2 (Ver manual de usuario) Peso máximo del sistema (bicicleta + ciclista + equipación) = 130 kg. |

* El sistema de llantas mini-hook permite la instalación de cubiertas Tubeless o para cámara.

** Para conocer la presión máxima de la llanta, consulta el manual de usuario o la calca en la propia rueda.

[Pincha en el modelo de buje o radios para acceder a la información de recambios](#)

ROAD CONTROL (RC)

RC25TEAM (hasta MY2025)

AVISO

Los modelos RC30TEAM y RC25TEAM son equivalentes. La nomenclatura original (RC25) indicaba en ancho interno de la llanta (25mm), mientras que la nomenclatura actual (RC30) indica la altura de la llanta (30mm). El ancho interno continúa siendo de 25mm.

| LLANTAS | MODELO | MATERIAL | TALLA | TIPO LLANTA | TIPO FRENO | TUBELESS | INTERNAL WIDTH | OFFSET | AGUJEROS DIRECCIONALES | AGUJEROS RADIOS | ERD | ETRTO | UNIÓN | ANCHO CINTA TUBELESS | VÁLVULA | CUBIERTAS COMPATIBLES | PRESIÓN MÁXIMA | SECCIÓN |
|----------------|------------------|------------------|--------|---------------------|---------------------|----------|----------------|--------|------------------------|-----------------|--------|----------|----------|----------------------|---------|-----------------------|----------------|---|
| | LLANTA DELANTERA | GR10-F-30-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disco | SI | 25 mm | 1 mm | SI | 24 | 592 mm | 622x25TC | — | 26 mm | 57 mm | 30-55 mm | ** |
| LLANTA TRASERA | GR10-F-30-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disco | SI | 25 mm | -1 mm | SI | 28 | 592 mm | 622x25TC | — | 26 mm | 57 mm | 30-55 mm | ** |  |

| RADIOS | Nº RADIOS | MODELO | RADIADO DRIVE SIDE | RADIADO NON-DRIVE SIDE | LONGITUD RADIOS DRIVE SIDE | LONGITUD RADIOS NON-DRIVE SIDE | TENSIÓN MONTAJE DRIVE SIDE | TENSIÓN MONTAJE DISC SIDE | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE |
|---------|-----------|---|---|------------------------|----------------------------|--------------------------------|----------------------------|---------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|
| | DELANTERA | 24 | Sapim CX-Sprint TCS Aero 14G (2mm) J-Bend | 2 Cruces | 2 Cruces | 283 mm | 280 mm | — | 1300 N | Por fuera | Por dentro | Por fuera |
| TRASERA | 28 | Sapim CX-Sprint TCS Aero 14G (2mm) J-Bend | 3Cruces | 3 Cruces | 286 mm | 289 mm | 1300 N | — | Por dentro | Por fuera | Por fuera | Por dentro |

| BUJES | MODELO | SPACING (OLD) | EJE | TIPO DISCO | RADIOS | NÚCLEO | MECANISMO NÚCLEO |
|--------------|-------------------|-------------------|--------------|--------------|-------------|------------------|--------------------------|
| | BUJE DELANTERO | Zipp ZR1 CL Jbend | 100mm | Pasante 12mm | Center Lock | 24 | — |
| BUJE TRASERO | Zipp ZR1 CL Jbend | 142mm | Pasante 12mm | Center Lock | 28 | HG, MS, XDR, N3W | 6 Trinquetes (66 points) |

| CABECILLAS | MODELO | MEDIDAS | ARANDELA CABECILLAS |
|------------|-------------------------------------|-------------------------------------|---------------------|
| | DELANTERA | Sapim Alloy Double Square L18 Black | 14G & 18mm length |
| TRASERA | Sapim Alloy Double Square L18 Black | 14G & 18mm length | No |

| PESO RUEDA | DELANTERA | 635g |
|------------|-----------|------|
| | TRASERA | 790g |
| TOTAL | 1425g | |

| USO |
|--|
| ASTM Condición 2 (Ver manual de usuario) Peso máximo del sistema (bicicleta + ciclista + equipación) = 130 kg. |

* El sistema de llantas mini-hook permite la instalación de cubiertas Tubeless o para cámara.

** Para conocer la presión máxima de la llanta, consulta el manual de usuario o la calca en la propia rueda.

[Pincha en el modelo de buje o radios para acceder a la información de recambios](#)

ROAD CONTROL (RC)

RC25PRO (desde MY2025)

| | MODELO | MATERIAL | TALLA | TIPO LLANTA | TIPO FRENO | TUBELESS | INTERNAL WIDTH | OFFSET | AGUJEROS DIRECCIONALES | AGUJEROS RADIOS | ERD | ETRTO | UNIÓN | ANCHO CINTA TUBELESS | VÁLVULA | CUBIERTAS COMPATIBLES | PRESIÓN MÁXIMA | SECCIÓN | |
|---------|------------------|----------------------|---------------|-------------|---------------------|----------|----------------|--------|------------------------|-----------------|-----|----------|----------|----------------------|---------|-----------------------|----------------|---------|---|
| LLANTAS | LLANTA DELANTERA | RC30-B-25-28H PRO AL | Aluminio 6061 | 700C | Clincher Mini-Hook* | Disco | SI | 24 mm | 1 mm | SI | 28 | 590,2 mm | 622x24TC | Sleeved | 25 mm | 57 mm | 30-55 mm | ** |  |
| | LLANTA TRASERA | RC30-B-25-28H PRO AL | Aluminio 6061 | 700C | Clincher Mini-Hook* | Disco | SI | 24 mm | -1 mm | SI | 28 | 590,2 mm | 622x24TC | Sleeved | 25 mm | 57 mm | 30-55 mm | ** |  |

| | Nº RADIOS | MODELO | RADIADO DRIVE SIDE | RADIADO NON-DRIVE SIDE | LONGITUD RADIOS DRIVE SIDE | LONGITUD RADIOS NON-DRIVE SIDE | TENSIÓN MONTAJE DRIVE SIDE | TENSIÓN MONTAJE DISC SIDE | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|-----------|--------|------------------------------|------------------------|----------------------------|--------------------------------|----------------------------|---------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|------------|
| RADIOS | DELANTERA | 28 | Sapim Sprint14G (2mm) J-Bend | 2 Cruces | 2 Cruces | 293 mm | 291 mm | — | 1400 N | Por fuera | Por dentro | Por fuera | Por dentro |
| | TRASERA | 28 | Sapim Sprint14G (2mm) J-Bend | 3 Cruces | 3 Cruces | 290 mm | 292 mm | 1400 N | — | Por dentro | Por fuera | Por fuera | Por dentro |

| | MODELO | SPACING (OLD) | EJE | TIPO DISCO | RADIOS | NÚCLEO | MECANISMO NÚCLEO |
|-------|----------------|-------------------|-------|--------------|-------------|--------|--------------------------------|
| BUJES | BUJE DELANTERO | Zipp ZR1 CL Jbend | 100mm | Pasante 12mm | Center Lock | 28 | — |
| | BUJE TRASERO | Zipp ZR1 CL Jbend | 142mm | Pasante 12mm | Center Lock | 28 | Shimano HG Shimano MS Sram XDR |

| | MODELO | MEDIDAS | ARANDELA CABECILLAS | |
|------------|-----------|-------------------------------------|---------------------|----|
| CABECILLAS | DELANTERA | Sapim Alloy Double Square L18 Black | 14G & 18mm length | No |
| | TRASERA | Sapim Alloy Double Square L18 Black | 14G & 18mm length | No |

| | PESO RUEDA | DELANTERA | TRASERA | TOTAL |
|--|------------|-----------|---------|-------|
| | | 850g | 975g | 1825g |

| USO |
|---|
| ASTM Condición 2 (Ver manual de usuario) Peso máximo del sistema (bicicleta + ciclista + equipación) = 130 kg. |

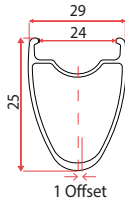
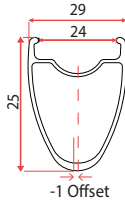
* El sistema de llantas mini-hook permite la instalación de cubiertas Tubeless o para cámara.

** Para conocer la presión máxima de la llanta, consulta el manual de usuario o la calca en la propia rueda.

[Pincha en el modelo de buje o radios para acceder a la información de recambios](#)

ROAD CONTROL (RC)

RC25PRO (hasta MY2024)

| | MODELO | MATERIAL | TALLA | TIPO LLANTA | TIPO FRENO | TUBELESS | INTERNAL WIDTH | OFFSET | AGUJEROS DIRECCIONALES | AGUJEROS RADIOS | ERD | ETRTO | UNIÓN | ANCHO CINTA TUBELESS | VÁLVULA | CUBIERTAS COMPATIBLES | PRESIÓN MÁXIMA | SECCIÓN | |
|---------|------------------|----------------------|---------------|-------------|---------------------|----------|----------------|--------|------------------------|-----------------|-----|----------|----------|----------------------|---------|-----------------------|----------------|---------|---|
| LLANTAS | LLANTA DELANTERA | RC30-B-25-28H PRO AL | Aluminio 6061 | 700C | Clincher Mini-Hook* | Disco | SI | 24 mm | 1 mm | SI | 28 | 590,2 mm | 622x24TC | Sleeved | 25 mm | 57 mm | 30-55 mm | ** |  |
| | LLANTA TRASERA | RC30-B-25-28H PRO AL | Aluminio 6061 | 700C | Clincher Mini-Hook* | Disco | SI | 24 mm | -1 mm | SI | 28 | 590,2 mm | 622x24TC | Sleeved | 25 mm | 57 mm | 30-55 mm | ** |  |

| | Nº RADIOS | MODELO | RADIADO DRIVE SIDE | RADIADO NON-DRIVE SIDE | LONGITUD RADIOS DRIVE SIDE | LONGITUD RADIOS NON-DRIVE SIDE | TENSIÓN MONTAJE DRIVE SIDE | TENSIÓN MONTAJE DISC SIDE | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|-----------|--------|-----------------------------------|------------------------|----------------------------|--------------------------------|----------------------------|---------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|------------|
| RADIOS | DELANTERA | 28 | Sapim Sprint TCS 14G (2mm) J-Bend | 2 Cruces | 2 Cruces | 293 mm | 291 mm | — | 1400 N | Por fuera | Por dentro | Por fuera | Por dentro |
| | TRASERA | 28 | Sapim Sprint TCS 14G (2mm) J-Bend | 3 Cruces | 3 Cruces | 291 mm | 293 mm | 1400 N | — | Por dentro | Por fuera | Por fuera | Por dentro |

| | MODELO | SPACING (OLD) | EJE | TIPO DISCO | RADIOS | NÚCLEO | MECANISMO NÚCLEO | | MODELO | MEDIDAS | ARANDELA CABECILLAS | | DELANTERA | 850g | USO |
|-------|----------------|-------------------|-------|--------------|-------------|--------|------------------------|--------------------------|-----------|--------------------|---------------------|----|-----------|-------|-----|
| BUJES | BUJE DELANTERO | Zipp ZR1 CL Jbend | 100mm | Pasante 12mm | Center Lock | 28 | — | — | DELANTERA | Sapim Brass Polyax | 2x14 mm (14G) | No | TRASERA | 975g | |
| | BUJE TRASERO | Zipp ZR1 CL Jbend | 142mm | Pasante 12mm | Center Lock | 28 | Shimano HG or Sram XDR | 6 Trinquetes (66 points) | TRASERA | Sapim Brass Polyax | 2x14 mm (14G) | No | TOTAL | 1825g | |

* El sistema de llantas mini-hook permite la instalación de cubiertas Tubeless o para cámara.

** Para conocer la presión máxima de la llanta, consulta el manual de usuario o la calca en la propia rueda.

[Pincha en el modelo de buje o radios para acceder a la información de recambios](#)

ASTM Condición 2
(Ver manual de usuario)
Peso máximo del sistema
(bicicleta + ciclista +
equipación) =
130 kg.

MANTENIMIENTO DE RUEDAS OQUO

La información contenida en este manual está principalmente dirigida a distribuidores OQUO y usuarios con cierta experiencia en el mantenimiento de ruedas.

Si, como usuario, no dispones del conocimiento para llevar a cabo los procesos de mantenimiento descritos en este manual técnico o instalar los repuestos listados, lleva tus ruedas a un distribuidor OQUO para su reparación o mantenimiento.

Puedes encontrar la información de contacto de nuestros distribuidores en nuestra web:

www.oquowheels.com

AVISO

Daños producidos por llevar a cabo los procesos de mantenimiento o reparaciones de manera inadecuada no están cubiertos por las condiciones de garantía.



La instalación de componentes, reparaciones o mantenimientos realizados de manera inadecuada pueden afectar a la integridad y funcionamiento de las ruedas, pudiendo ser causa de accidentes y lesiones graves, incluso la muerte.

Consulta la tabla de periodos de mantenimiento en este manual para conocer las comprobaciones y los

HERRAMIENTAS

Utiliza siempre las herramientas y productos adecuados para un mantenimiento o reparación concretos. Herramientas inadecuadas o en mal estado, o el uso de productos no específicos, pueden causar daños en los componentes que no están cubiertos por las condiciones de garantía.

periodos de mantenimiento de las ruedas y sus componentes.

Consulta la sección de mantenimiento de bujes de este manual para acceder a los manuales de mantenimiento de los fabricantes de bujes.

TABLA DE PERIODOS DE MANTENIMIENTO

Consulta la siguiente tabla para conocer las comprobaciones y los periodos de mantenimiento de las ruedas y sus componentes.

AVISO

Los periodos de mantenimiento de los componentes indicados a continuación son orientativos, y dependen en gran medida de factores como las condiciones meteorológicas de uso de la bicicleta (condiciones adversas reducen considerablemente la vida de los componentes y los tiempos de mantenimiento), limpieza de la bicicleta y sus componentes (componentes con suciedad acumulada se desgastan más rápidamente) y uso (un uso más exigente de la bicicleta requerirá periodos de mantenimiento más cortos).

Daños en los componentes derivados de la no observación de los periodos de mantenimiento no están cubiertos por las condiciones de garantía.

En este manual se especifican las herramientas a utilizar, o se referencian los manuales de mantenimiento de fabricantes de otros componentes en nuestras ruedas, donde se detallan las herramientas apropiadas.

| COMPROBACIÓN | PERIODICIDAD | | |
|---|-------------------|---------------|----------------------------------|
| | Antes de cada uso | Cada 2-3 usos | Cada 4-6 meses (40-60 horas)*/** |
| Limpiar las ruedas con agua con jabón o producto específico para limpieza de bicicletas. (no usar productos con base de amoníaco o disolventes) | | ✓ | ✓ |
| Inspección de apriete y estado de los ejes pasantes o de cierre rápido | ✓ | | |
| Inspección del estado de los discos de freno | ✓ | | |
| Comprobación del apriete de los discos de freno | | | ✓ |
| Inspección de centricidad de la llanta | ✓ | | ✓ |
| Inspección del estado de los neumáticos (cortes y desgaste) | ✓ | | |
| Inspección manual de tensión y estado de radios | ✓ | | |
| Inspección de manual giro y juego los rodamientos de los bujes y núcleo | ✓ | | |
| Inspección de presión de las cubiertas y de pérdidas de aire | ✓ | | |
| Inspección de daños en llanta, bujes y radios | ✓ | | ✓ |
| Inspección y/o relleno del líquido sellante en cubiertas tubeless | | | ✓ |
| Limpieza de líquido sellante en llanta, cubierta y válvula | | | ✓ |
| Sustitución del fondo de llanta (estándar o tubeless) si es necesario | | | ✓ |
| Inspección de la tensión de radios con tensiómetro | | | ✓ |
| Inspección de la función de los bujes. servicio de rodamientos y del núcleo según las instrucciones del fabricante si es necesario | | | ✓ |
| Reemplazo de cámara en cubiertas estándar | | | ✓ |

*Estos tiempos pueden ser menores dependiendo del estilo y condiciones de uso.

**Usuarios más pesados o que usen las ruedas cerca de sus límites de peso del sistema pueden requerir acortar los periodos de mantenimiento.

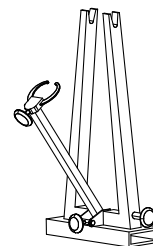
HERRAMIENTAS PARA EL MANTENIMIENTO Y CONSTRUCCIÓN DE RUEDAS

Aquí se listan las herramientas necesarias para el mantenimiento correcto de ruedas OQUO en cuanto a construcción y centrado. Consulta las herramientas necesarias para el mantenimiento de bujes en la documentación del fabricante.

Esta lista está sujeta a cambios en las especificaciones de ruedas que pueden hacer necesario el uso de otras herramientas no mostradas aquí. Ante la duda, consulta con OQUO.

1. CENTRADOR DE RUEDAS DE DOBLE LADO

Siempre utiliza un centrador de doble lado de calidad para comprobar el centrado y la desviación de las ruedas. No realices estas comprobaciones y mantenimientos de la rueda con esta montada en la bicicleta. Los resultados podrían no ser precisos.



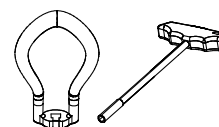
2. LLAVE DE RADIOS

Externa: Para el ajuste de las cabecillas desde la parte externa de la llanta. Para la mayoría de cabecillas.

Interna: Para el ajuste de las cabecillas desde la parte interna de la llanta (garganta). Las cabecillas Sapim Double Square pueden ser ajustadas desde el interior de la llanta al igual que desde el exterior con una llave de radios externa.

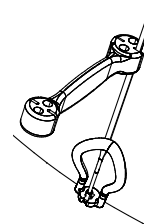
AVISO

Tanto si se usa una llave de radios interna o externa, ésta debe ser del tamaño correcto para las cabecillas para evitar dañar y/o redondear las cabecillas. Es útil disponer de llaves de radios de varios tamaños y probar en las cabecillas a ajustar para asegurarse de que la medida de la llave de radios es la correcta



3. LLAVE DE RADIOS PLANOS

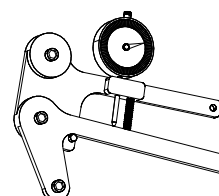
Usa una herramienta para sujetar los radios planos al ajustar la cabecilla y evitar la torsión del radio.



4. TENSÍOMETRO

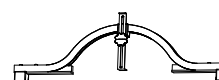
Siempre usa un tensiómetro de calidad y comprueba regularmente su calibración según las instrucciones del fabricante.

Sigue las instrucciones del fabricante para su correcto uso y para interpretar de manera adecuada la lectura de tensión dependiendo de las especificaciones de los radios.



5. APARAGUADOR

Siempre utiliza un aparaguador para comprobar la alineación de la llanta respecto a los extremos del buje que contactan con el interior del cuadro o la horquilla.

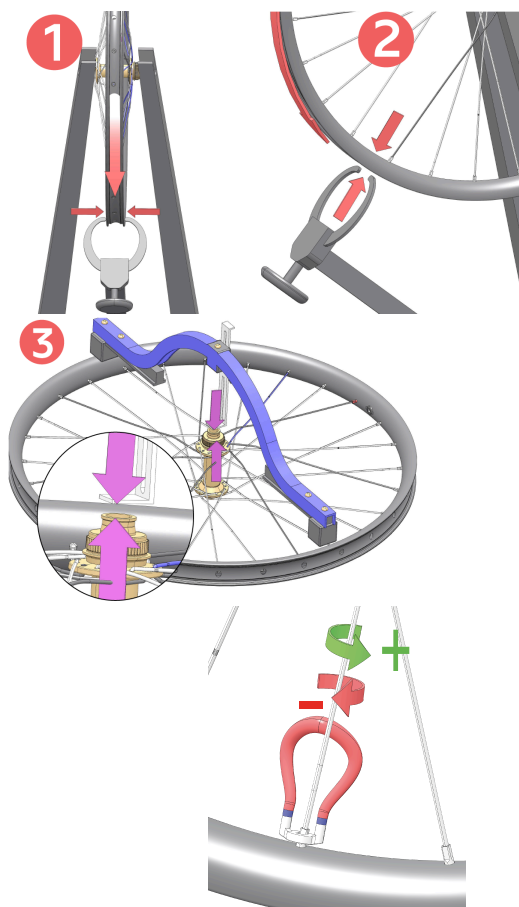


AJUSTAR LA TENSIÓN DE LOS RADIOS

Comprueba regularmente la tensión y el estado de los radios.

Comprueba regularmente la desviación lateral (1), radial (2) y el aparaguado (3) de tus ruedas en un centrador de ruedas. Comprobaciones y ajustes de la rueda estando esta montada en la bicicleta pueden no ser precisas.

Si algún radio necesita ser ajustado, utiliza una llave de radios del tamaño correcto para ajustar la tensión de estos radios.



Utiliza una llave de radios planos para sujetar los radios planos y evitar la torsión del radio. También puede sujetar radios redondos con unos alicates lisos para evitar su torsión. Evita dañar los radios.

Al ajustar uno a varios radios, comprueba de nuevo la desviación lateral, radial y el aparaguado de la rueda. Si ajustas la tensión de 4 o más radios, destensa la rueda y comprueba su centrado.

Consulta como destensar la rueda en la sección de construcción de ruedas de este manual. Comprueba los objetivos de desviación y tensión de las ruedas OQUO en la sección de Construcción de ruedas de este manual.

SUSTITUIR UN RADIO

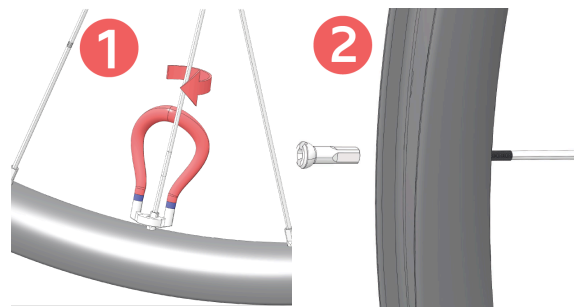
Radios rotos, doblados o dañados deben ser sustituidos inmediatamente.

Para sustituir un radio, desmonta la cubierta y el fondo de llanta de la rueda.

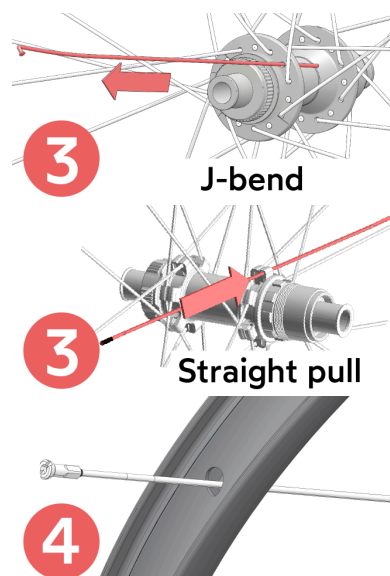
Puede ser necesario desmontar el disco de freno, y en ruedas traseras el cassette, para sustituir un radio.



Usa una llave de radios para desmontar la cabecilla (1, 2)



Desmonta el radio del buje (3). En el caso de que el radio esté partido, puedes extraer el radio roto junto a la cabecilla y desmontar el segmento del buje por separado (4).



Instala el nuevo radio desde el lado del buje y en la posición del radio original.

Consulta la sección Patrones de radiado del capítulo Construcción de ruedas de este manual para una guía de la posición de los radios en los diferentes patrones de radiado. Consulta la tabla de especificaciones técnicas de este manual para conocer el modelo y longitud de los radios de tu modelo de rueda OQUO.

Utiliza un centrador de ruedas y las herramientas adecuadas para tensar el nuevo radio. Comprueba que tras la instalación la tensión de los radios es correcta y la desviación lateral y radial de la rueda y el aparaguado es el correcto.

Puede ser necesario ajustar varios radios además del radio sustituido. Si ajustas varios radios, destensa la rueda como se explica en la sección de Construcción de ruedas de este manual y comprueba que la alineación y tolerancias de desviación y tensión son correctas.

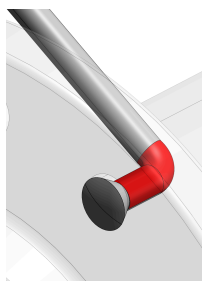
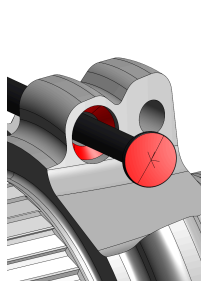
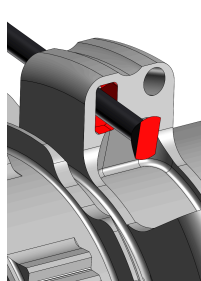
Vuelve a instalar el fondo de llanta, la cubierta y el disco de freno y cassette si fue necesario desmontarlos.

RADIOS J-BEND, STRAIGHTPULL CLÁSICOS O T-SHAPE/T-HEAD

Dependiendo del alojamiento para la cabeza de los radios en un buje straightpull, es necesario montar radios straightpull clásicos o T-Shape/T-Head.

En los bujes para radios straightpull T-Shape/T-Head, el alojamiento para la cabeza de los radios es rectangular, permitiendo encajar la cabeza del radio e impidiendo que se tuerzan o aflojen

En los bujes para radios straightpull clásicos, el alojamiento para la cabeza de los radios es redondeada, por lo que los radios deberán tener cabeza estándar.

J-BEND**STRAIGHTPULL****T-HEAD**

MANTENIMIENTO DE BUJES

Consulta las [tablas de especificaciones técnicas, página 51](#) de ruedas OQUO de este manual para saber qué modelo de buje usa tu modelo de rueda.

AVISO

La información contenida en este manual y los manuales de otros fabricantes aquí referenciados está principalmente dirigida a distribuidores OQUO o del fabricante del componente y a usuarios con cierta experiencia en el mantenimiento de ruedas.

Si, como usuario, no dispones del conocimiento para llevar a cabo los procesos de mantenimiento descritos en este manual técnico o instalar los repuestos listados, lleva tus ruedas a un distribuidor OQUO para su reparación o mantenimiento.

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www.oquowheels.com

BUJES ZIPP & OQUO BY ZIPP

Consulta los manuales de los bujes Zipp en la página web del fabricante: www.sram.com/en/service/manuals

AVISO

Los bujes Oquo by Zipp tienen los mismos componentes que el buje Zipp equivalente (menos el cuerpo del buje), por lo que los procesos de servicio y mantenimiento son los mismos que en el buje Zipp equivalente.

| MODELO BUJE | TIPO MANUAL | CONTENIDOS | LINK AL DOCUMENTO |
|-----------------------|-------------------------|--|---|
| ZIPP COGNITION V2 | Manual de mantenimiento | <ul style="list-style-type: none"> • Despiece del buje trasero • Desmontaje, limpieza y montaje del buje trasero • Despiece del buje delantero • Desmontaje, limpieza y montaje del buje delantero | https://www.sram.com/globalassets/document-hierarchy/service-manuals/zipp/wheels-and-hubs/zipp-cognition-v2-hubs-service-manual.pdf |
| ZIPP ZR1 | Manual de mantenimiento | <ul style="list-style-type: none"> • Despiece del buje trasero • Desmontaje, limpieza y montaje del buje trasero • Despiece del buje delantero • Desmontaje, limpieza y montaje del buje delantero | https://www.sram.com/globalassets/document-hierarchy/service-manuals/zipp/wheels-and-hubs/service-manual-zr1-and-zr1-sl-hubs-english.pdf |
| OQUO by ZIPP (ZR1 SL) | Manual de mantenimiento | <ul style="list-style-type: none"> • Despiece del buje trasero • Desmontaje, limpieza y montaje del buje trasero • Despiece del buje delantero • Desmontaje, limpieza y montaje del buje delantero | https://www.sram.com/globalassets/document-hierarchy/service-manuals/zipp/wheels-and-hubs/service-manual-zr1-and-zr1-sl-hubs-english.pdf |

RECAMBIOS

RECAMBIOS DE BUJES ZIPP

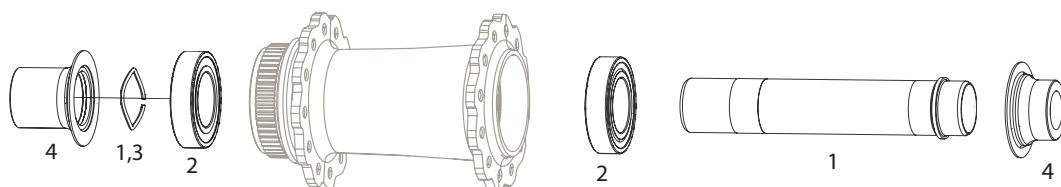
Consulta la tabla de especificaciones técnicas de ruedas OQUO para conocer el modelo de buje de tu rueda

Zipp Cognition V2

Consulta la tabla de especificaciones técnicas de ruedas OQUO para conocer el modelo de buje de tu rueda

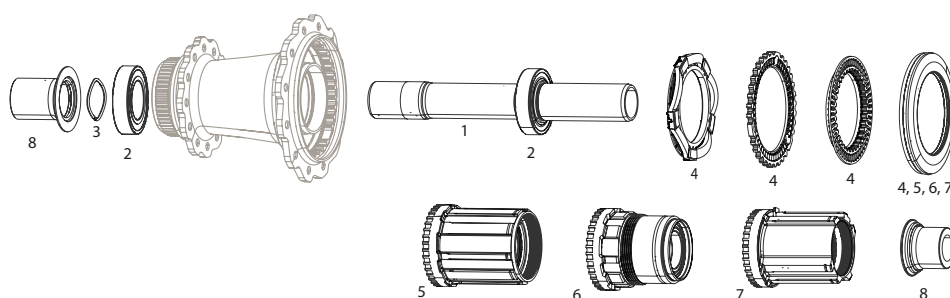
Pincha en el número de artículo para comprar online. Los recambios de bujes están disponibles exclusivamente para distribuidores Orbea a través de Kide (acceso B2B)

Zipp Cognition V2 12x100mm Centerlock



| | DESCRIPCIÓN | CANTIDAD POR BUJE | Nº ART. ZIPP | Nº ART. OQUO |
|---|---|-------------------|-----------------|--------------|
| 1 | Front hub axle | 1 | 11.2018.065.002 | XC97 |
| 2 | Wheel hub bearings Cognition V2 61903 | 2 | 11.2018.061.003 | XD01 |
| 3 | Wheel Wave spring Cognition | 1 | 11.2018.032.003 | XD02 |
| 4 | End caps set front hub Cognition CL 12x100 disc brake | 2 | 11.2018.049.000 | XD09 |

Zipp Cognition V2 12x142mm Centerlock

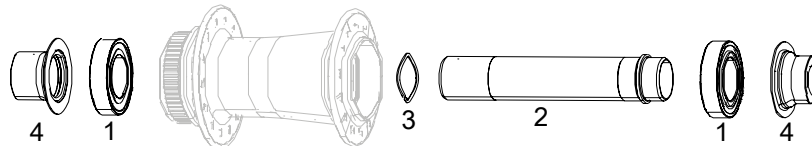


| | DESCRIPCIÓN | CANTIDAD POR BUJE | Nº ART. ZIPP | Nº ART. OQUO |
|---|--|-------------------|-----------------|--------------|
| 1 | Front hub axle | 1 | 11.2018.065.004 | XC98 |
| 2 | Wheel hub bearings Cognition V2 61903 | 2 | 11.2018.061.003 | XD01 |
| 3 | Wheel Wave spring Cognition | 1 | 11.2018.032.003 | XD02 |
| 4 | Hub Cognition V2 Axial Clutch kit disc | 1 | 11.2018.065.006 | XD08 |
| 5 | HG freehub Kit | 1 | 11.2018.065.000 | XD10 |
| 6 | XDR freehub Kit | 1 | 11.2018.065.001 | XD11 |
| 7 | Campagnolo N3W freehub Kit | 1 | 11.2018.065.009 | XD00 |
| 8 | End caps set rear hub Cognition CL 12x142 disc brake | 2 | 11.2018.065.007 | XD12 |

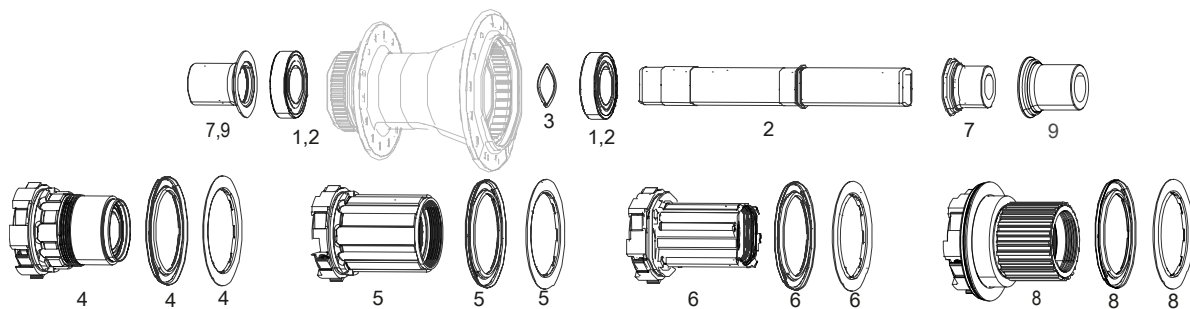
Zipp ZR1

Consulta la tabla de especificaciones técnicas de ruedas OQUO para conocer el modelo de buje de tu rueda

Pincha en el número de artículo para comprar online. Los recambios de bujes están disponibles exclusivamente para distribuidores Orbea a través de Kide (acceso B2B)

Zipp ZR1 12x100mm Centerlock

| | DESCRIPCIÓN | CANTIDAD POR BUJE | Nº ART. ZIPP | Nº ART. OQUO |
|---|---|-------------------|-----------------|--------------|
| 1 | Wheel hub bearings ZR1 61903 | 2 | 11.2018.061.003 | XD01 |
| 2 | Front hub axle and wave spring | 1 | 11.2018.064.010 | XC95 |
| 3 | Wave spring | 1 | 11.2018.032.003 | XD02 |
| 4 | End caps set front hub ZR1 CL 12x100 disc | 2 | 11.2018.064.003 | XD03 |

Zipp ZR1 12x142mm Centerlock

| | DESCRIPCIÓN | CANTIDAD POR BUJE | Nº ART. ZIPP | Nº ART. OQUO |
|---|-------------------------------|-------------------|-----------------|--------------|
| 1 | Wheel hub bearings 61903 | 2 | 11.2018.061.003 | XD01 |
| 2 | Rear hub axle and bearings | 1 | 11.2018.064.013 | XC96 |
| 3 | Wave spring | 1 | 11.2018.032.003 | XD02 |
| 4 | Sram XDR freehub Kit | 1 | 00.2018.015.000 | XD05 |
| 5 | Shimano HG freehub Kit | 1 | 11.2018.064.012 | XD04 |
| 6 | Campagnolo N3W freehub Kit | 1 | 11.2018.064.017 | XD06 |
| 7 | Wheel axle end cap set HG-XDR | 2 | 11.2018.064.005 | XD07 |
| 8 | Shimano MS freehub Kit | 1 | 112.028.061.006 | XH79 |
| 9 | Wheel axle end cap set MS | 2 | 112.028.061.001 | XH55 |

RECAMBIOS DE BUJES OQUO BY ZIPP

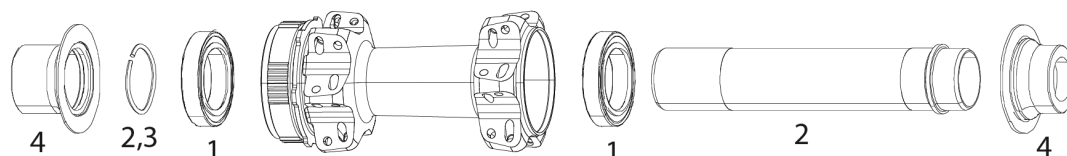
Consulta la tabla de especificaciones técnicas de ruedas OQUO para conocer el modelo de buje de tu rueda

Oquo by Zipp ZR1 SL

Consulta la tabla de especificaciones técnicas de ruedas OQUO para conocer el modelo de buje de tu rueda

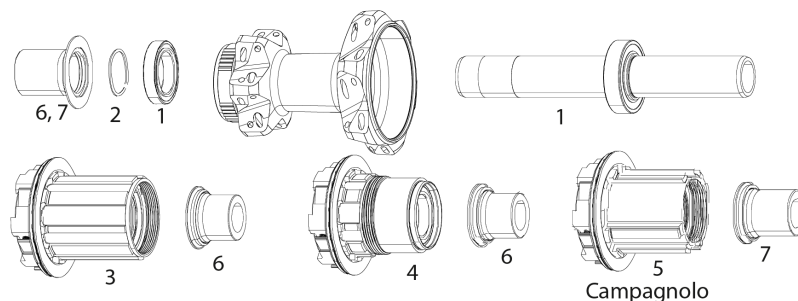
Pincha en el número de artículo para comprar online. Los recambios de bujes están disponibles exclusivamente para distribuidores Orbea a través de Kide (acceso B2B)

Oquo by Zipp ZR1 SL straight pull 12x100mm Centerlock



| | DESCRIPCIÓN | CANTIDAD POR BUJE | Nº ART. ZIPP | Nº ART. OQUO |
|-----|---|-------------------|-----------------|--------------|
| 1.1 | Ceramic Bearing kit - 61803 (upgrade) | 2 | 11.2018.067.001 | — |
| 1.2 | Stainless steel bearing kit - 61803 | 2 | — | XJ67 |
| 2 | Front hub axle and wave spring | 1 | 11.2018.064.010 | XC95 |
| 3 | Wave spring | 1 | 11.2018.032.003 | XD02 |
| 4 | End caps set front hub ZR1 CL 12x100 disc | 2 | 11.2018.064.003 | XD03 |

Oquo by Zipp ZR1 SL straight pull 12x142mm Centerlock



| | DESCRIPCIÓN | CANTIDAD POR BUJE | Nº ART. ZIPP | Nº ART. OQUO |
|-----|---|-------------------|-----------------|--------------|
| 1.1 | Wheel hub bearings 61903 and 61803. Includes axle | 1 | 11.2028.069.000 | XJ68 |
| 1.2 | 61903+61803 bearing kit (without axle) | 1 | — | XJ00 |
| 2 | Wave spring | 1 | 11.2018.032.003 | XD02 |
| 3 | Shimano HG freehub Kit | 1 | 11.2018.064.012 | XD04 |
| 4 | Sram XDR freehub Kit | 1 | 00.2018.015.000 | XD05 |
| 5 | Freehub Kit ZR1 for N3W | 1 | 11.2018.065.010 | XD06 |
| 6 | Hub end caps. Rear DS and NDS 12x142 XDR and Shimano HG | 1 | 11.2018.064.005 | XD07 |
| 7 | Hub end caps. Rear DS and NDS 12x142 Campagnolo N3W | 2 | 11.2018.069.000 | XJ69 |

RADIOS. KITS DE RADIOS RUEDAS OQUO

Road Performance (RP)

| MODELO RUEDA | DELANTERA / TRASERA | BUJE | DESCRIPCIÓN RECAMBIO | INCLUYE | CANT. | COD. ART. ORBEA |
|------------------------------|---------------------|---------------------|--|--|-------|-----------------|
| RP57 LTD V1 hasta MY2025 | DELANTERA | ZIPP COGNITION V2 | KIT RADIOS + CABECILLAS RP57 LTD FRONT 24H V1 | Sapim CX-Ray TCS Aero. 14G (2mm). J-Bend. 256mm. | 2 | XD44 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2mm). J-Bend. 255mm. | 2 | |
| | | | | Sapim Alloy Double Square 2x18mm. | 4 | |
| | TRASERA | ZIPP COGNITION V2 | KIT RADIOS + CABECILLAS RP57 LTD REAR 24H V1 | Sapim CX-Ray TCS Aero. 14G (2mm). J-Bend. 250mm. | 2 | XD45 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2mm). J-Bend. 256mm. | 2 | |
| | | | | Sapim Alloy Double Square 2x18mm. | 4 | |
| RP45 LTD V1 hasta MY2025 | DELANTERA | ZIPP COGNITION V2 | KIT RADIOS + CABECILLAS RP45 LTD FRONT 24H V1 | Sapim CX-Ray TCS Aero. 14G (2mm). J-Bend. 267mm. | 2 | XD25 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2mm). J-Bend. 265mm. | 2 | |
| | | | | Sapim Alloy Double Square 2x18mm. | 4 | |
| | TRASERA | ZIPP COGNITION V2 | KIT RADIOS + CABECILLAS RP45 LTD REAR24H V1 | Sapim CX-Ray TCS Aero. 14G (2mm). J-Bend. 260mm. | 2 | XD26 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2mm). J-Bend. 267mm. | 2 | |
| | | | | Sapim Alloy Double Square 2x18mm. | 4 | |
| RP45 LTD V2 MY2026 | DELANTERA | Oquo by Zipp ZR1 SL | KIT RADIOS + CABECILLAS RP45 LTD FRONT 24H V2 | Sapim CX-Ray TCS Aero. 14G (2mm). straight pull T-head. 275mm. | 4 | XJ71 |
| | | | | Sapim Alloy Double Square 2x18mm. | 4 | |
| | TRASERA | Oquo by Zipp ZR1 SL | KIT RADIOS + CABECILLAS RP45 LTD REAR24H V2 | Sapim CX-Ray TCS Aero. 14G (2mm). straight pull T-head. 271mm. | 2 | XJ72 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2mm). straight pull T-head. 274mm. | 2 | |
| | | | | Sapim Alloy Double Square 2x18mm. | 2 | |
| | | | | Sapim Alloy Double Square 2x18mm. | 2 | |
| RP45 TEAM V1 desde MY2024 | DELANTERA | ZIPP ZR1 | KIT RADIOS + CABECILLAS RP45 TEAM FRONT 24H V1 | Sapim CX-Sprint TCS Aero. 14G (2mm). J-Bend. 267mm. | 2 | XD19 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2mm). J-Bend. 265mm. | 2 | |
| | | | | Sapim Alloy Double Square 2x18mm. | 4 | |
| | TRASERA | ZIPP ZR1 | KIT RADIOS + CABECILLAS RP45 TEAM REAR2 4H V1 | Sapim CX-Sprint TCS Aero. 14G (2mm). J-Bend. 262mm. | 2 | XD20 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2mm). J-Bend. 266mm. | 2 | |
| | | | | Sapim Alloy Double Square 2x18mm. | 4 | |
| RP35 LTD V1 hasta MY2025 | DELANTERA | ZIPP COGNITION V2 | KIT RADIOS + CABECILLAS RP35 LTD FRONT 24H V1 | Sapim CX-Ray TCS Aero. 14G (2mm). J-Bend. 277mm. | 2 | XD23 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2mm). J-Bend. 275mm. | 2 | |
| | | | | Sapim Alloy Double Square 2x18mm. | 4 | |
| | TRASERA | ZIPP COGNITION V2 | KIT RADIOS + CABECILLAS RP35 LTD REAR 24H V1 | Sapim CX-Rady TCS Aero. 14G (2mm). J-Bend. 271mm. | 2 | XD24 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2mm). J-Bend. 276mm. | 2 | |
| | | | | Sapim Alloy Double Square 2x18mm. | 4 | |
| RP35 TEAM V1 hasta MY2024 | DELANTERA | ZIPP ZR1 | KIT RADIOS + CABECILLAS RP35 TEAM FRONT 24H V1 | Sapim Sprint TCS. 14G (2mm). J-Bend. 277mm. | 2 | XD17 |
| | | | | Sapim Sprint TCS. 14G (2mm). J-Bend. 275mm. | 2 | |
| | | | | Sapim Brass Polyax 2x14mm. | 4 | |
| | TRASERA | ZIPP ZR1 | KIT RADIOS + CABECILLAS RP35 TEAM REAR 24H V1 | Sapim Sprint TCS. 14G (2mm). J-Bend. 271mm. | 2 | XD18 |
| | | | | Sapim Sprint TCS. 14G (2mm). J-Bend. 276mm. | 2 | |
| | | | | Sapim Brass Polyax 2x14mm. | 4 | |

Pincha en el número de artículo para comprar online.

RADIO. KITS DE RADIOS RUEDAS OQUO

Road Performance (RP)

| MODELO RUEDA | DELANTERA / TRASERA | BUJE | DESCRIPCIÓN RECAMBIO | INCLUYE | CANT. | COD. ART. ORBEA |
|---------------------------|---------------------|----------|--|--|-------|-----------------|
| RP35 TEAM V2 desde MY2025 | DELANTERA | ZIPP ZR1 | KIT RADIOS + CABECILLAS RP35 TEAM FRONT 24H V2 | Sapim Sprint TCS 14G (2mm) J-Bend. 277 mm. | 2 | XH50 |
| | | | | Sapim Sprint TCS 14G (2mm) J-Bend. 276 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2x18mm. | 4 | |
| | TRASERA | ZIPP ZR1 | KIT RADIOS + CABECILLAS RP35 TEAM REAR 24H V2 | Sapim Sprint TCS 14G (2mm) J-Bend. 272 mm. | 2 | XH51 |
| | | | | Sapim Sprint TCS 14G (2mm) J-Bend. 276 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2x18mm. | 4 | |
| RP35 PRO V1 hasta MY2024 | DELANTERA | ZIPP ZR1 | KIT RADIOS + CABECILLAS RP35 PRO FRONT 24H V1 | Sapim Sprint TCS Aero. 14G (2mm). J-Bend. 275mm. | 2 | XD13 |
| | | | | Sapim Sprint TCS Aero. 14G (2mm). J-Bend. 277mm. | 2 | |
| | | | | Sapim Brass Polyax 2x14mm. | 4 | |
| | TRASERA | ZIPP ZR1 | KIT RADIOS + CABECILLAS RP35 PRO REAR 24H V1 | Sapim Sprint TCS Aero. 14G (2mm). J-Bend. 272mm. | 2 | XD14 |
| | | | | Sapim Sprint TCS Aero. 14G (2mm). J-Bend. 276mm. | 2 | |
| | | | | Sapim Brass Polyax 2x14mm. | 4 | |
| RP35 PRO V2 desde MY2025 | DELANTERA | ZIPP ZR1 | KIT RADIOS + CABECILLAS RP35 PRO FRONT 24H V2 | Sapim CX Sprint TCS. 14G (2mm). J-Bend. 277 mm. | 2 | XH52 |
| | | | | Sapim CX Sprint TCS. 14G (2mm). J-Bend. 276 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2x18mm. | 4 | |
| | TRASERA | ZIPP ZR1 | KIT RADIOS + CABECILLAS RP35 PRO REAR 24H V2 | Sapim CX Sprint TCS. 14G (2mm). J-Bend. 273 mm. | 2 | XH53 |
| | | | | Sapim CX Sprint TCS. 14G (2mm). J-Bend. 277 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2x18mm. | 4 | |

Pincha en el número de artículo para comprar online.

RADIOS. KITS DE RADIOS RUEDAS OQUO

Road Control (RC)

| MODELO RUEDA | DELANTERA / TRASERA | BUJE | DESCRIPCIÓN RECAMBIO | INCLUYE | CANT. | COD. ART. ORBEA |
|---------------------------|---------------------|----------|--|---|-------|-----------------|
| RC30 TEAM V1 desde MY2026 | DELANTERA | ZIPP ZR1 | KIT RADIOS + CABECILLAS RC30 TEAM FRONT 24H V1 | Sapim CX-Sprint TCS Aero. 14G (2mm). J-Bend. 283mm. | 2 | XJ73 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2mm). J-Bend. 280mm. | 2 | |
| | | | | Sapim Alloy Double Square 2x18mm. | 4 | |
| | TRASERA | ZIPP ZR1 | KIT RADIOS + CABECILLAS RC30 TEAM REAR 28H V1 | Sapim CX-Sprint TCS Aero. 14G (2mm). J-Bend. 286mm. | 2 | XJ74 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2mm). J-Bend. 289mm. | 2 | |
| | | | | Sapim Alloy Double Square 2x18mm. | 4 | |
| RC25 TEAM V1 hasta MY2025 | DELANTERA | ZIPP ZR1 | KIT RADIOS + CABECILLAS RC25 TEAM FRONT 24H V1 | Sapim CX-Sprint TCS Aero. 14G (2mm). J-Bend. 283mm. | 2 | XD21 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2mm). J-Bend. 280mm. | 2 | |
| | | | | Sapim Alloy Double Square 2x18mm. | 4 | |
| | TRASERA | ZIPP ZR1 | KIT RADIOS + CABECILLAS RC25 TEAM REAR 28H V1 | Sapim CX-Sprint TCS Aero. 14G (2mm). J-Bend. 286mm. | 2 | XD22 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2mm). J-Bend. 289mm. | 2 | |
| | | | | Sapim Alloy Double Square 2x18mm. | 4 | |
| RC25 PRO V1 hasta MY2024 | DELANTERA | ZIPP ZR1 | KIT RADIOS + CABECILLAS RC25 PRO FRONT 28H V1 | Sapim Sprint TCS. 14G (2mm). J-Bend. 293mm. | 2 | XD15 |
| | | | | Sapim Sprint TCS. 14G (2mm). J-Bend. 291mm. | 2 | |
| | | | | Sapim Brass Polyax 2x14mm. | 4 | |
| | TRASERA | ZIPP ZR1 | KIT RADIOS + CABECILLAS RC25 PRO REAR 28H V1 | Sapim Sprint TCS. 14G (2mm). J-Bend. 291mm. | 2 | XD16 |
| | | | | Sapim Sprint TCS. 14G (2mm). J-Bend. 293mm. | 2 | |
| | | | | Sapim Brass Polyax 2x14mm. | 4 | |
| RC25 PRO V2 desde MY2025 | DELANTERA | ZIPP ZR1 | KIT RADIOS + CABECILLAS RC25 PRO FRONT 28H V2 | Sapim Sprint. 14G (2mm) J-Bend. 291 mm. | 2 | XH56 |
| | | | | Sapim Sprint. 14G (2mm) J-Bend. 293 mm. | 2 | |
| | | | | Sapim Alloy Double Square Black (18mm) | 4 | |
| | TRASERA | ZIPP ZR1 | KIT RADIOS + CABECILLAS RC25 PRO REAR 28H V2 | Sapim Sprint. 14G (2mm). 290 mm. | 2 | XH57 |
| | | | | Sapim Sprint. 14G (2mm) 292 mm. | 2 | |
| | | | | Sapim Alloy Double Square Black (18mm) | 4 | |

Pincha en el número de artículo para comprar online.

VÁLVULAS TUBELESS OQUO

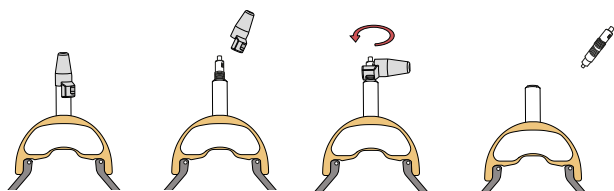
Longitud de válvula tubeless

Consulta la tabla a continuación para conocer la longitud de válvula Tubeless que utilizan tus ruedas OQUO

| FAMILIA | MODELO RUEDA | LONGITUD DE VÁLVULA |
|------------------|--------------|---------------------|
| ROAD AERO | RA80LTD | 103mm |
| | RA57LTD | 80mm |
| ROAD PERFORMANCE | RP57LTD | 80mm |
| | RP50LTD | 80mm |
| | RP45LTD | 57mm |
| | RP45TEAM | 57mm |
| | RP35LTD | 57mm |
| | RP35TEAM | 57mm |
| | RP35PRO | 57mm |
| ROAD CONTROL | RC30TEAM | 57mm |
| | RC25TEAM | 57mm |
| | RC25PRO | 57mm |

Herramienta integrada en el tapón de la válvula OQUO

Las válvulas Tubeless OQUO integran una herramienta para desmontar el obús de la válvula Tubeless en el tapón de la válvula.



Recambios de válvulas tubeless OQUO

| Nº ART. | DESCRIPCIÓN | CANT. | |
|---------|--|-------|--|
| XD27 | Kit válvulas Tubeless OQUO 57mm | 2 | |
| XD28 | Kit válvulas Tubeless OQUO 80mm | | |
| XJ70 | Kit válvulas Tubeless OQUO 103mm | | |
| XB67 | Kit tapón válvulas Tubeless OQUO | 2 | |
| XD29 | Kit de extensor de válvulas OQUO 40mm. | 2 | |
| XH28 | Kit obuses válvulas OQUO | 10 | |

Pincha en el número de artículo para comprar online.

CONSTRUCCIÓN DE RUEDAS OQUO



Esta sección da instrucciones generales de radiado y finalización de las ruedas OQUO para dealers OQUO que deban sustituir una llanta OQUO previa aprobación de la marca, y no pretende ser un manual de construcción de ruedas de bicicleta.

La construcción de ruedas de manera correcta y segura requiere amplios conocimientos técnicos y experiencia. Usuarios o técnicos que no hayan recibido la formación permitiente o tengan la experiencia necesaria no deben construir una rueda de bicicleta para su posterior uso.



La construcción de una rueda de forma incorrecta puede comprometer la integridad estructural y durabilidad de la misma, pudiendo ser la causa de rotura de los componentes no cubierta por las condiciones de garantía, y que puede derivar en lesiones graves, incluso la muerte.

HERRAMIENTAS

Consulta la sección Mantenimiento de ruedas OQUO, que describe las herramientas necesarias para el correcto mantenimiento y construcción de ruedas OQUO.

Utiliza siempre las herramientas y productos adecuados para la construcción de ruedas. Herramientas inadecuadas o en mal estado, o el uso de productos no específicos, pueden causar daños en los componentes que no están cubiertos por las condiciones de garantía.

LLANTAS ASIMÉTRICAS

Si la llanta tiene un perfil asimétrico (consulta la tabla de especificaciones de este manual para saber si una modelo utiliza llanta asimétrica), siempre orienta la llanta siguiendo las instrucciones a continuación.

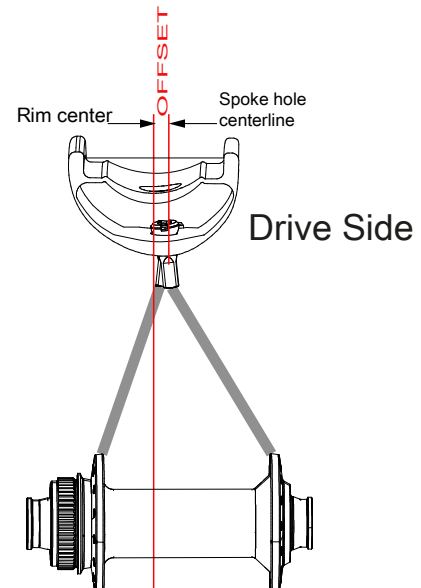
- **Llantas delanteras**

El offset de la llanta debe quedar orientado hacia el lado de la transmisión (drive side)

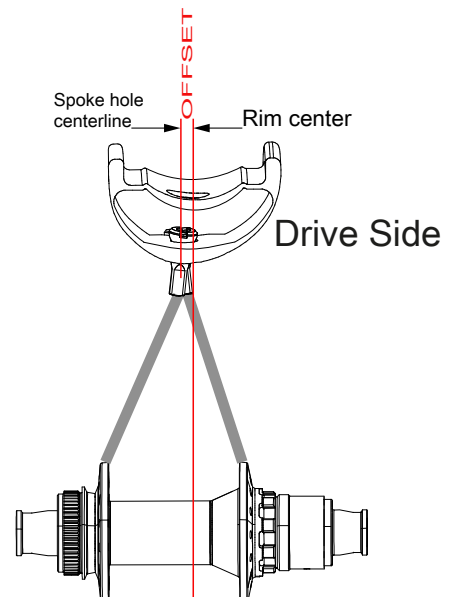
- **Llantas traseras**

El offset de la llanta debe quedar orientado hacia el lado opuesto de la transmisión (non-drive side).

LLANTA DELANTERA



LLANTA TRASERA

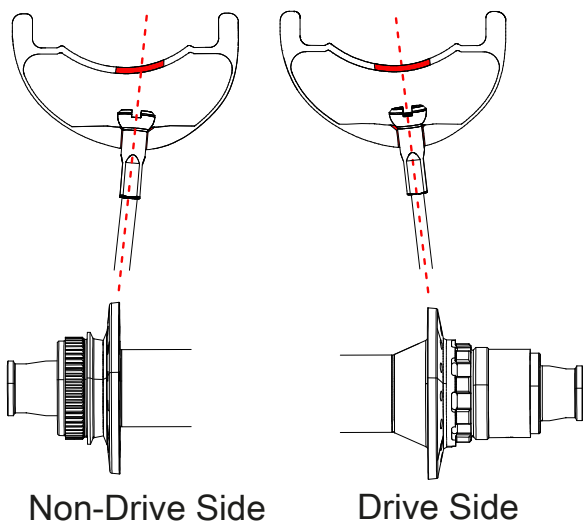


LLANTAS SIMÉTRICAS

En el caso de llantas simétricas (sin offset), orienta la llanta de manera que cualquier calca o pegatina sea legible desde el mismo lado de la bici que lo era en la rueda original.

AGUJEROS DE RADIOS DIRECCIONALES

Si la llanta tiene agujeros para radios direccionales, siempre construye la rueda de manera que la orientación de los agujeros en la llanta coincidan con el lado del buje correspondiente.



Non-Drive Side

Drive Side

LLANTAS ESPECÍFICAS PARA RUEDA DELANTERA Y TRASERA

En modelos OQUO con llanta específica para rueda delantera o trasera, asegúrate de usar la llanta específica para la rueda para la que fue diseñada.

En la tabla de especificaciones técnicas de este manual puedes comprobar si tu modelo utiliza llantas específicas para rueda delantera o trasera.

Las llantas específicas para rueda delantera incluyen la letra F en el nombre del modelo de la llanta.

Las llantas específicas para rueda trasera incluyen la letra R en el nombre del modelo de la llanta.

Las llantas no específicas para rueda trasera o trasera incluyen la letra B en el nombre del modelo de la llanta.

RADIOS Y CABECILLAS

Siempre utiliza el modelo de radios y cabecillas especificados por OQUO para un modelo de rueda.

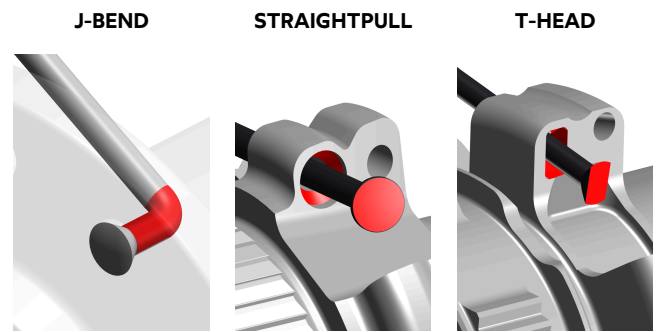
Puedes comprobar los componentes de cada modelo en la tabla de especificaciones técnicas de este manual.

RADIOS STRAIGHTPULL CLÁSICOS O T-SHAPE/T-HEAD

Dependiendo del alojamiento para la cabeza de los radios en un buje straightpull, es necesario montar radios straightpull clásicos o T-Shape/T-Head.

En los bujes para radios straightpull T-Shape/T-Head, el alojamiento para la cabeza de los radios es rectangular, permitiendo encajar la cabeza del radio e impidiendo que se tuerzan o aflojen.

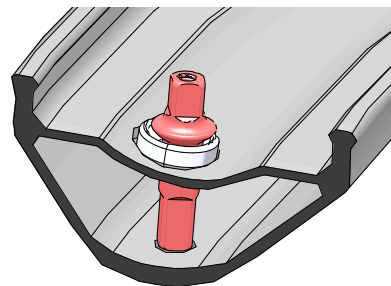
En los bujes para radios straightpull clásicos, el alojamiento para la cabeza de los radios es redondeada, por lo que los radios deberán tener cabeza estándar.



CABECILLAS CON ARANDELAS DE REFUERZO

Algunas cabecillas utilizan arandelas de refuerzo que se instalan entre la cabecilla y la pared de la llanta.

Comprueba en la tabla de especificaciones de tus ruedas, si es necesario instalar arandelas de refuerzo.



PATRONES DE RADIADO. RADIOS J-BEND

AVISO

En montajes con radios straight pull, al contrario que en montajes con radios J-bend, el patrón de radiado viene predefinido por el buje, no siendo posible elegirlo en el montaje de la rueda.

Siempre monta la rueda siguiendo el patrón de radiado original para cada lado de la rueda.

Asegúrate de que los radios se cruzan correctamente (arriba o abajo) entre ellos.

3 CRUCES

Cada radio se cruza con otros tres radios del mismo lado de la rueda antes de amarrarse a la llanta.

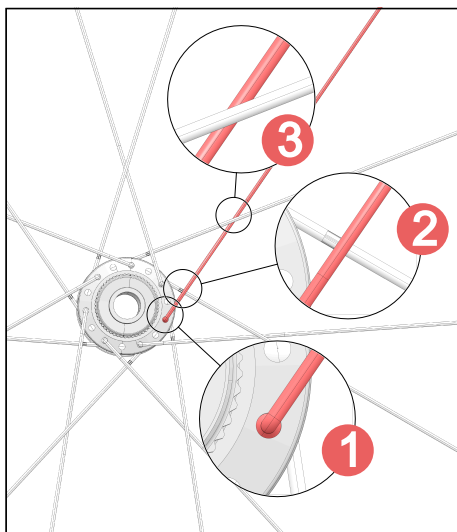
Dependiendo del lado de la aleta del buje del que salga el radio, su posición respecto a los otros tres radios que cruza puede ser de dos maneras.

Si el radio sale por el lado exterior de la aleta del buje, la posición respecto a los radios con los que cruza será:

- 01 Por encima
- 02 Por encima
- 03 Por debajo

Si el radio sale por el lado interior de la aleta del buje, la posición respecto a los radios con los que cruza será:

- 01 Por debajo
- 02 Por debajo
- 03 Por encima



2 CRUCES

Cada radio se cruza con otros dos radios del mismo lado de la rueda antes de amarrarse a la llanta.

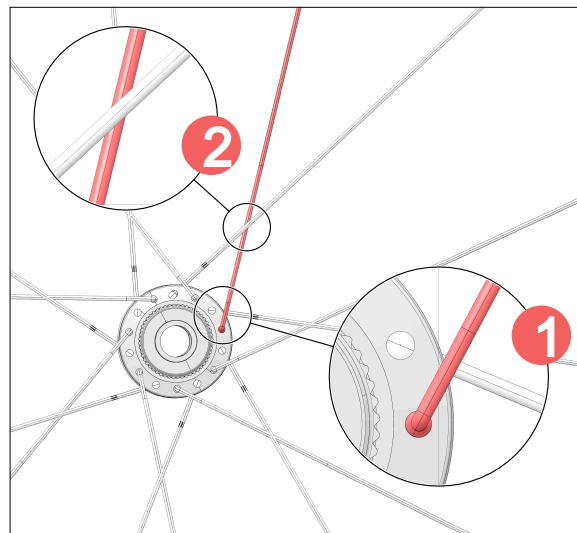
Dependiendo del lado de la aleta del buje del que salga en radio, su posición respecto a los otros dos radios que cruza puede ser de dos maneras.

Si el radio sale por el lado exterior de la aleta del buje, la posición respecto a los radios con los que cruza será:

- 01 Por encima
- 02 Por debajo

Si el radio sale por el lado interior de la aleta del buje, la posición respecto a los radios con los que cruza será:

- 01 Por debajo
- 02 Por encima



POSICIÓN DE RADIOS "LEADING" Y "TRAILING"

AVISO

En montajes con radios straight pull, al contrario que en montajes con radios J-bend, el patrón de radiado viene predefinido por el buje, no siendo posible elegirlo en el montaje de la rueda.

Comprueba la posición de los radios "leading" y "trailing" en la tabla de especificaciones de este manual o en la rueda original y radia la rueda de igual manera para cada lado de una rueda.

Radio "Trailing"

Radios que salen del buje en la dirección opuesta al sentido de rotación de la rueda.

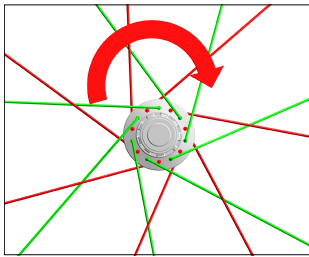
Radio "Leading"

Radios que salen del buje en la misma dirección que el sentido de rotación de la rueda.

Las siguientes imágenes son ejemplos de radiado. Comprueba el radiado de la rueda original o el patrón de radiado en la tabla de especificaciones.

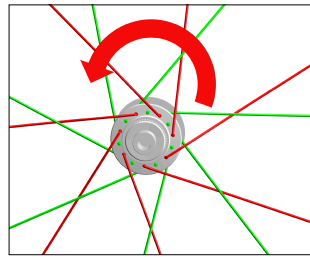


Sentido de rotación de la rueda



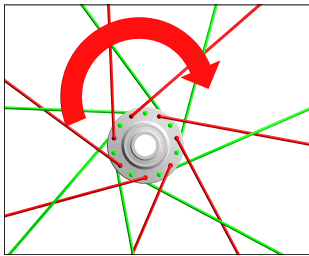
RUEDA TRASERA DRIVE SIDE

Trailing: Por fuera de la aleta del buje
Leading: Por dentro de la aleta del buje



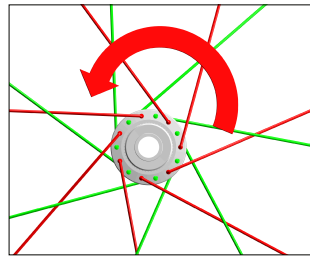
RUEDA TRASERA NON- DRIVE SIDE

Trailing: Por dentro de la aleta del buje
Leading: Por fuera de la aleta del buje



RUEDA DELANTERA DRIVE SIDE

Trailing: Por dentro de la aleta del buje
Leading: Por fuera de la aleta del buje



RUEDA DELANTERA NON- DRIVE SIDE

Trailing: Por dentro de la aleta del buje
Leading: Por fuera de la aleta del buje

POSICIÓN DEL AGUJERO DE LA VÁLVULA

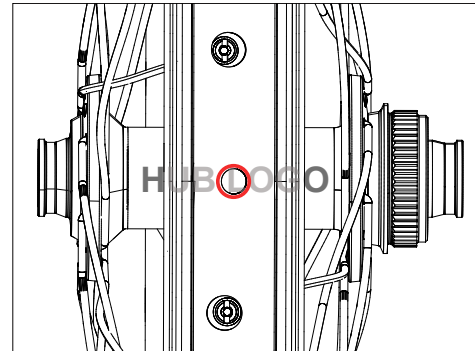
El agujero para la válvula de la llanta deber quedar posicionado entre dos radios paralelos para facilitar el inflado de la cubierta.



POSICIÓN DEL LOGO DEL BUJE

Por motivos estéticos, si el buje dispone de un logo en el cuerpo del mismo, la posición del buje respecto a la llanta debería permitir que el logo del buje estuviese alineado con el agujero para la válvula de la llanta.

Este punto no tiene ningún efecto en la función de la rueda, por lo que montajes que no cumplan esta condición se consideran válidos a todos los efectos mientras el resto de parámetros de montaje sean correctos.



PROCESO DE TENSIONADO Y CENTRADO.

La construcción de ruedas de manera correcta y segura requiere amplios conocimientos técnicos y experiencia. Usuarios o técnicos que no hayan recibido la formación permitida o tengan la experiencia necesaria no deben construir una rueda de bicicleta para su posterior uso.



Esta manual no incluye instrucciones completas sobre el proceso de radiado y tensionado completo de ruedas de bicicleta, sino guías generales sobre el acabado de ruedas OQUO y las tolerancias permitidas. Sólo es una guía de instrucciones generales de radiado y finalización de las ruedas OQUO para dealers OQUO que deban sustituir una llanta OQUO previa aprobación de la marca, y no pretende ser un manual de construcción de ruedas de bicicleta.



La construcción de una rueda de forma incorrecta puede comprometer la integridad estructural y durabilidad de la misma, pudiendo ser la causa de rotura de los componentes no cubierta por las condiciones de garantía, y que puede derivar en lesiones graves, incluso la muerte.

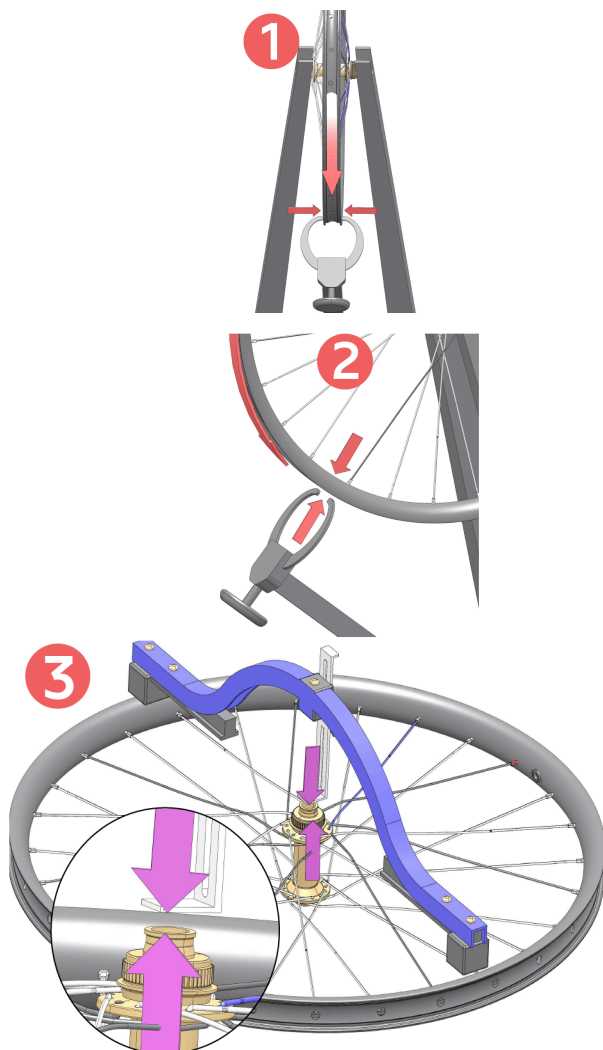
Una vez la rueda haya sido radiada y las cabecillas instaladas sin añadir tensión a la rueda, procede al centrado de la rueda hasta las especificaciones de tolerancias descritas en este manual. Añade tensión a la rueda poco a poco y uniformemente. Realiza las comprobaciones a continuación tras ajustar unos pocos radios.

OQUO recomienda que el proceso de comprobación de alineación de la rueda sea:

01 Comprobación de alineación lateral

02 Comprobación de centricidad radial

03 Comprobación de aparaguado en ambos lados de la rueda.



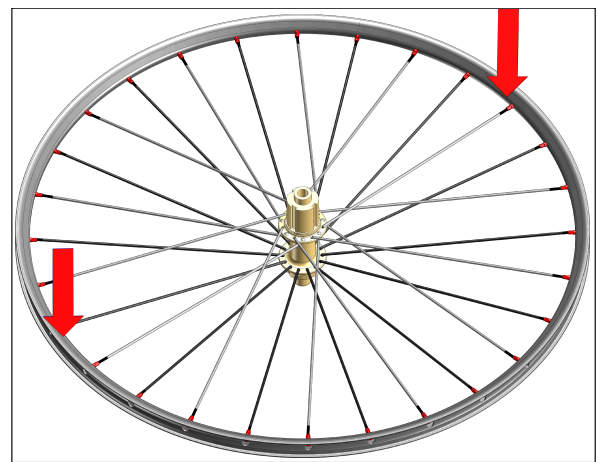
Repite estas comprobaciones tantas veces como sea necesario durante el proceso de tensionado de radios siempre que añadas tensión a varios radios para evitar desviaciones excesivas que puede dañar la llanta.

AVISO

Tras cada comprobación de alineación lateral, radial y aparaguado, destensa la rueda para que los radios se vayan acomodando en posición y las comprobaciones sean reales.

Puedes destensar la rueda apoyando un extremo del buje en una superficie sólida y empujando lados opuestos de la llanta en la dirección en que está apoyado el buje con las manos poniendo tu propio peso sobre tus manos.

Realiza esta comprobación en ambos lados de la rueda.

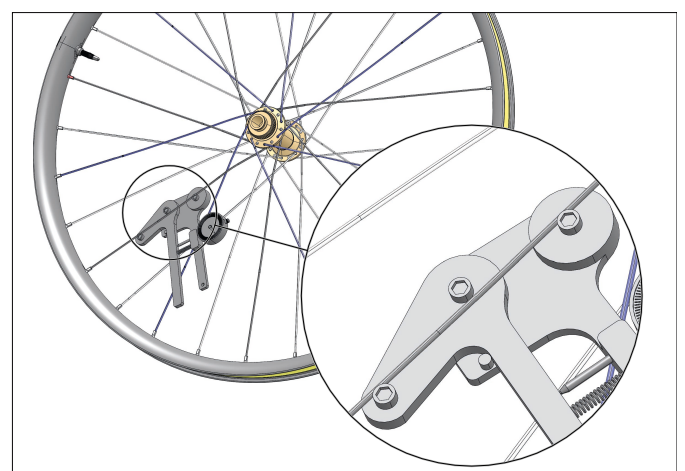


COMPROBACIÓN DE LA TENSIÓN DE LOS RADIOS

Consulta la tensión objetivo del lado más tenso de cada rueda para tu modelo en la Tabla de Especificaciones Técnicas de este manual (apartado Radios). Una vez alcanzada la tensión objetivo en el lado especificado para la rueda, y estando los valores de desviación lateral, radial y de aparaguado dentro de las tolerancias marcadas, la tensión de los radios del lado menos tenso debe ser homogénea.

Siempre usa un tensiómetro de calidad y comprueba regularmente su calibración según las instrucciones del fabricante.

Sigue las instrucciones del fabricante para su correcto uso y para interpretar de manera adecuada la lectura de tensión dependiendo de las especificaciones de los radios.



COMPUESTO DE MONTAJE

Si estás realizando el mantenimiento o radiado de una de nuestras ruedas, una vez la rueda está correctamente centrada y tensionada, recomendamos el uso de un compuesto fijador de roscas de radios de resistencia media lo más fluido posible en las roscas de los radios.

Ten en cuenta que el fijador de radios podría afectar la facilidad de ajuste de la cabecilla sobre el radio una vez seco.

OBJETIVOS Y TOLERANCIAS DE MONTAJE DE RUEDAS OQUO

| TENSIÓN DE MONTAJE OBJETIVO DE RUEDAS OQUO | |
|--|--|
| TENSIÓN | <p>Consulta la tensión objetivo del lado más tenso de cada rueda para tu modelo en la Tabla de Especificaciones Técnicas de este manual (apartado Radios)</p> <p>Una vez alcanzada la tensión objetivo en el lado especificado para la rueda, y estando los valores de desviación lateral, radial y de aparaguado dentro de las tolerancias marcadas, la tensión de los radios del lado menos tenso debe ser homogénea.</p> |
| | TOLERANCIA DE TENSIÓN MEDIA DE LOS RADIOS DEL LADO MÁS TENSO DE LA RUEDA |
| | +/- 5% |

Siempre usa un tensiómetro de calidad y comprueba regularmente su calibración según las instrucciones del fabricante. Sigue las instrucciones del fabricante para su correcto uso y para interpretar de manera adecuada la lectura de tensión dependiendo de las especificaciones de los radios.

| DESVIACIÓN | | LATERAL | RADIAL | APARAGUADO |
|------------|----------|---------|--------|------------|
| | Aluminio | 0.4mm | 0.6mm | 0.6mm |
| Carbono | 0.3mm | 0.6mm | 0.3mm | |

INFORMACIÓN ADICIONAL

Encuentra más información de OQUO en redes

FACEBOOK

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www.linkedin.com/company/oquowheels/

YOUTUBE

www.youtube.com/channel/UCpXzSOB_9oLzLzAnnwuaGCg

MANUALES

Descarga la última versión de este manual, así como del resto de productos OQUO en:

www.oquowheels.com/en-int/support/manuals

CONTACTO

Si tienes cualquier consulta sobre nuestros productos, visita:

www.oquowheels.com/en-int/support/contact

Orbea OQUO SL 2025
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Consulta la versión más reciente en: www.oquowheels.com

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EINLEITUNG

Dieses Handbuch enthält technische Daten und Wartungshinweise sowie eine Liste der Ersatzteile für Rennrad- und Gravel-Laufräder von Oquo mit Naben von Zipp. Für Oquo-Laufräder mit Oquo-Naben siehe das gesonderte technische Handbuch für Rennradlaufräder mit Oquo-Naben, das auf [unserer Website](#) zur Verfügung steht.

Die in diesem Handbuch enthaltenen Informationen richten sich in erster Linie an das OQUO-Vertriebsnetz und Benutzer: innen, die über Erfahrung mit der Wartung von Laufrädern verfügen.

Wenn du als Benutzer:in nicht über die erforderlichen Kenntnisse verfügst, um die in diesem technischen Handbuch beschriebenen Wartungsarbeiten durchzuführen oder die aufgeführten Ersatzteile einzubauen, bringe deine Laufräder bitte zu einer OQUO-Verkaufsstelle. Sie wird die Reparatur bzw. Wartung für dich übernehmen.

Die Kontaktinformationen unseres Händlernetzes findest auf unserer Website:

www.oquowheels.com

WARNUNG

Durch nicht fachgerechte Wartungs- oder Reparaturarbeiten verursachte Schäden fallen nicht unter die Gewährleistung.



Eine unsachgemäße Reparatur, Wartung oder Montage von Komponenten kann die Integrität und Funktion der Laufräder beeinträchtigen. Das kann zu Unfällen mit schweren Verletzungen oder Todesfolge führen.

DIE VERSCHIEDENEN HANDBÜCHER

TECHNISCHES HANDBUCH

Dieses Handbuch führt die technischen Daten, Wartungsarbeiten und Original-Ersatzteile für OQUO-Produkte an und richtet sich an den Fachhandel sowie fahrradtechnisch versierte Benutzer:innen.

Zur Wartung der an unseren Laufrädern verbauten Drittanbieterkomponenten wird über Links auf die Dokumentation des jeweiligen Herstellers verwiesen.

Die in diesem Handbuch beschriebenen Vorgehensweisen, technischen Daten und Ersatzteile verstehen sich vorbehaltlich Änderungen unserer Produktspezifikationen.

Die neueste Version dieses technischen Handbuchs ist auf der OQUO-Website verfügbar.

BEDIENUNGSANLEITUNG

Die Bedienungsanleitung zu unseren Laufrädern, die ausführliche Informationen über den richtigen Gebrauch sowie Warnhinweise zu Nutzung, Transport und Lagerung, Einbau usw. enthält, findest du auf unserer Website.

Die gesamte Dokumentation zu unseren Produkten sowie wichtige Informationen zu Gewährleistung und verfügbaren Wartungsprogrammen steht auf unserer Website zur Verfügung:

www.oquowheels.com/es-es/soporte/manuales

ERLÄUTERUNG DER SYMBOLE

In diesem Handbuch werden verschiedene Symbole verwendet, um Anleitungen, Warnhinweise und wichtige Informationen zu Gebrauch, Wartung und Montage zu verdeutlichen. Achte auf diese Symbole, um Gefahrensituationen zu vermeiden und die korrekte Montage und Nutzung sämtlicher Bauteile zu gewährleisten.

Im Folgenden erklären wir die Bedeutung der einzelnen Symbole. In diesem Handbuch wird das Symbol jeweils zusammen mit der für das betroffene Bauteil relevanten Anweisung genutzt. Lies die folgenden Erklärungen aufmerksam durch, um ihre Bedeutung zu verstehen.

SICHERHEITSANWEISUNGEN



GEFAHR: Eine gefährliche Situation, die schwere oder tödliche Verletzungen zur Folge hat, wenn sie nicht vermieden wird.



WARNUNG: Eine gefährliche Situation, die schwere oder tödliche Verletzungen nach sich ziehen kann, wenn sie nicht vermieden wird.



VORSICHT: Eine gefährliche Situation, die zu leichten bis mittelschweren Verletzungen führen kann, wenn sie nicht gemieden wird.

WARNUNG

Situation, die nicht mit körperlicher Verletzung zusammenhängt. Wichtige Information.

Die Symbole GEFAHR und WARNUNG weisen auf die Gefahr eines Unfalls hin, wenn nicht entsprechende Maßnahmen ergriffen werden, um die beschriebene Situation zu vermeiden. Ein Fahrradunfall birgt immer das Risiko schwerer oder gar tödlicher Verletzungen. In diesem Handbuch wird in Zusammenhang mit diesen Symbolen nicht jedes Mal auf die Gefahr tödlicher Verletzungen hingewiesen, da diese hier ausführlich beschrieben wird.

WERKZEUGE

Wichtig ist, dass immer die richtigen Werkzeuge und Produkte für die jeweilige Wartung oder Reparatur verwendet werden. Ungeeignete oder schlecht gepflegte Werkzeuge, aber auch die Verwendung von Allzweckprodukten, können Schäden an Komponenten

verursachen, die dann nicht unter die Gewährleistung fallen.

Die zu verwendenden Werkzeuge sind in diesem Handbuch angegeben. Bezüglich der an unseren Laufrädern verbauten Komponenten anderer Hersteller wird auch auf die entsprechenden Wartungshandbücher verwiesen, in denen die geeigneten Werkzeuge aufgeführt sind.

ALLGEMEINE WARNHINWEISE IM TECHNISCHEN HANDBUCH

- Einbau- und Wartungsanleitungen sowie Warnhinweise zur Verwendung der an unseren Laufrädern verbauten Drittanbieterkomponenten, wie z. B. Brems scheiben, Kassetten, Reifen usw., sind der Dokumentation des Komponentenherstellers zu entnehmen.
- Alle Körperteile und Kleidung während der Benutzung oder Einstellung von den Brems scheiben und Speichen fernhalten, um tiefe Schnitt- und andere Verletzungen zu vermeiden.
- Grundsätzlich sind alle während der Wartung oder Reparatur demontierten Komponenten vor dem Wiedereinbau zu reinigen.
- Die Laufräder und ihre Komponenten müssen sauber und frei von Verunreinigungen gehalten werden, um ihre Funktionsfähigkeit zu gewährleisten und ihren Zustand beurteilen zu können.
- Für die Reinigung von Laufrädern und Komponenten stets ein weiches Tuch und Spezialreiniger verwenden.
- Für die Reinigung von Laufrädern und Laufradteilen keinen Hochdruckreiniger und keine aggressiven Chemikalien verwenden. Durch den Wasserstrahl des Hochdruckreinigers können Schmiermittel verdünnt werden. Dadurch verkürzt sich nicht nur die Wirkdauer der Schmiermittel, sondern es können auch Schäden entstehen, die nicht unter die Gewährleistung fallen.

Weitere Informationen zur Pflege unserer Laufräder findest du im Benutzerhandbuch auf [unserer Website](#).

ERSATZTEILE

Verwende nur Original-Ersatzteile von OQUO oder solche, die in diesem Handbuch beziehungsweise in der Dokumentation des Komponentenherstellers angegeben sind.

WARNUNG

Die Verwendung von Nicht-Original-Ersatzteilen kann zu Schäden an Komponenten führen, die nicht durch die Gewährleistung abgedeckt sind.



Die Verwendung von Nicht-Original-Ersatzteilen kann zum Versagen von Komponenten führen, was Unfälle und schwere Verletzungen zur Folge haben kann.

TECHNISCHE DATEN UND MONTAGEINFORMATIONEN FÜR OQUO-LAUFRÄDER

In den folgenden Tabellen sind die technischen Daten der Komponenten und Montageinformationen zu allen OQUO-Rennradmodellen mit Zipp-Naben detailliert aufgeführt. Für Oquo-Laufräder mit Oquo-Naben siehe das gesonderte technische Handbuch für Rennradlaufräder mit Oquo-Naben, das auf [unserer Website](#) zur Verfügung steht.

Im gesamten Handbuch wird auf die Daten in diesen Tabellen verwiesen, wenn sie für bestimmte Abschnitte relevant sind. Schlage dann in den Tabellen die benötigten Daten nach.

BENENNUNGSSYSTEM DER OQUO RENNADLAUFRÄDER

| | | |
|-----------|-----------|------------|
| 1 | 2 | 3 |
| RA | 80 | LTD |
| RP | 57 | TEAM |
| RC | 45 | PRO |
| | 35 | |
| | 30 | |
| | 25 | |

1_SERIE: Road Aero (RA), Road Performance (RP), Road Control (RC)

2_FELGENPROFIL: Felgenhöhe in Millimetern

3_STUFE: Leistungsstufe der Laufradkomponenten

ÜBERSICHT ÜBER OQUO-GRAVEL- UND RENNADLAUFRÄDER

| | REICHWEITE | MODELL | FELGENMATERIAL | NUTZUNG |
|--------------|-----------------------|------------|----------------|-------------------|
| RENN- RAD | ROAD AERO (RA) | RA80LTD* | CARBON | RENNRAD/TRIATHLON |
| | | RA57LTD* | CARBON | |
| | ROAD PERFORMANCE (RP) | RP57LTD | CARBON | RENNRAD/GRAVEL |
| | | RP50LTD* | CARBON | |
| | | RP45LTD | CARBON | |
| | | RP45TEAM | CARBON | |
| | | RP35LTD* | CARBON | |
| | | RP35TEAM | CARBON | |
| | | RP35PRO | ALUMINIUM | |
| | ROAD CONTROL (RC) | RC30TEAM** | CARBON | GRAVEL/ENDURANCE |
| RC25TEAM** | | CARBON | | |
| RC25PRO | | ALUMINIUM | | |

*Diese Laufradmodelle sind mit Oquo-Naben ausgestattet. Für Angaben zu den technischen Daten und Ersatzteilen für diese Modelle siehe das gesonderte technische Handbuch für Rennradlaufräder mit Oquo-Naben auf [unserer Website](#).

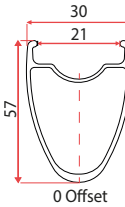
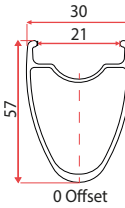
**Die Modelle RC30TEAM und RC25TEAM sind gleichwertig. Das ursprüngliche Benennungssystem (RC25) bezog sich auf die Innenweite der Felge (25 mm), das aktuelle Benennungssystem (RC30) bezieht sich dagegen

auf die Felgenhöhe (30 mm). Die Innenweite von 25 mm bleibt bestehen. Weitere Informationen findest du in der technischen Datentabelle für die entsprechenden Modelle.

Für weitere Informationen über die spezifischen Komponenten und Baugruppen der einzelnen Laufradmodelle siehe die folgenden technischen Datentabellen.

ROAD PERFORMANCE (RP)

RP57LTD (up to MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|-------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP12-F-57-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 537.6 mm | 622x21TC | — | 22 mm | 80 mm | 25-50 mm | ** |  |
| | REAR RIM | RP12-R-57-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 537.6 mm | 622x21TC | — | 22 mm | 80 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|---|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 256 mm | 255 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| | REAR | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 250 mm | 256 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | |
|-----|-----------|----------------------------|--------|-----------------|-------------|--------------|------------------------|-----------------------------|
| HUB | FRONT HUB | Zipp Cognition V2 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | — |
| | REAR HUB | Zipp Cognition V2 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | Axial Clutch V2 (54 points) |

| | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | |
|---------|-------|-------------------------------------|----------------------|----|
| NIPPLES | FRONT | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No |
| | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No |

| | FRONT | 700g |
|--------|-------|-------|
| WEIGHT | REAR | 820g |
| | TOTAL | 1520g |

| USE | ASTM Condition 1 (See user manual) |
|-----|---|
| | Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg. |

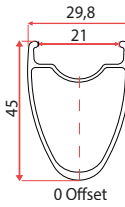
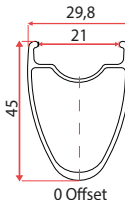
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP45LTD (MY2026)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|-------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP11-F-45-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP11-R-45-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | |
|--------|------------|-------|---|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------|
| SPOKES | FRONT | 24 | Sapim CX-Ray Aero 14G (2 mm) straight pull T-head | 2 Cross | 2 Cross | 275 mm | 275 mm | — | 1300 N |
| | REAR | 24 | Sapim CX-Ray Aero 14G (2 mm) straight pull T-head | 2 Cross | 2 Cross | 271 mm | 274 mm | 1300 N | — |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | FRONT | 630g | USE ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg. |
|-----------|--------------------------------|---------------|-----------------|-------------|------------|------------------------|---------------------|---------|-------------------------------------|--------------------|----------------------|--------|-------|------|---|
| FRONT HUB | Oquo by Zipp ZR1 SL CL SP T*** | 100 mm | Thru axle 12 mm | Center Lock | 24 SP T*** | — | — | FRONT | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | REAR | 740g | | |
| REAR HUB | Oquo by Zipp ZR1 SL CL SP T*** | 142 mm | Thru axle 12 mm | Center Lock | 24 SP T*** | Shimano HG or Sram XDR | 6-pawls (66 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1370g | | |

* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

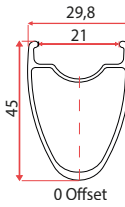
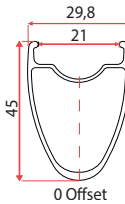
** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

***SP: Straight Pull T-head

[Click on the hub or spoke model to get information on spare parts](#)

ROAD PERFORMANCE (RP)

RP45LTD (up to MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|-------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP11-F-45-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP11-R-45-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|---|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 267 mm | 265 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| | REAR | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 260 mm | 267 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | FRONT | 640g | USE | ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg. |
|----------|----------------------------|----------------------------|-----------------|-----------------|-------------|------------------------|-----------------------------|---------|-------------------------------------|--------------------|-------------------------------------|--------|--------------------|------|-----|--|
| | FRONT HUB | Zipp Cognition V2 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | | — | FRONT | Sapim Alloy Double Square L18 Black | | 14G & 18 mm length | No | | |
| REAR HUB | Zipp Cognition V2 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | Axial Clutch V2 (54 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1390g | | | |

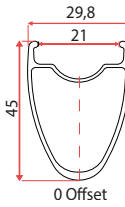
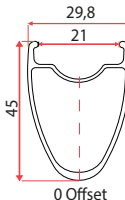
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP45TEAM (from MY2024)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP11-F-45-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP11-F-45-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|--|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 267 mm | 265 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| | REAR | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 262 mm | 266 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | | FRONT | 645g | ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg. | | |
|-----|-----------|--------------------|--------|-----------------|-------------|--------------|--------------------------------|------------------------|--------|--------------|-------------------------------------|--------------------|-------|--------|--|-------|-------|
| HUB | FRONT HUB | Zipp ZR1 CL J-bend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | — | IPPLES | FRONT | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | WEIGHT | | REAR | 780g |
| | REAR HUB | Zipp ZR1 CL J-bend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG Shimano MS Sram XDR | 6 Ratchets (66 points) | | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | | | TOTAL | 1425g |

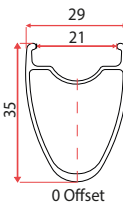
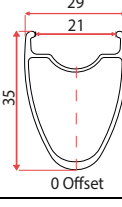
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP35LTD (up to MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|-------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP10-F-35-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP10-R-35-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|---|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 277 mm | 275 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| | REAR | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 271 mm | 276 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | FRONT | 630g | USE ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg. |
|-----|-----------|----------------------------|--------|-----------------|-------------|--------------|------------------------|-----------------------------|-------|-------------------------------------|----------------------|--------|-------|-------|---|
| | FRONT HUB | Zipp Cognition V2 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | | FRONT | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | REAR | 740g | |
| | REAR HUB | Zipp Cognition V2 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | Axial Clutch V2 (54 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1370g | |

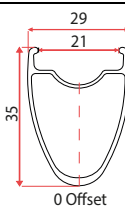
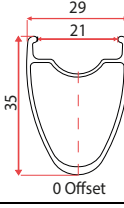
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP35TEAM (from MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP10-F-35-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP10-R-35-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|------------------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 277 mm | 276 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| | REAR | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 272 mm | 276 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | USE |
|-----------|-------------------|---------------|-----------------|-------------|--------|------------------------|------------------------|---------|-------------------------------------|--------------------|----------------------|--------|-------|
| FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | — | FRONT | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | FRONT | 665g |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | 6 Ratchets (66 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | REAR | 800g |
| | | | | | | | | TOTAL | | | | TOTAL | 1465g |

ASTM Condition 2
(See user manual)
Maximum weight of the system
(bicycle + cyclist + equipment)
= **110 kg.**

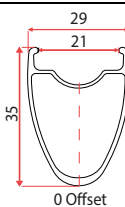
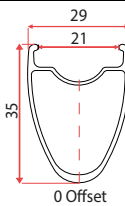
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP35TEAM (up to MY2024)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP10-F-35-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP10-R-35-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|------------------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 277 mm | 275 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| | REAR | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 271 mm | 276 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM |
|-----|-----------|-------------------|--------|-----------------|-------------|--------------|--|
| HUB | FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — |
| | REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR 6 Ratchets (66 points) |

| | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | |
|---------|-------|--------------------|----------------------|----|
| NIPPLES | FRONT | Sapim Brass Polyax | 2x14 mm (14G) | No |
| | REAR | Sapim Brass Polyax | 2x14 mm (14G) | No |

| | FRONT | REAR | TOTAL |
|--------|-------|------|-------|
| WEIGHT | 665g | 800g | 1465g |

USE

ASTM Condition 2
(See user manual)

Maximum weight of the system
(bicycle + cyclist + equipment)
= **110 kg.**

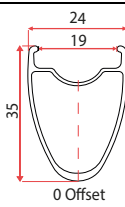
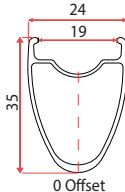
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP35PRO (from MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|------------------|----------------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|--------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP30-B-35-24H AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 19 mm | 0 mm | YES | 24 | 568 mm | 622x19TC | Sleeved | 20 mm | 57 mm | 25-45 mm | ** |  |
| | REAR RIM | RP30-B-35-24H AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 19 mm | 0 mm | YES | 24 | 568 mm | 622x19TC | Sleeved | 20 mm | 57 mm | 25-45 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE |
|-------|------------|--|--------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|
| FRONT | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 276 mm | 277 mm | — | 1400 N | Outside | Inside | Outside | Inside |
| REAR | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 273 mm | 277 mm | 1400 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM |
|-----------|-------------------|---------------|-----------------|-------------|--------|------------------------|------------------------|
| FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | — |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | 6 Ratchets (66 points) |

| | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS |
|-------|-------------------------------------|--------------------|----------------------|
| FRONT | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No |
| REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No |

| | FRONT | REAR | TOTAL |
|--------|-------|-------|-------|
| WEIGHT | 865g | 1005g | 1870g |

USE

ASTM Condition 2
(See user manual)

Maximum weight of the system
(bicycle + cyclist + equipment)
= **110 kg.**

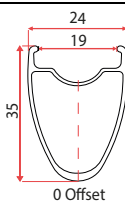
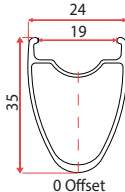
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP35PRO (up to MY2024)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|------------------|----------------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|--------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP30-B-35-24H AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 19 mm | 0 mm | YES | 24 | 568 mm | 622x19TC | Sleeved | 20 mm | 57 mm | 25-45 mm | ** |  |
| | REAR RIM | RP30-B-35-24H AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 19 mm | 0 mm | YES | 24 | 568 mm | 622x19TC | Sleeved | 20 mm | 57 mm | 25-45 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE |
|-------|------------|------------------------------------|--------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|
| FRONT | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 275 mm | 277 mm | — | 1400 N | Outside | Inside | Outside | Inside |
| REAR | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 272 mm | 276 mm | 1400 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM |
|-----------|-------------------|---------------|-----------------|-------------|--------|------------------------|------------------------|
| FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | — |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | 6 Ratchets (66 points) |

| | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS |
|-------|--------------------|---------------|----------------------|
| FRONT | Sapim Brass Polyax | 2x14 mm (14G) | No |
| REAR | Sapim Brass Polyax | 2x14 mm (14G) | No |

| | FRONT | REAR | TOTAL |
|--------|-------|-------|-------|
| WEIGHT | 865g | 1005g | 1870g |

USE

ASTM Condition 2
(See user manual)

Maximum weight of the system
(bicycle + cyclist + equipment)
= **110 kg.**

* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

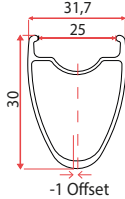
[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD CONTROL (RC)

RC30TEAM (from MY2026)

WARNING

The RC30TEAM and RC25TEAM models are equivalent. The original naming system (RC25) indicated the internal width of the rim (25 mm), whereas the current naming system (RC30) indicates the height of the rim (30 mm). The internal width remains 25 mm.

| RIMS | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION |
|----------|------------------|------------------|--------|---------------------|---------------------|----------|----------------|--------|-------------------------|-------------|--------|----------|----------|---------------------|-------|------------------|------------------|---|
| | FRONT RIM | GR10-F-30-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 25 mm | 1 mm | YES | 24 | 592 mm | 622x25TC | — | 26 mm | 57 mm | 30-55 mm | ** |
| REAR RIM | GR10-F-30-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 25 mm | -1 mm | YES | 28 | 592 mm | 622x25TC | — | 26 mm | 57 mm | 30-55 mm | ** |  |

| SPOKES | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE |
|--------|------------|--|--|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|
| | FRONT | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 283 mm | 280 mm | — | 1300 N | Outside | Inside | Outside |
| REAR | 28 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 3 Cross | 3 Cross | 286 mm | 289 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | FRONT | 635g | USE | ASTM Condition 2 (See user manual) |
|----------|-------------------|-------------------|-----------------|-----------------|-------------|------------------|------------------------|---------|-------------------------------------|--------------------|-------------------------------------|--------|--------------------|------|-----|------------------------------------|
| | FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | | — | FRONT | Sapim Alloy Double Square L18 Black | | 14G & 18 mm length | No | | REAR |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 28 | HG, MS, XDR, N3W | 6 Ratchets (66 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1425g | | | |

* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

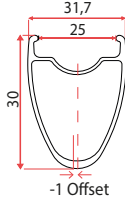
[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD CONTROL (RC)

RC25TEAM (up to MY2025)

WARNING

The RC30TEAM and RC25TEAM models are equivalent. The original naming system (RC25) indicated the internal width of the rim (25 mm), whereas the current naming system (RC30) indicates the height of the rim (30 mm). The internal width remains 25 mm.

| RIMS | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION |
|----------|------------------|------------------|--------|---------------------|---------------------|----------|----------------|--------|-------------------------|-------------|--------|----------|----------|---------------------|-------|------------------|------------------|---|
| | FRONT RIM | GR10-F-30-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 25 mm | 1 mm | YES | 24 | 592 mm | 622x25TC | — | 26 mm | 57 mm | 30-55 mm | ** |
| REAR RIM | GR10-F-30-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 25 mm | -1 mm | YES | 28 | 592 mm | 622x25TC | — | 26 mm | 57 mm | 30-55 mm | ** |  |

| SPOKES | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE |
|--------|------------|--|--|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|
| | FRONT | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 283 mm | 280 mm | — | 1300 N | Outside | Inside | Outside |
| REAR | 28 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 3 Cross | 3 Cross | 286 mm | 289 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | FRONT | 635g | USE | ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 130 kg. |
|----------|-------------------|-------------------|-----------------|-----------------|-------------|------------------|------------------------|---------|-------------------------------------|--------------------|-------------------------------------|--------|--------------------|------|-----|--|
| | FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | | — | FRONT | Sapim Alloy Double Square L18 Black | | 14G & 18 mm length | No | | |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 28 | HG, MS, XDR, N3W | 6 Ratchets (66 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1425g | | | |

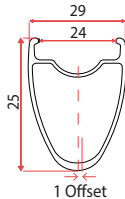
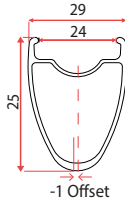
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD CONTROL (RC)

RC25PRO (from MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|----------------------|----------------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RC30-B-25-28H PRO AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 24 mm | 1 mm | YES | 28 | 590.2 mm | 622x24TC | Sleeved | 25 mm | 57 mm | 30-55 mm | ** |  |
| | REAR RIM | RC30-B-25-28H PRO AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 24 mm | -1 mm | YES | 28 | 590.2 mm | 622x24TC | Sleeved | 25 mm | 57 mm | 30-55 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|-------------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 28 | Sapim Sprint14G (2 mm) J-Bend | 2 Cross | 2 Cross | 293 mm | 291 mm | — | 1400 N | Outside | Inside | Outside | Inside |
| | REAR | 28 | Sapim Sprint14G (2 mm) J-Bend | 3 Cross | 3 Cross | 290 mm | 292 mm | 1400 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM |
|-----|-----------|-------------------|--------|-----------------|-------------|--------------|--------------------------------|
| HUB | FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 28 | — |
| | REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 28 | Shimano HG Shimano MS Sram XDR |

| | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | |
|---------|-------|-------------------------------------|----------------------|----|
| NIPPLES | FRONT | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No |
| | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No |

| | FRONT | REAR | TOTAL |
|--------|-------|------|-------|
| WEIGHT | 850g | 975g | 1825g |

USE

ASTM Condition 2
(See user manual)

Maximum weight of the system
(bicycle + cyclist + equipment)
= **130 kg.**

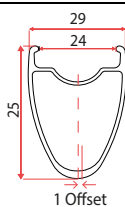
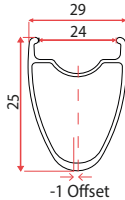
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD CONTROL (RC)

RC25PRO (up to MY2024)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|----------------------|----------------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RC30-B-25-28H PRO AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 24 mm | 1 mm | YES | 28 | 590.2 mm | 622x24TC | Sleeved | 25 mm | 57 mm | 30-55 mm | ** |  |
| | REAR RIM | RC30-B-25-28H PRO AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 24 mm | -1 mm | YES | 28 | 590.2 mm | 622x24TC | Sleeved | 25 mm | 57 mm | 30-55 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|------------------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 28 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 293 mm | 291 mm | — | 1400 N | Outside | Inside | Outside | Inside |
| | REAR | 28 | Sapim Sprint TCS 14G (2 mm) J-Bend | 3 Cross | 3 Cross | 291 mm | 293 mm | 1400 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM |
|-----|-----------|-------------------|--------|-----------------|-------------|--------------|--|
| HUB | FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 28 | — |
| | REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 28 | Shimano HG or Sram XDR 6 Ratchets (66 points) |

| | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | |
|---------|-------|--------------------|----------------------|----|
| NIPPLES | FRONT | Sapim Brass Polyax | 2x14 mm (14G) | No |
| | REAR | Sapim Brass Polyax | 2x14 mm (14G) | No |

| | FRONT | REAR | TOTAL |
|--------|-------|------|-------|
| WEIGHT | 850g | 975g | 1825g |

| | |
|-----|---|
| USE | <p>ASTM Condition 2 (See user manual)</p> <p>Maximum weight of the system (bicycle + cyclist + equipment) = 130 kg.</p> |
|-----|---|

* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

WARTUNG VON OQUO-LAUFRÄDERN

Die in diesem Handbuch enthaltenen Informationen richten sich in erster Linie an das OQUO-Vertriebsnetz und Benutzer: innen, die über Erfahrung mit der Wartung von Laufrädern verfügen.

Wenn du als Benutzer:in nicht über die erforderlichen Kenntnisse verfügst, um die in diesem technischen Handbuch beschriebenen Wartungsarbeiten durchzuführen oder die aufgeführten Ersatzteile einzubauen, bringe deine Laufräder bitte zu einer OQUO-Verkaufsstelle. Sie wird die Reparatur bzw. Wartung für dich übernehmen.

Die Kontaktinformationen unseres Händlernetzes findest auf unserer Website:

www.oquowheels.com

WARNUNG

Durch nicht fachgerechte Wartungs- oder Reparaturarbeiten verursachte Schäden fallen nicht unter die Gewährleistung.



Eine unsachgemäße Reparatur, Wartung oder Montage von Komponenten kann die Integrität und Funktion der Laufräder beeinträchtigen. Das kann zu Unfällen mit schweren Verletzungen oder Todesfolge führen.

WERKZEUGE

Wichtig ist, dass immer die richtigen Werkzeuge und Produkte für die jeweilige Wartung oder Reparatur verwendet werden. Ungeeignete oder schlecht gepflegte Werkzeuge, aber auch die Verwendung von Allzweckprodukten, können Schäden an Komponenten verursachen, die dann nicht unter die Gewährleistung fallen.

In der Wartungsintervall-Tabelle in diesem Handbuch erfährst du, welche Überprüfungen an den Laufrädern und ihren Komponenten durchzuführen sind und welche Wartungsintervalle du einhalten solltest.

Im Abschnitt zur Nabenwartung in diesem Handbuch findest du die Wartungshandbücher der Nabenhersteller.

WARTUNGSINTERVALL-TABELLE

Hinweise zu den Kontroll- und Wartungsintervallen für die Laufräder und ihre Komponenten findest du in der folgenden Tabelle.

WARNUNG

Die im Folgenden für die Komponenten angegebenen Wartungsintervalle dienen der Einordnung und hängen stark von folgenden Faktoren ab: den Wetterbedingungen (widrige Wetterbedingungen können die Lebensdauer der Komponenten und die Wartungsintervalle wesentlich beeinflussen), der Pflege des Fahrrads und seiner Komponenten (Schmutzansammlungen sorgen für verstärkten Verschleiß der Komponenten), Einsatz des Fahrrads (wird das Fahrrad besonders stark beansprucht, verkürzen sich die Wartungsintervalle).

Schäden an Komponenten aufgrund nicht eingehaltener Wartungsfristen fallen nicht unter die Gewährleistung.

Die zu verwendenden Werkzeuge sind in diesem Handbuch angegeben. Bezüglich der an unseren Laufrädern verbauten Komponenten anderer Hersteller wird auch auf die entsprechenden Wartungshandbücher verwiesen, in denen die geeigneten Werkzeuge aufgeführt sind.

| ÜBERPRÜFUNG | INTERVALL | | |
|---|-----------------|---------------------------|--|
| | Vor jeder Fahrt | Vor jeder 2. bis 3. Fahrt | Alle 4 - 6 Monate (40 - 60 Stunden) */** |
| Reinige die Laufräder mithilfe von Seifenwasser oder einem speziellen Reinigungsprodukt für Räder. (Verwende keine Produkte auf Ammoniakbasis oder Lösungsmittel) | | ✓ | ✓ |
| Kontrolle des festen Sitzes und des Zustands der Steckachsen und der Schnellspanner | ✓ | | |
| Kontrolle des Zustands der Bremsscheiben | ✓ | | |
| Überprüfe den festen Sitz der Bremsscheiben | | | ✓ |
| Kontrolle der Felgenzentrierung | ✓ | | ✓ |
| Kontrolle des Reifenzustands (Schnitte und Verschleiß) | ✓ | | |
| Manuelle Kontrolle von Speichenspannung und Zustand | ✓ | | |
| Manuelle Kontrolle von Drehung und Spiel der Naben und der Freilaufkörper | ✓ | | |
| Kontrolle des Reifendrucks und eines eventuellen Druckverlusts | ✓ | | |
| Überprüfung der Felgen, Naben und Speichen auf eventuelle Beschädigungen | ✓ | | ✓ |
| Kontrolle und/oder Nachfüllen des Dichtmittels in Tubeless-Reifen | | | ✓ |
| Entfernen von Dichtmittlrückständen in Felge, Reifen und Ventil | | | ✓ |
| Gegebenenfalls Austauschen des Felgenbands (Standard oder Tubeless) | | | ✓ |
| Überprüfen der Speichenspannung mithilfe des Speichenspannungsmessers | | | ✓ |
| Gegebenenfalls Wartung von Nabenfunktion, Lager und Nabe gemäß der Hinweise des Herstellers | | | ✓ |
| Ersetzen des Schlauchs bei Standardreifen | | | ✓ |

* Abhängig vom Fahrstil und dem Gelände bzw. den Witterungsbedingungen sind diese Maßnahmen öfter erforderlich.

**Bei schwereren Fahrer: innen oder bei einer Belastung der Laufräder im Bereich nahe des Maximalgewichts des Systems sind unter Umständen kürzere Wartungsintervalle erforderlich.

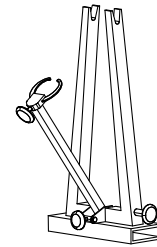
WERKZEUGE FÜR LAUFRADWARTUNG UND -BAU

Hier sind die Werkzeuge aufgelistet, die für die fachgerechte Wartung von OQUO-Laufrädern sowohl beim Laufradbau als auch bei der Zentrierung benötigt werden. Die für die Nabenwartung erforderlichen Werkzeuge findest du in der Dokumentation des Herstellers.

Diese Aufstellung versteht sich vorbehaltlich technischer Änderungen an den Laufrädern, die die Verwendung anderer, hier nicht aufgeführter Werkzeuge erforderlich machen können. Im Zweifelsfall wende dich an OQUO.

1. ZENTRIERSTÄNDER ZUR BEIDSEITIGEN NUTZUNG

Verwende stets einen hochwertigen, beidseitig nutzbaren Zentrierständer, um die Zentrierung und den Rundlauf der Laufräder zu überprüfen. Grundsätzlich solltest du Laufräder zur Überprüfung und Wartung immer ausbauen. Nur so können präzise Ergebnisse gewährleistet werden.



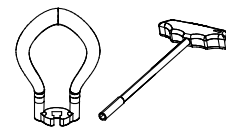
2. SPEICHENSCHLÜSSEL

Außen: Zum Verstellen der Speichennippel von der Felgenaußenseite. Für die meisten Speichennippel geeignet.

Innen: Zum Verstellen der Speichennippel von der Felgeninnenseite (vom Felgenbett). Sapim Double Square-Speichennippel können sowohl von der Felgeninnenseite als auch von der Außenseite mit einem passenden Speichenschlüssel gedreht werden.

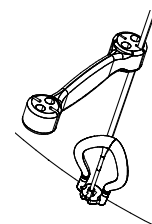
WARNUNG

Unabhängig davon, ob ein Speichenschlüssel für die Innen- oder Außenaufnahme verwendet wird, muss er die richtige Größe für die Nippel haben, um eine Beschädigung und/oder Abrundung der Nippel zu vermeiden. Es empfiehlt sich, verschieden große Speichenschlüssel zur Hand zu haben und diese an den einzustellenden Nippeln zu testen, um sicherzugehen, dass die richtige Größe verwendet wird.



3. FLACHSPEICHEN-SCHLÜSSEL

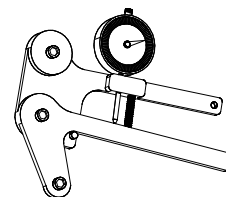
Verwende beim Anziehen des Speichennippels ein Gegenhaltewerkzeug für Flachspeichen, um ein Verdrehen der Speiche zu verhindern.



4. SPANNUNGSMESSER

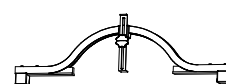
Verwende stets ein hochwertiges Spannungsmessgerät und überprüfe seine Kalibrierung regelmäßig gemäß den Anweisungen des Herstellers.

Befolge die Herstelleranweisungen für einen ordnungsgemäßen Gebrauch und eine korrekte Auswertung der Spannungswerte unter Berücksichtigung der Speichenspezifikation.



5. SPURMESSGERÄT

Benutze stets eine Zentrierlehre, um die Mittigkeit der Felge in Bezug zu den Nabenenden zu überprüfen, die an der Rahmen- bzw. Gabelinnenseite montiert werden.

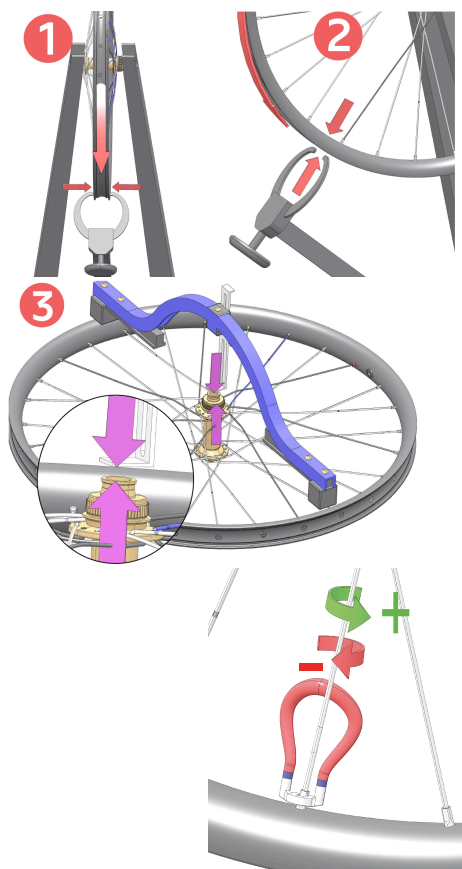


PRÜFEN DER SPEICHENSPIANNUNG

Überprüfe regelmäßig die Spannung und den Zustand der Speichen.

Überprüfe deine Laufräder regelmäßig auf einem Zentrierständer auf Seiten- (1) und Höhengschlag (2) sowie Mittigkeit (3). Wird das Laufrad für die Überprüfung und Einstellung nicht ausgebaut, kann möglicherweise nicht präzise gearbeitet werden.

Falls Speichen eingestellt werden müssen, reguliere die Speichenspannung mit einem Speichenschlüssel passender Größe.



Verwende einen Flachspeichen-Schlüssel zum Gegenhalten bei Flachspeichen, um ein Verdrehen der Speiche zu verhindern. Runde Speichen können auch mit einer glatten Zange festgehalten werden, um ein Verdrehen zu verhindern. Die Speichen dürfen dabei nicht beschädigt werden.

Überprüfe das Laufrad beim Einstellen einer oder mehrerer Speichen erneut auf Seitenschlag, Höhengschlag und Mittigkeit. Wenn du vier oder mehr Speichen anziehst, entspanne das Laufrad und kontrolliere seine Zentrierung.

Informationen zum Entspannen des Laufrads findest du im Abschnitt „Laufradbau“ in diesem Handbuch. Überprüfe die Rundlauf- und Spannungsvorgaben für OQUO-Laufräder im Abschnitt „Laufradbau“ in diesem Handbuch.

ERSETZEN EINER SPEICHE

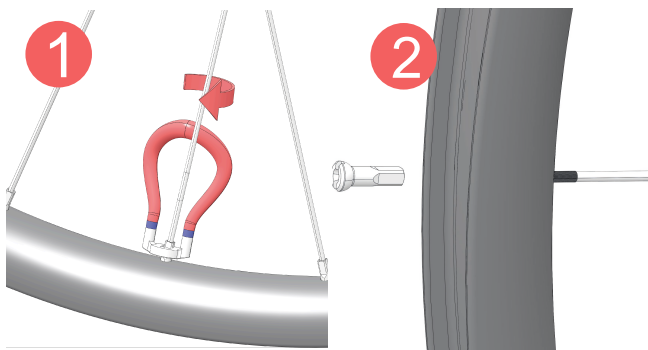
Gebrochene, verbogene oder beschädigte Speichen müssen umgehend ersetzt werden.

Um eine Speiche zu ersetzen, demontiere zunächst Reifen und Felgenband vom Laufrad.

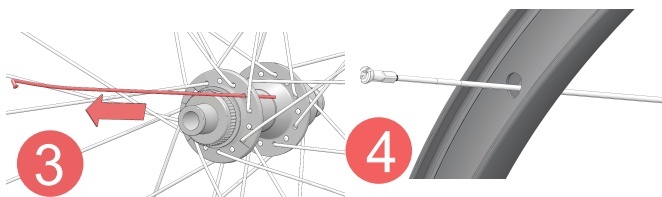
Unter Umständen muss für den Speichenwechsel die Bremsscheibe – und bei Hinterrädern die Kassette – abgebaut werden.



Verwende zum Entfernen des Speichennippels einen Speichenschlüssel (1, 2).



Löse die Speiche von der Nabe (3). Bei einem Speichenbruch kannst du die gebrochene Speiche zusammen mit dem Nippel ausbauen und das Speichenstück an der Nabe anschließend entfernen (4).



Baue die neue Speiche von der Nabenseite her und an der gleichen Stelle wie die Originalspeiche ein.

Informationen zur Anordnung der Speichen bei den verschiedenen Speichenmustern findest du im Abschnitt „Speichenmuster“ im Kapitel „Laufradbau“ in diesem Handbuch. In der Tabelle mit den technischen

Daten in diesem Handbuch findest du Angaben zum Speichenmodell und zur Speichenlänge für deine OQUO-Laufräder.

Benutze einen Zentrierständer und geeignete Werkzeuge zum Spannen der neuen Speiche. Überprüfe nach dem Einbau, dass die Speichenspannung stimmt, und kontrolliere das Laufrad auf Seiten- und Höhenschlag sowie Mittigkeit.

Abgesehen von der ersetzten Speiche müssen gegebenenfalls auch andere Speichen nachgespannt werden. Werden mehrere Speichen eingebaut, musst du das Laufrad wie im Abschnitt „Laufradbau“ in diesem Handbuch beschrieben entspannen und kontrollieren, dass die Zentrierung, Spannung und Rundlauf toleranzen stimmen.

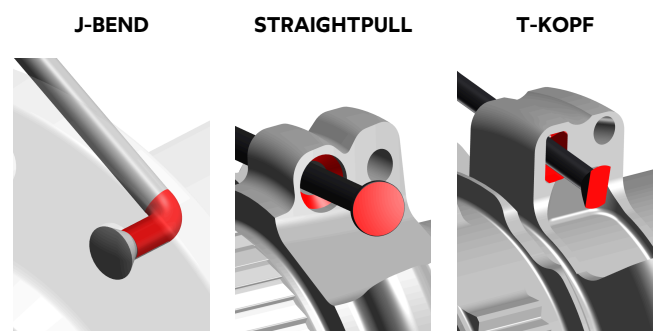
Montiere wieder das Felgenband, den Reifen, die Bremsscheibe und die Kassette, falls sie abgenommen werden mussten.

J-BEND, STRAIGHTPULL-SPEICHEN KLASSISCH ODER MIT T-KOPF

Je nach Art der Speichenlöcher im Flansch der Straightpull-Nabe müssen entweder klassische Straightpull-Speichen oder solche mit T-Form/T-Kopf montiert werden.

Bei Naben für Straightpull-Speichen mit T-Form/T-Kopf sind die Speichenlöcher im Flansch rechteckig und umschließen den Speichenkopf, um diesen gegen Verdrehen und Lockern zu sichern.

Bei Naben für klassische Straightpull-Speichen sind die Speichenlöcher rund, daher müssen hier Speichen mit Standardkopf verwendet werden.



J-BEND

STRAIGHTPULL

T-KOPF

NABENWARTUNG

In den **Tabellen mit den technischen Daten, Seite 92** der OQUO-Laufräder in diesem Handbuch kannst du nachsehen, welches Nabenmodell zu deinem Laufradmodell passt.

WARNUNG

Die Informationen in diesem Handbuch und in den Handbüchern anderer Hersteller, auf die hier verwiesen wird, richten sich in erster Linie an Händler von OQUO und Komponentenherstellern sowie an Benutzer:innen, die über Erfahrung mit der Wartung von Laufrädern verfügen.

Wenn du als Benutzer:in nicht über die erforderlichen Kenntnisse verfügst, um die in diesem technischen Handbuch beschriebenen Wartungsarbeiten durchzuführen oder die aufgeführten Ersatzteile einzubauen, bringe deine Laufräder bitte zu einer OQUO-Verkaufsstelle. Sie wird die Reparatur bzw. Wartung für dich übernehmen.

Durch nicht fachgerechte Wartungs- oder Reparaturarbeiten verursachte Schäden fallen nicht unter die Gewährleistung.



Eine unsachgemäße Reparatur, Wartung oder Montage von Komponenten kann die Integrität und Funktion der Laufräder beeinträchtigen. Das kann zu Unfällen mit schweren Verletzungen oder Todesfolgen führen.

Die Kontaktinformationen unseres Händlernetzes findest du auf unserer Website

www.oquowheels.com

NABEN VON ZIPP und OQUO BY ZIPP

Sämtliche Handbücher zu Zipp-Naben findest du auf der Website des Herstellers: www.sram.com/en/service/manuals

WARNUNG

Oquo by Zipp Naben bestehen aus den gleichen Komponenten wie die jeweils entsprechende Nabe von Zipp (mit Ausnahme des Nabenkörpers), daher gleichen die Service- und Wartungsverfahren denen des entsprechenden Nabenmodells von Zipp.

| NABENMODELL | HANDBUCHTYP | INHALTE | LINK ZUM DOKUMENT |
|--------------------------|------------------|--|---|
| ZIPP COGNITION V2 | Wartungshandbuch | <ul style="list-style-type: none"> Explosionszeichnung der Hinterradnabe Demontage, Reinigung und Montage der Hinterradnabe Explosionszeichnung der Vorderradnabe Demontage, Reinigung und Montage der Vorderradnabe | https://www.sram.com/globalassets/document-hierarchy/service-manuals/zipp/wheels-and-hubs/zipp-cognition-v2-hubs-service-manual.pdf |
| ZIPP ZR1 | Wartungshandbuch | <ul style="list-style-type: none"> Explosionszeichnung der Hinterradnabe Demontage, Reinigung und Montage der Hinterradnabe Explosionszeichnung der Vorderradnabe Demontage, Reinigung und Montage der Vorderradnabe | https://www.sram.com/globalassets/document-hierarchy/service-manuals/zipp/wheels-and-hubs/service-manual-zr1-and-zr1-sl-hubs-english.pdf |
| OQUO by ZIPP (ZR1 SL) | Wartungshandbuch | <ul style="list-style-type: none"> Explosionszeichnung der Hinterradnabe Demontage, Reinigung und Montage der Hinterradnabe Explosionszeichnung der Vorderradnabe Demontage, Reinigung und Montage der Vorderradnabe | https://www.sram.com/globalassets/document-hierarchy/service-manuals/zipp/wheels-and-hubs/service-manual-zr1-and-zr1-sl-hubs-english.pdf |

ERSATZTEILE

ERSATZTEILE FÜR ZIPP-NABEN

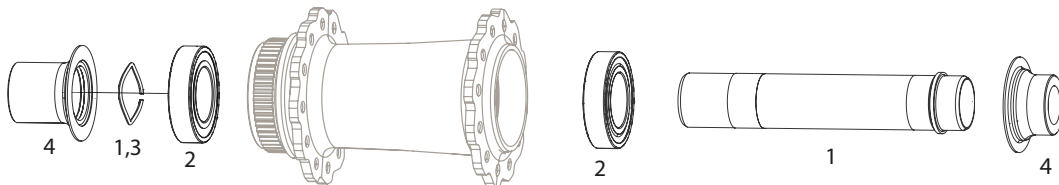
In der Tabelle mit den technischen Daten der OQUO-Laufräder findest du Angaben zum Nabenmodell in deinen Laufrädern

Zipp Cognition V2

In der Tabelle mit den technischen Daten der OQUO-Laufräder findest du Angaben zum Nabenmodell in deinen Laufrädern

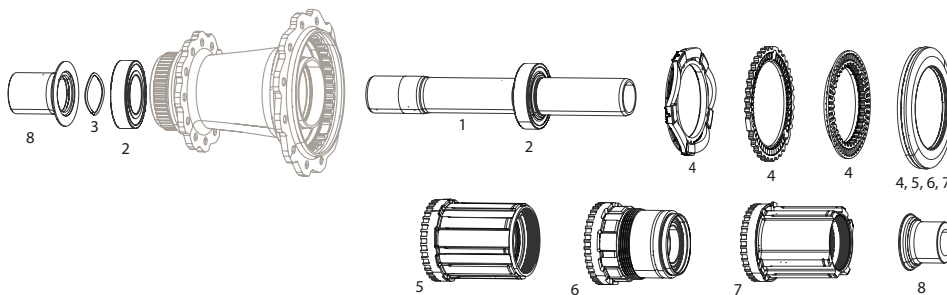
Für Online-Bestellung die Teilenummer anklicken. Naben-Ersatzteile sind ausschließlich für Orbea-Händler über Kide (B2B-Zugang) erhältlich.

Zipp Cognition V2 12x100mm Centerlock



| | BESCHREIBUNG | ANZAHL PRO NABE | ART. NR. ZIPP | ART. NR. OQUO |
|---|---|-----------------|-----------------|----------------------|
| 1 | Front hub axle | 1 | 11.2018.065.002 | XC97 |
| 2 | Wheel hub bearings Cognition V2 61903 | 2 | 11.2018.061.003 | XD01 |
| 3 | Wheel Wave spring Cognition | 1 | 11.2018.032.003 | XD02 |
| 4 | End caps set front hub Cognition CL 12x100 disc brake | 2 | 11.2018.049.000 | XD09 |

Zipp Cognition V2 12x142mm Centerlock

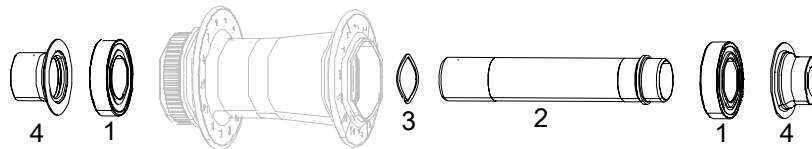


| | BESCHREIBUNG | ANZAHL PRO NABE | ART. NR. ZIPP | ART. NR. OQUO |
|---|--|-----------------|-----------------|----------------------|
| 1 | Front hub axle | 1 | 11.2018.065.004 | XC98 |
| 2 | Wheel hub bearings Cognition V2 61903 | 2 | 11.2018.061.003 | XD01 |
| 3 | Wheel Wave spring Cognition | 1 | 11.2018.032.003 | XD02 |
| 4 | Hub Cognition V2 Axial Clutch kit disc | 1 | 11.2018.065.006 | XD08 |
| 5 | HG freehub Kit | 1 | 11.2018.065.000 | XD10 |
| 6 | XDR freehub Kit | 1 | 11.2018.065.001 | XD11 |
| 7 | Campagnolo N3W freehub Kit | 1 | 11.2018.065.009 | XD00 |
| 8 | End caps set rear hub Cognition CL 12x142 disc brake | 2 | 11.2018.065.007 | XD12 |

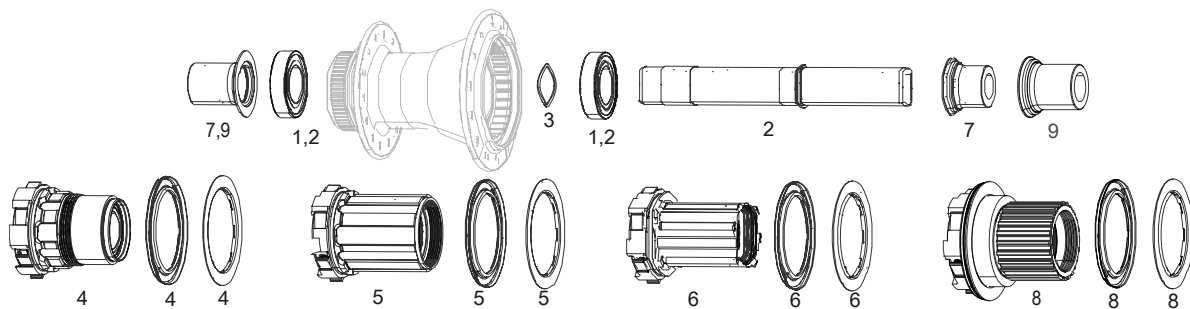
Zipp ZR1

In der Tabelle mit den technischen Daten der OQUO-Laufräder findest du Angaben zum Nabenmodell in deinen Laufrädern

Für Online-Bestellung die Teilenummer anklicken. Naben-Ersatzteile sind ausschließlich für Orbea-Händler über Kide (B2B-Zugang) erhältlich.

Zipp ZR1 12x100mm Centerlock

| | BESCHREIBUNG | ANZAHL PRO NABE | ART. NR. ZIPP | ART. NR. OQUO |
|---|---|-----------------|-----------------|----------------------|
| 1 | Wheel hub bearings ZR1 61903 | 2 | 11.2018.061.003 | XD01 |
| 2 | Front hub axle and wave spring | 1 | 11.2018.064.010 | XC95 |
| 3 | Wave spring | 1 | 11.2018.032.003 | XD02 |
| 4 | End caps set front hub ZR1 CL 12x100 disc | 2 | 11.2018.064.003 | XD03 |

Zipp ZR1 12x142mm Centerlock

| | BESCHREIBUNG | ANZAHL PRO NABE | ART. NR. ZIPP | ART. NR. OQUO |
|---|-------------------------------|-----------------|-----------------|----------------------|
| 1 | Wheel hub bearings 61903 | 2 | 11.2018.061.003 | XD01 |
| 2 | Rear hub axle and bearings | 1 | 11.2018.064.013 | XC96 |
| 3 | Wave spring | 1 | 11.2018.032.003 | XD02 |
| 4 | Sram XDR freehub Kit | 1 | 00.2018.015.000 | XD05 |
| 5 | Shimano HG freehub Kit | 1 | 11.2018.064.012 | XD04 |
| 6 | Campagnolo N3W freehub Kit | 1 | 11.2018.064.017 | XD06 |
| 7 | Wheel axle end cap set HG-XDR | 2 | 11.2018.064.005 | XD07 |
| 8 | Shimano MS freehub Kit | 1 | 112.028.061.006 | XH79 |
| 9 | Wheel axle end cap set MS | 2 | 112.028.061.001 | XH55 |

ERSATZTEILE FÜR OQUO BY ZIPP NABEN

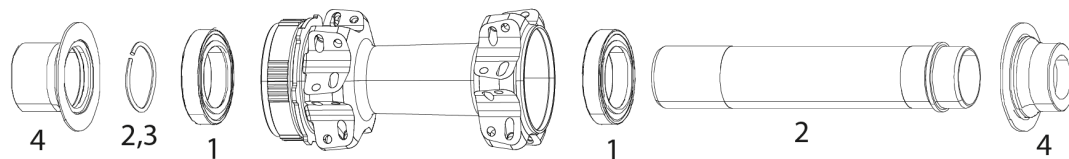
In der Tabelle mit den technischen Daten der OQUO-Laufräder findest du Angaben zum Nabenmodell in deinen Laufrädern

Oquo by Zipp ZR1 SL

In der Tabelle mit den technischen Daten der OQUO-Laufräder findest du Angaben zum Nabenmodell in deinen Laufrädern

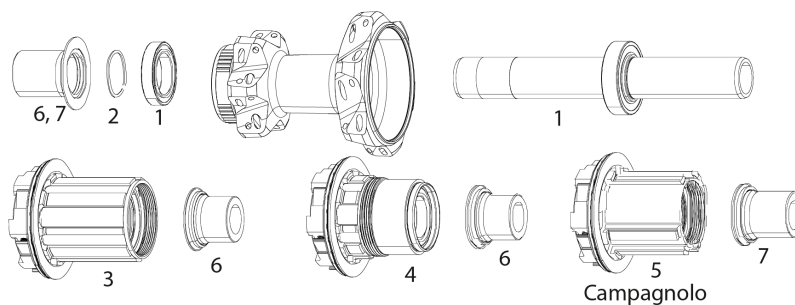
Für Online-Bestellung die Teilenummer anklicken. Naben-Ersatzteile sind ausschließlich für Orbea-Händler über Kide (B2B-Zugang) erhältlich.

Oquo by Zipp ZR1 SL straight pull 12x100mm Centerlock



| | BESCHREIBUNG | ANZAHL PRO NABE | ART. NR. ZIPP | ART. NR. OQUO |
|-----|---|-----------------|-----------------|---------------|
| 1.1 | Ceramic Bearing kit - 61803 (upgrade) | 2 | 11.2018.067.001 | — |
| 1.2 | Stainless steel bearing kit - 61803 | 2 | — | XJ67 |
| 2 | Front hub axle and wave spring | 1 | 11.2018.064.010 | XC95 |
| 3 | Wave spring | 1 | 11.2018.032.003 | XD02 |
| 4 | End caps set front hub ZR1 CL 12x100 disc | 2 | 11.2018.064.003 | XD03 |

Oquo by Zipp ZR1 SL straight pull 12x142mm Centerlock



| | BESCHREIBUNG | ANZAHL PRO NABE | ART. NR. ZIPP | ART. NR. OQUO |
|-----|---|-----------------|-----------------|---------------|
| 1.1 | Wheel hub bearings 61903 and 61803. Includes axle | 1 | 11.2028.069.000 | XJ68 |
| 1.2 | 61903+61803 bearing kit (without axle) | 1 | — | XJ00 |
| 2 | Wave spring | 1 | 11.2018.032.003 | XD02 |
| 3 | Shimano HG freehub Kit | 1 | 11.2018.064.012 | XD04 |
| 4 | Sram XDR freehub Kit | 1 | 00.2018.015.000 | XD05 |
| 5 | Freehub Kit ZR1 for N3W | 1 | 11.2018.065.010 | XD06 |
| 6 | Hub end caps. Rear DS and NDS 12x142 XDR and Shimano HG | 1 | 11.2018.064.005 | XD07 |
| 7 | Hub end caps. Rear DS and NDS 12x142 Campagnolo N3W | 2 | 11.2018.069.000 | XJ69 |

SPEICHEN. SPEICHENSÄTZE FÜR OQUO-LAUFRÄDER

Road Performance (RP)

| LAUFRAD-MODELL | VORDERRAD/ HINTERRAD | NABE | BESCHREIBUNG ERSATZTEIL | INHALT | ANZ. | ARTIKELCODE ORBEA |
|-----------------------------------|-------------------------|------------------------|--|--|------|----------------------|
| RP57 LTD V1 bis MJ 2025 | VORDERRAD | ZIPP COGNITION V2 | SATZ SPEICHEN +SPEICHENNIPPEL RP57 LTD VR 24- LOCH V1 | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 256 mm. | 2 | XD44 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 255 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | HINTERRAD | ZIPP COGNITION V2 | SATZ SPEICHEN +SPEICHENNIPPEL RP57 LTD HR 24- LOCH V1 | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 250 mm. | 2 | XD45 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 256 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| RP45 LTD V1 bis MJ 2025 | VORDERRAD | ZIPP COGNITION V2 | SATZ SPEICHEN +SPEICHENNIPPEL RP45 LTD VR 24- LOCH V1 | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 267 mm. | 2 | XD25 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 265 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | HINTERRAD | ZIPP COGNITION V2 | SATZ SPEICHEN +SPEICHENNIPPEL RP45 LTD HR 24- LOCH V1 | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 260 mm. | 2 | XD26 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 267 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| RP45 LTD V2 MJ 2026 | VORDERRAD | Oquo by Zipp ZR1 SL | SATZ SPEICHEN +SPEICHENNIPPEL RP45 LTD VR 24- LOCH V2 | Sapim CX-Ray TCS Aero. 14G (2 mm). Straight Pull T-Kopf. 275 mm. | 4 | XJ71 |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | HINTERRAD | Oquo by Zipp ZR1 SL | SATZ SPEICHEN +SPEICHENNIPPEL RP45 LTD HR 24- LOCH V2 | Sapim CX-Ray TCS Aero. 14G (2 mm). Straight Pull T-Kopf. 271 mm. | 2 | XJ72 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). Straight Pull T-Kopf. 274 mm. | 2 | |
| RP45 TEAM V1 ab MJ2024 | VORDERRAD | ZIPP ZR1 | SATZ SPEICHEN +SPEICHENNIPPEL RP45 TEAM VR 24-LOCH V1 | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 267 mm. | 2 | XD19 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 265 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | HINTERRAD | ZIPP ZR1 | SATZ SPEICHEN +SPEICHENNIPPEL RP45 TEAM HR 24-LOCH V1 | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 262 mm. | 2 | XD20 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 266 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| RP35 LTD V1 bis MJ 2025 | VORDERRAD | ZIPP COGNITION V2 | SATZ SPEICHEN +SPEICHENNIPPEL RP35 LTD VR 24- LOCH V1 | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 277 mm. | 2 | XD23 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 275 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | HINTERRAD | ZIPP COGNITION V2 | SATZ SPEICHEN +SPEICHENNIPPEL RP35 LTD HR 24- LOCH V1 | Sapim CX-Rady TCS Aero. 14G (2 mm). J-Bend. 271 mm. | 2 | XD24 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 276 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| RP35 TEAM V1 bis MJ 2024 | VORDERRAD | ZIPP ZR1 | SATZ SPEICHEN +SPEICHENNIPPEL RP35 TEAM VR 24-LOCH V1 | Sapim Sprint TCS. 14G (2 mm). J-Bend. 277 mm. | 2 | XD17 |
| | | | | Sapim Sprint TCS. 14G (2 mm). J-Bend. 275 mm. | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |
| | HINTERRAD | ZIPP ZR1 | SATZ SPEICHEN +SPEICHENNIPPEL RP35 TEAM HR 24-LOCH V1 | Sapim Sprint TCS. 14G (2 mm). J-Bend. 271 mm. | 2 | XD18 |
| | | | | Sapim Sprint TCS. 14G (2 mm). J-Bend. 276 mm. | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |

Für Online-Bestellung die Teilenummer anklicken.

SPEICHEN. SPEICHENSÄTZE FÜR OQUO-LAUFRÄDER

Road Performance (RP)

| LAUFRAD-MODELL | VORDERRAD/ HINTERRAD | NABE | BESCHREIBUNG ERSATZTEIL | INHALT | ANZ. | ARTIKELCODE ORBEA |
|--------------------------------------|-------------------------|----------|--|--|------|----------------------|
| RP35 TEAM V2 ab MJ 2025 | VORDERRAD | ZIPP ZR1 | SATZ SPEICHEN +SPEICHENNIPPEL RP35 TEAM VR 24-LOCH V2 | Sapim Sprint TCS 14G (2 mm) J-Bend. 277 mm. | 2 | XH50 |
| | | | | Sapim Sprint TCS 14G (2 mm) J-Bend. 276 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | HINTERRAD | ZIPP ZR1 | SATZ SPEICHEN +SPEICHENNIPPEL RP35 TEAM HR 24-LOCH V2 | Sapim Sprint TCS 14G (2 mm) J-Bend. 272 mm. | 2 | XH51 |
| | | | | Sapim Sprint TCS 14G (2 mm) J-Bend. 276 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| RP35 PRO V1 bis MJ 2024 | VORDERRAD | ZIPP ZR1 | SATZ SPEICHEN +SPEICHENNIPPEL RP35 PRO VR 24- LOCH V1 | Sapim Sprint TCS Aero. 14G (2 mm). J-Bend. 275 mm. | 2 | XD13 |
| | | | | Sapim Sprint TCS Aero. 14G (2 mm). J-Bend. 277 mm. | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |
| | HINTERRAD | ZIPP ZR1 | SATZ SPEICHEN +SPEICHENNIPPEL RP35 PRO HR 24- LOCH V1 | Sapim Sprint TCS Aero. 14G (2 mm). J-Bend. 272 mm. | 2 | XD14 |
| | | | | Sapim Sprint TCS Aero. 14G (2 mm). J-Bend. 276 mm. | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |
| RP35 PRO V2 ab MJ 2025 | VORDERRAD | ZIPP ZR1 | SATZ SPEICHEN +SPEICHENNIPPEL RP35 PRO VR 24- LOCH V2 | Sapim CX Sprint TCS. 14G (2 mm). J-Bend. 277 mm. | 2 | XH52 |
| | | | | Sapim CX Sprint TCS. 14G (2 mm). J-Bend. 276 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | HINTERRAD | ZIPP ZR1 | SATZ SPEICHEN +SPEICHENNIPPEL RP35 PRO HR 24- LOCH V2 | Sapim CX Sprint TCS. 14G (2 mm). J-Bend. 273 mm. | 2 | XH53 |
| | | | | Sapim CX Sprint TCS. 14G (2 mm). J-Bend. 277 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |

Für Online-Bestellung die Teilenummer anklicken.

SPEICHEN. SPEICHENSÄTZE FÜR OQUO-LAUFRÄDER

Road Control (RC)

| LAUFRAD-MODELL | VORDERRAD/ HINTERRAD | NABE | BESCHREIBUNG ERSATZTEIL | INHALT | ANZ. | ARTIKELCODE ORBEA |
|---|-------------------------|----------|---|---|------|----------------------|
| RC30 TEAM V1 ab MJ 2026 | VORDERRAD | ZIPP ZR1 | SATZ SPEICHEN +SPEICHENNIPPEL RC30 TEAM VR 24-LOCH V1 | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 283 mm. | 2 | XJ73 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 280 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | HINTERRAD | ZIPP ZR1 | SATZ SPEICHEN + SPEICHENNIPPEL RC30 TEAM HR 28-LOCH V1 | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 286 mm. | 2 | XJ74 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 289 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| RC25 TEAM V1 bis MJ 2025 | VORDERRAD | ZIPP ZR1 | SATZ SPEICHEN +SPEICHENNIPPEL RP25 TEAM VR 24-LOCH V1 | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 283 mm. | 2 | XD21 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 280 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | HINTERRAD | ZIPP ZR1 | SATZ SPEICHEN + SPEICHENNIPPEL RC25 TEAM HR 28-LOCH V1 | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 286 mm. | 2 | XD22 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 289 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| RC25 LTD V1 bis MJ 2024 | VORDERRAD | ZIPP ZR1 | SATZ SPEICHEN + SPEICHENNIPPEL RC25 PRO VR 28- LOCH V1 | Sapim Sprint TCS. 14G (2 mm). J-Bend. 293 mm. | 2 | XD15 |
| | | | | Sapim Sprint TCS. 14G (2 mm). J-Bend. 291 mm. | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |
| | HINTERRAD | ZIPP ZR1 | SATZ SPEICHEN + SPEICHENNIPPEL RC25 PRO HR 28- LOCH V1 | Sapim Sprint TCS. 14G (2 mm). J-Bend. 291 mm. | 2 | XD16 |
| | | | | Sapim Sprint TCS. 14G (2 mm). J-Bend. 293 mm. | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |
| RC25 PRO V2 ab MJ 2025 | VORDERRAD | ZIPP ZR1 | SATZ SPEICHEN + SPEICHENNIPPEL RC25 PRO VR 28- LOCH V2 | Sapim Sprint. 14G (2 mm) J-Bend. 291 mm. | 2 | XH56 |
| | | | | Sapim Sprint. 14G (2 mm) J-Bend. 293 mm. | 2 | |
| | | | | Sapim Alloy Double Square Black (18 mm) | 4 | |
| | HINTERRAD | ZIPP ZR1 | SATZ SPEICHEN + SPEICHENNIPPEL RC25 PRO HR 28- LOCH V2 | Sapim Sprint. 14G (2 mm). 290 mm. | 2 | XH57 |
| | | | | Sapim Sprint. 14G (2 mm). 292 mm. | 2 | |
| | | | | Sapim Alloy Double Square Black (18 mm) | 4 | |

Für Online-Bestellung die Teilenummer anklicken.

OQUO-TUBELESS-VENTILE

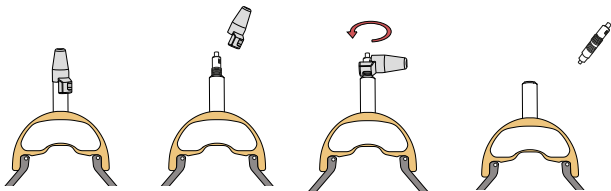
Tubeless-Ventilhöhe

Die folgende Tabelle enthält Angaben zur Höhe des bei deinen OQUO-Laufrädern verbauten Tubeless-Ventils.

| MODELLREIHE | LAUFRADMODELL | VENTILHÖHE |
|------------------|---------------|------------|
| ROAD AERO | RA80LTD | 103 mm |
| | RA57LTD | 80 mm |
| ROAD PERFORMANCE | RP57LTD | 80 mm |
| | RP50LTD | 80 mm |
| | RP45LTD | 57 mm |
| | RP45TEAM | 57 mm |
| | RP35LTD | 57 mm |
| | RP35TEAM | 57 mm |
| | RP35PRO | 57 mm |
| ROAD CONTROL | RC30TEAM | 57 mm |
| | RC25TEAM | 57 mm |
| | RC25PRO | 57 mm |

In die OQUO-Ventilkappe integriertes Werkzeug

Bei OQUO-Tubeless-Ventilen ist ein Werkzeug zum Entfernen des Tubeless-Ventileinsatzes in die Ventilkappe integriert.



Ersatzteile für OQUO Tubeless-Ventile

| ART. NR. | BESCHREIBUNG | ANZ. | |
|----------|------------------------------------|------|--|
| XD27 | OQUO TUBELESS-Ventil-Kit 57 mm | 2 | |
| XD28 | OQUO TUBELESS-Ventil-Kit 80 mm | | |
| XJ70 | OQUO TUBELESS-Ventil-Kit 103 mm | | |
| XB67 | OQUO TUBELESS-Ventilkappen-Kit | 2 | |
| XD29 | OQUO-Ventilverlängerung-Kit 40 mm. | 2 | |
| XH28 | OQUO Ventileinsatz-Kit | 10 | |

Für Online-Bestellung die Teilenummer anklicken.

BAU VON OQUO-LAUFRÄDERN



Dieser Abschnitt bietet allgemeine Anweisungen zum Einspeichen und Fertigstellen von OQUO-Laufrädern für OQUO-Händler:innen, die eine OQUO-Felge nach Genehmigung durch OQUO ersetzen müssen. Er ist nicht als Leitfaden für den Laufradbau gedacht.

Um ein Laufrad fachgerecht und sicher zu bauen, bedarf es umfassender technischer Kompetenz und Erfahrung. Benutzer:innen und Techniker:innen, die nicht entsprechend geschult sind oder nicht über die nötige Erfahrung verfügen, sollten kein Laufrad zum späteren Gebrauch selbst bauen.



Eine nicht fachgerecht durchgeführte Laufradkonstruktion kann die strukturelle Integrität und Strapazierfähigkeit des Laufrads kompromittieren und zu einem nicht durch die Gewährleistung abgedeckten Bauteilversagen führen, was schwere oder gar tödliche Verletzungen zur Folge haben kann.

WERKZEUGE

Im Abschnitt „Wartung von OQUO-Laufrädern“ wird beschrieben, welche Werkzeuge für die fachgerechte Wartung und den Bau von OQUO-Laufrädern erforderlich sind.

Verwende stets die richtigen Werkzeuge und Produkte für den Laufradbau. Ungeeignete oder schlecht gepflegte Werkzeuge, aber auch die Verwendung von Allzweckprodukten, können Schäden an Komponenten verursachen, die dann nicht unter die Gewährleistung fallen.

ASYMMETRISCHE FELGEN

Bei Felgen mit asymmetrischem Profil (welche Modelle eine asymmetrische Felge besitzen, kannst du der Tabelle mit den technischen Daten in diesem Handbuch entnehmen) richte die Felge immer wie nachfolgend beschrieben aus.

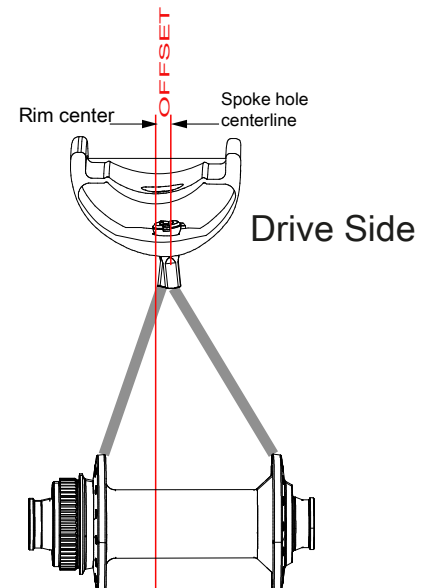
- **Vorderradfelgen**

Der Felgenversatz muss der Antriebsseite zugewandt sein.

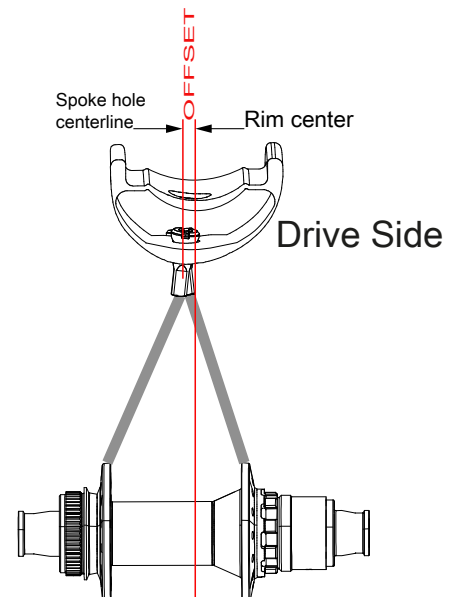
- **Hinterradfelgen**

Der Felgenversatz muss der Nichtantriebsseite zugewandt sein.

VORDERRADFELGEN



HINTERRADFELGE

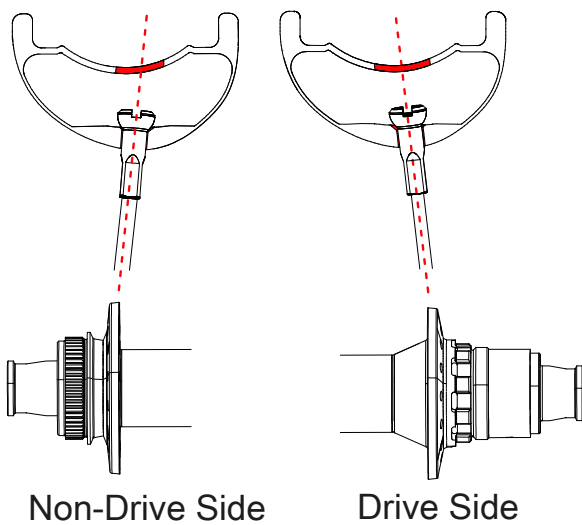


SYMMETRISCHE FELGEN

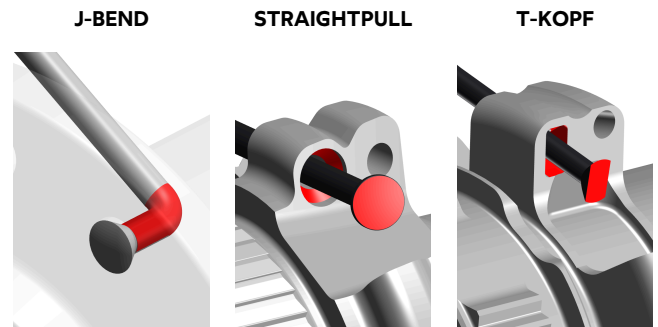
Bei symmetrischen Felgen (ohne Versatz) richtest du die Felge so aus, dass alle Aufkleber von der gleichen Seite des Fahrrads aus lesbar sind wie auf dem Originallaufrad.

DIREKTIONALE SPEICHENLÖCHER

Falls die Felge directionale Speichenlöcher besitzt, achte beim Laufradbau stets darauf, dass die Ausrichtung der Löcher in der Felge mit der entsprechenden Nabenseite übereinstimmt.



Bei Naben für klassische Straightpull-Speichen sind die Speichenlöcher rund, daher müssen hier Speichen mit Standardkopf verwendet werden.



SPEZIELLE VORDER- UND HINTERRADFELGEN

Achte bei OQUO-Modellen mit einer bestimmten Vorder- bzw. Hinterradfelge darauf, dass du die für das jeweilige Laufrad vorgesehene Felge verwendest.

In der Tabelle mit den technischen Daten in diesem Handbuch kannst du nachsehen, ob bei deinem Modell spezielle Vorder- und Hinterradfelgen verwendet werden.

Bei speziell für Vorderräder konzipierten Felgen ist der Buchstabe F im Namen des Felgenmodells enthalten.

Bei speziell für Hinterräder konzipierten Felgen ist der Buchstabe R im Namen des Felgenmodells enthalten.

Bei Felgen, die nicht vorder- oder hinterradspezifisch sind, ist der Buchstabe B im Namen des Felgenmodells enthalten.

SPEICHEN UND NIPPEL

Verwende grundsätzlich die von OQUO für das Laufradmodell spezifizierten Speichen und Nippel.

Die Komponenten der einzelnen Modelle sind der Tabelle mit den technischen Daten in diesem Handbuch entnehmbar.

STRAIGHTPULL-SPEICHEN KLASSISCH ODER MIT T-KOPF

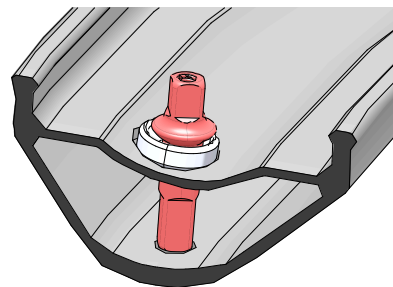
Je nach Art der Speichenlöcher im Flansch der Straightpull-Nabe müssen entweder klassische Straightpull-Speichen oder solche mit T-Form/T-Kopf montiert werden.

Bei Naben für Straightpull-Speichen mit T-Form/T-Kopf sind die Speichenlöcher im Flansch rechteckig und umschließen den Speichenkopf, um diesen gegen Verdrehen und Lockern zu sichern.

SPEICHENNIPPEL MIT UNTERLEGSCHLEIBEN

Manche Nippel werden mit Unterlegscheiben zwischen Nippel und Felgenwand montiert.

Überprüfe anhand der Datentabelle deines Laufrads, ob Unterlegscheiben montiert werden müssen.



SPEICHENMUSTER J-BEND-SPEICHEN

WARNUNG

Anders als bei Laufradaufbauten mit J-Bend-Speichen ist das Speichenmuster bei Straightpull-Speichen durch die Nabe vorgegeben und kann beim Laufradbau nicht frei gewählt werden.

Befolge beim Einspeichen auf beiden Laufradseiten stets das ursprüngliche Speichenmuster.

Achte darauf, dass sich die Speichen korrekt kreuzen (oberhalb oder unterhalb).

3-FACH KREUZUNG

Jede Speiche kreuzt drei andere Speichen auf derselben Laufradseite, bevor sie an der Felge festgespannt wird.

Je nachdem, auf welcher Seite des Nabenflansches die Speiche austritt, gibt es zwei mögliche Varianten für ihre Positionierung gegenüber den anderen drei Speichen.

Wenn die Speiche an der Außenseite des Nabenflansches austritt, kreuzt sie die anderen Speichen folgendermaßen:

01 Oberhalb

02 Oberhalb

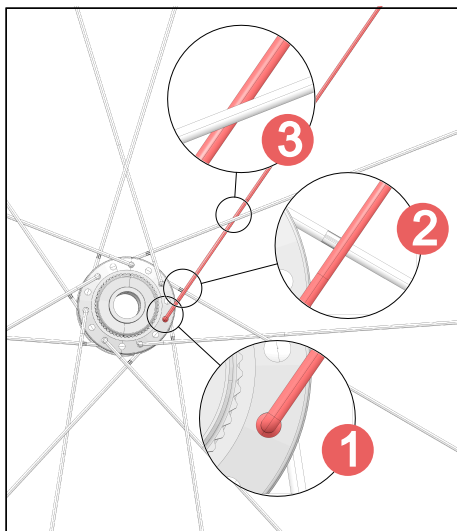
03 Unterhalb

Wenn die Speiche an der Innenseite des Nabenflansches austritt, kreuzt sie die anderen Speichen folgendermaßen:

01 Unterhalb

02 Unterhalb

03 Oberhalb



2-FACH KREUZUNG

Jede Speiche kreuzt zwei andere Speichen auf derselben Laufradseite, bevor sie an der Felge festgespannt wird.

Je nachdem, auf welcher Seite des Nabenflansches die Speiche austritt, gibt es zwei mögliche Varianten für ihre Positionierung gegenüber den anderen beiden Speichen.

Wenn die Speiche an der Außenseite des Nabenflansches austritt, kreuzt sie die anderen Speichen folgendermaßen:

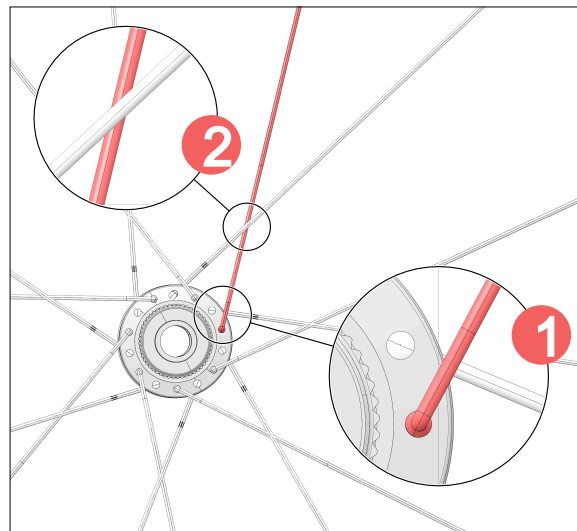
01 Oberhalb

02 Unterhalb

Wenn die Speiche an der Innenseite des Nabenflansches austritt, kreuzt sie die anderen Speichen folgendermaßen:

01 Unterhalb

02 Oberhalb



POSITION VON DRUCK- UND ZUGSPEICHEN

WARNUNG

Anders als bei Laufradaufbauten mit J-Bend-Speichen ist das Speichenmuster bei Straightpull-Speichen durch die Nabe vorgegeben und kann beim Laufradbau nicht frei gewählt werden.

Überprüfe die Anordnung der Druck- und Zugspeichen in der Datentabelle in diesem Handbuch – oder auch am Originallaufrad – und speiche das Laufrad dann auf beiden Laufradseiten entsprechend ein.


Zugspeiche (Trailing)

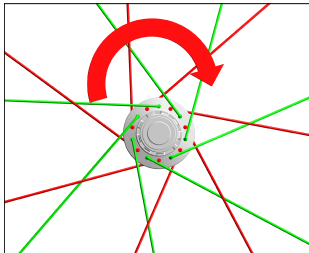
Zugspeichen verlassen die Nabe in entgegengesetzter Richtung zur Laufraddrehung.

Druckspeiche (Leading)

Druckspeichen verlassen die Nabe in Drehrichtung des Laufrads.

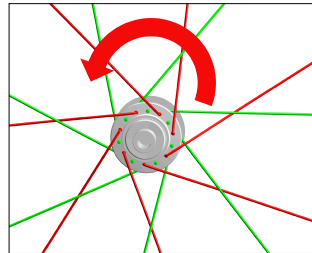
Die folgenden Abbildungen zeigen Beispiele für Speichenmuster. Sieh dir das Speichenmuster am Originallaufrad an oder kontrolliere die diesbezügliche Angabe in der Datentabelle.

 Laufrad-Drehrichtung



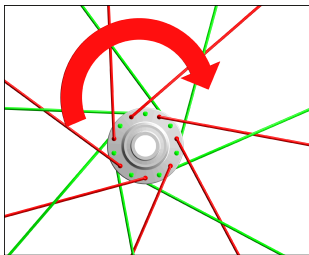
HINTERRAD ANTRIEBSSEITE

Zugspeiche: Außenseite des Nabenflansches
Druckspeiche: Innenseite des Nabenflansches



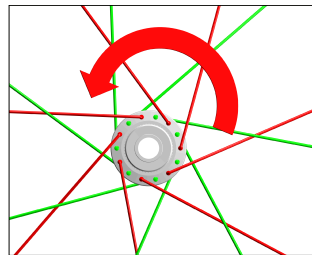
HINTERRAD NICHTANTRIEBSSEITE

Zugspeiche: Innenseite des Nabenflansches
Druckspeiche: Außenseite des Nabenflansches



VORDERRAD ANTRIEBSSEITE

Zugspeiche: Innenseite des Nabenflansches
Druckspeiche: Außenseite des Nabenflansches



VORDERRAD NICHTANTRIEBSSEITE

Zugspeiche: Innenseite des Nabenflansches
Druckspeiche: Außenseite des Nabenflansches

VENTILLOCHPOSITION

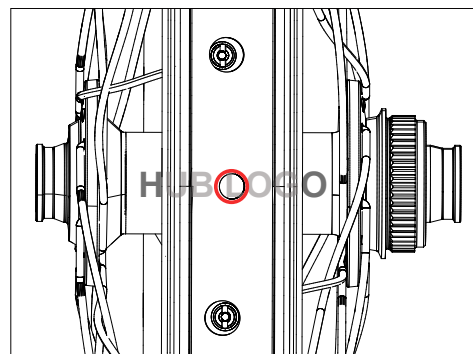
Das Ventilloch in der Felge sollte sich zwischen zwei parallelen Speichen befinden, um das Aufpumpen des Reifens zu erleichtern.



POSITION DES NABENLOGOS

Trägt die Nabe ein Logo auf dem Nabenkörper, sollte die Nabe aus ästhetischen Gründen so zur Felge angeordnet werden, dass das Nabenlogo zum Ventilloch an der Felge ausgerichtet ist.

Diese Empfehlung hat keinerlei Auswirkung auf die Funktion des Laufrads. Laufrad-Aufbauten mit anderer Ausrichtung des Nabenlogos werden daher für alle Zwecke als zulässig betrachtet, vorausgesetzt alle anderen Konstruktionsparameter werden eingehalten.



SPANNEN UND ZENTRIEREN

Um ein Laufrad fachgerecht und sicher zu bauen, bedarf es umfassender technischer Kompetenz und Erfahrung. Benutzer: innen und Techniker: innen, die nicht entsprechend geschult sind oder nicht über die nötige Erfahrung verfügen, sollten kein Laufrad zum späteren Gebrauch selbst bauen.



Dieses Handbuch enthält keine vollständige Anleitung zum kompletten Einspeich- und Spannvorgang bei Laufrädern, sondern nur grundlegende Hinweise zur Fertigstellung von OQUO-Laufrädern mit Angabe der zulässigen Toleranzen. Dementsprechend liefert es lediglich allgemeine Anweisungen zum Einspeichen und Fertigstellen von OQUO-Laufrädern für OQUO-Händler:innen, die eine OQUO-Felge nach Genehmigung durch OQUO ersetzen müssen, und ist nicht als Handbuch für den Laufradbau gedacht.



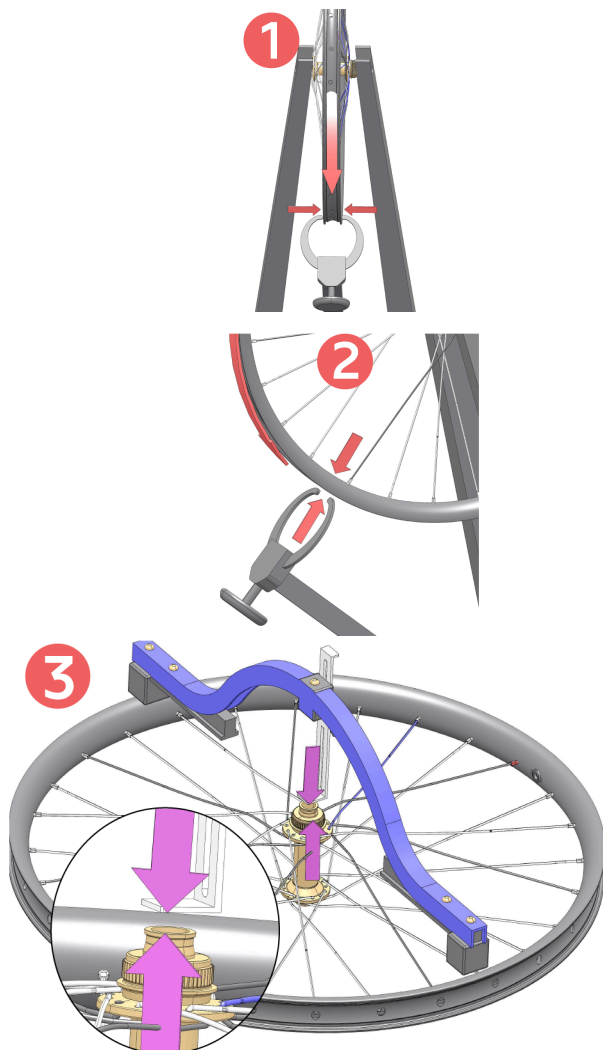
Eine nicht fachgerecht durchgeführte Laufradkonstruktion kann die strukturelle Integrität und Strapazierfähigkeit des Laufrads kompromittieren und zu einem nicht durch die Gewährleistung abgedeckten Bauteilversagen führen, was schwere oder gar tödliche Verletzungen zur Folge haben kann.

Wenn das Laufrad eingespeicht und die Nippel montiert sind, die Speichen aber noch keine Spannung haben, kannst du das Laufrad gemäß den in diesem Handbuch beschriebenen Toleranzvorgaben zentrieren. Erhöhe die Speichenspannung am Laufrad

langsam und gleichmäßig. Wenn du ein paar Speichen angezogen hast, führe folgende Kontrollen durch.

OQUO empfiehlt, die Laufradausrichtung wie folgt zu überprüfen:

- 01** Auf Seitenschlag prüfen
- 02** Auf Höhenschlag prüfen
- 03** Du musst das Laufrad auf beiden Seiten auf Seitenschlag prüfen.



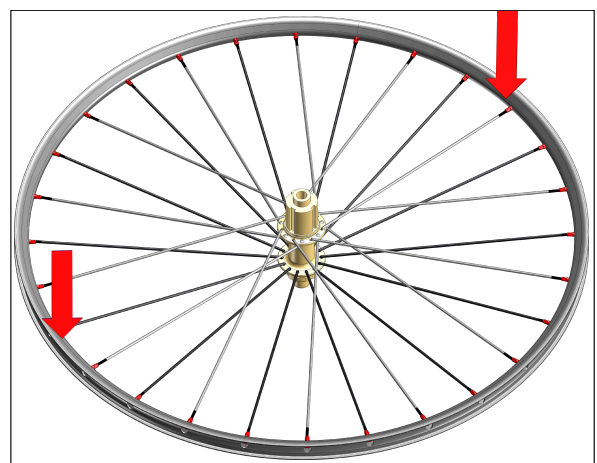
Wenn du mehrere Speichen anziehst, wiederhole diese Überprüfung während des Spannvorgangs so oft wie nötig. Dadurch verhinderst du übermäßige Rundlauffehler, durch die Felgenschäden entstehen können.

WARNUNG

Nach jeder Überprüfung auf Seitenschlag, Höhenschlag und Mittigkeit das Laufrad entspannen, damit die Speichen die richtige Position einnehmen und die Überprüfung korrekt durchgeführt werden kann.

Du kannst das Laufrad entspannen, indem du ein Nabenende auf eine feste Unterlage legst und mit den Händen die gegenüberliegenden Seiten der Felge in Richtung Auflageseite der Nabe drückst. Verlagere dabei dein gesamtes Gewicht auf die Hände.

Führe diese Überprüfung auf beiden Seiten des Laufrads durch.

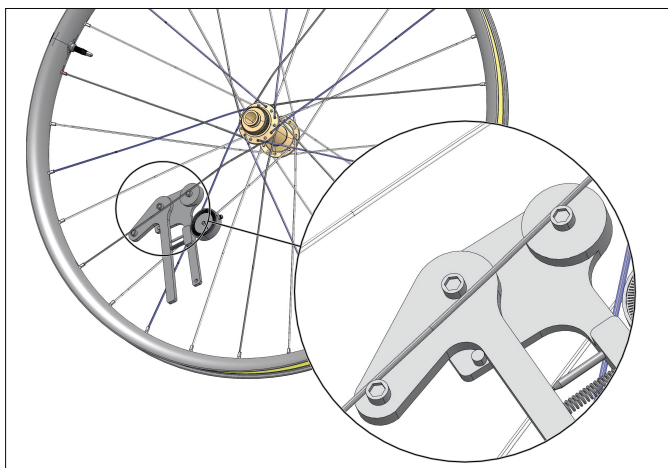


PRÜFEN DER SPEICHENSPIGUNG

In der Tabelle mit den technischen Daten in diesem Handbuch (Abschnitt „Speichen“) findest du zu deinem Laufradmodell die Sollspannung für die stärker gespannte Laufradseite. Wenn die Sollspannung auf der vorgegebenen Laufradseite erreicht ist und die Werte für Seitenschlag, Höhenschlag und Mittigkeit innerhalb der Toleranzvorgaben liegen, muss die Speichenspannung auf der weniger stark gespannten Seite gleichmäßig sein.

Verwende stets ein hochwertiges Spannungsmessgerät und überprüfe seine Kalibrierung regelmäßig gemäß den Anweisungen des Herstellers.

Befolge die Herstelleranweisungen für einen ordnungsgemäßen Gebrauch und eine korrekte Auswertung der Spannungswerte unter Berücksichtigung der Speichenspezifikation.



MONTAGEFETT

Wenn du eines der Laufräder wartest oder einspeichst, empfehlen wir nach dem korrekten Zentrieren und Spannen die Verwendung eines mittelfesten Speichenfixiermittels, das am Speichengewinde möglichst flüssig ist.

Beachte, dass sich der Nippel an der Speiche nach dem Trocknen des Montagefetts nicht mehr so leicht einstellen lässt.

SOLLWERTE UND TOLERANZEN BEIM EINSPEICHEN VON OQUO-LAUFRÄDERN

| | |
|----------------|---|
| TENSION | SOLLSPANNUNG BEIM EINSPEICHEN VON OQUO-LAUFRÄDERN |
| | <p>Überprüfe in der Tabelle mit den technischen Daten in diesem Handbuch (Abschnitt „Speichen“) die zu deinem Laufradmodell gehörige Sollspannung für die stärker gespannte Laufradseite.</p> <p>Wenn die Sollspannung auf der vorgegebenen Laufradseite erreicht ist und die Werte für Seitenschlag, Höhenschlag und Mittigkeit innerhalb der Toleranzvorgaben liegen, muss die Speichenspannung auf der weniger stark gespannten Seite gleichmäßig sein.</p> |
| | DURCHSCHNITTLICHE SPANNUNGSTOLERANZ DER SPEICHEN AUF DER FESTER GESpanNTEN LAUFRADSEITE |
| | +/- 5 % |

Verwende stets ein hochwertiges Spannungsmessgerät und überprüfe seine Kalibrierung regelmäßig gemäß den Anweisungen des Herstellers. Befolge die Herstelleranweisungen für einen ordnungsgemäßen Gebrauch und eine korrekte Auswertung der Spannungswerte unter Berücksichtigung der Speichenspezifikation.

| | | | | |
|---------------|-----------|---------------------|--------------------|-------------------|
| RUNOUT | | SEITENSCHLAG | HÖHENSCHLAG | MITTIGKEIT |
| | Aluminium | 0,4 mm | 0,6 mm | 0,6 mm |
| | Carbon | 0,3 mm | 0,6 mm | 0,3 mm |

ZUSÄTZLICHE INFORMATIONEN

In den sozialen Medien findest du weitere Informationen über OQUO.

FACEBOOK

www.facebook.com/oquo.wheels

INSTAGRAM

www.instagram.com/oquo.wheels/

LINKEDIN

www.linkedin.com/company/oquowheels/

YOUTUBE

www.youtube.com/channel/UCpXzSOB_9oLzLzAnnwuaGCg

HANDBÜCHER

Die aktuellste Version dieses Handbuch sowie Informationen zu anderen OQUO-Produkten kannst du hier herunterladen:

www.oquowheels.com/en-int/support/manuals

KONTAKT

Bei Fragen zu unseren Produkten besuche bitte diese Seite:

www.oquowheels.com/en-int/support/contact

Orbea OQUO SL 2025
Polígono Industrial Kareaga, 2. NAV 49,
Markina-Xemein. 48270. Bizkaia
T. 0034 943 171 950

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Dieses technische Produkthandbuch dient nur zu Informationszwecken bezüglich der Montage und Wartung des Produkts und kann als solches Änderungen der technischen Daten und/oder zukünftigen Aktualisierungen der Informationen durch den Hersteller unterliegen. Sein Inhalt hat keinen Werbe- oder Vertragswert in Bezug auf das beschriebene Produkt und kann vom Benutzer nicht als Teil einer Beratung in Bezug auf seine Entscheidung zum Kauf des Produkts betrachtet werden. Daher übernehmen wir keine Verantwortung gegenüber dem Benutzer oder Dritten, falls dieses Handbuch für einen anderen als den beabsichtigten und darin angegebenen Zweck verwendet wird.

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Die aktuellste Version findest du unter www.oquowheels.com

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INTRODUCTION

Ce manuel fournit des spécifications techniques et des informations sur l'entretien, ainsi qu'une liste de pièces détachées pour les roues de route et de Gravel Oquo avec moyeux Zipp. Pour les roues Oquo avec moyeux Oquo, reportez-vous au manuel technique spécifique des roues de route avec moyeux Oquo qui est disponible [sur notre site Internet](#).

Les informations reprises dans ce manuel sont destinées avant tout aux revendeurs OQUO et aux utilisateurs qui possèdent un peu d'expérience en entretien de roues.

Si vous êtes un utilisateur qui ne dispose pas des connaissances requises pour exécuter les interventions d'entretien décrites dans ce manuel technique ou pour installer les pièces de rechange mentionnées, rendez-vous chez un revendeur OQUO qui se chargera de la réparation ou de l'entretien.

Vous trouverez les coordonnées du revendeur le plus proche sur notre site Internet :

www.oquowheels.com

ATTENTION

Tout dégât provoqué par une réparation ou un entretien mal exécuté est exclu de la garantie.



Une réparation, un entretien ou une installation de composants incorrects peut avoir un impact sur l'intégrité et le fonctionnement des roues et provoquer un accident entraînant des blessures graves ou mortelles.

TYPES DE MANUEL

MANUEL TECHNIQUE

Ce manuel présente les caractéristiques techniques, décrits les procédures d'entretien et fournit une liste de pièces de rechange d'origine pour les produits OQUO. Il est destiné aux revendeurs spécialisés et aux utilisateurs dotés des compétences nécessaires.

S'agissant des procédures d'entretien de composants tiers utilisés sur nos roues, nous fournissons les liens vers la documentation pertinente du fabricant.

Les procédures, les caractéristiques techniques et les pièces de rechange décrites dans ce manuel peuvent changer dans les caractéristiques techniques des produits.

La version la plus récente de ce manuel technique est disponible sur le site Internet d'OQUO.

MANUEL DE L'UTILISATEUR

Si vous souhaitez consulter le manuel d'utilisation de nos roues, qui explique en détails l'utilisation adéquate des roues, présente les mises en garde d'utilisation, de transport et de rangement, explique l'installation, etc., lisez le manuel publié sur notre site Internet.

Toute la documentation relative aux produits ainsi que les informations pertinentes liées à la garantie et aux programmes d'entretien sont disponibles sur notre site Internet :

www.oquowheels.com/es-es/soporte/manuales

LÉGENDE DES SYMBOLES

Vous retrouverez tout au long de ce manuel différents symboles qui signalent des instructions ou des avertissements sur l'utilisation, l'entretien et l'assemblage. Il convient de prêter attention à ces symboles afin d'éviter des situations dangereuses et de garantir l'assemblage et l'utilisation corrects de l'ensemble des composants.

Vous trouverez ci-dessous la signification de ces symboles. Dans ce manuel, un symbole peut être accompagné uniquement des instructions pertinentes pour le composant qu'il décrit. Lisez attentivement les informations suivantes pour en comprendre la signification.

Les outils à utiliser sont spécifiés dans ce manuel. S'agissant des outils à utiliser pour l'entretien des composants d'autres fabricants utilisés sur nos roues, vous trouverez des références vers les manuels d'entretien et les listes respectives d'outils requis.

CONSIGNES DE SÉCURITÉ



DANGER : une situation dangereuse qui, si elle n'est pas évitée, entraînera des blessures graves, voire mortelles.



AVERTISSEMENT : une situation dangereuse qui, si elle n'est pas évitée, pourrait entraîner des blessures graves, voire la mort.



MISE EN GARDE : une situation dangereuse qui, si elle n'est pas évitée, peut entraîner des blessures mineures ou modérées.

ATTENTION

Situation non liée à une blessure physique. Informations pertinentes.

Les symboles DANGER et AVERTISSEMENT impliquent toujours un risque d'accident si des mesures ne sont pas prises afin d'éviter la situation qu'ils décrivent. Un accident à vélo peut toujours entraîner un risque de blessure grave, voire mortelle. Le risque de décès ne sera pas toujours répété dans ce manuel lorsque ces symboles apparaissent, car le risque est détaillé ici.

OUTILLAGE

Utilisez toujours les outils et les produits adéquats pour une intervention d'entretien ou une réparation particulière. L'utilisation d'outils mal adaptés ou en mauvais état ou de produits génériques peut endommager les composants et ces dégâts ne sont pas couverts par la garantie.

AVERTISSEMENTS GÉNÉRAUX CONCERNANT CE MANUEL TECHNIQUE

- Pour lire les instructions d'installation, la procédure d'entretien et les avertissements concernant l'utilisation des composants de fabricants tiers utilisés sur nos roues, comme les disques de frein, les cassettes, les pneus, etc., consultez la documentation du fabricant de ce composant.
- Tenez éloigné tout membre de votre corps et/ou vêtement des disques de frein et des rayons pendant l'utilisation ou le réglage afin d'éviter de vous couper ou de vous blesser grièvement.
- En règle générale, lavez tous les composants après l'entretien avant de les reposer.
- Veillez à ce que les roues et de leurs composants restent propres et évitez l'accumulation de corps étrangers. Ainsi, vous garantirez leur bon fonctionnement et l'évaluation de leur état sera simplifiée.
- Nettoyez toujours vos roues et leurs composants à l'aide d'un chiffon doux et de produits de nettoyage spécifiques.
- Évitez de nettoyer les roues et leurs composants avec un nettoyeur haute pression ou avec des produits chimiques agressifs. L'eau sous haute pression peut diluer le lubrifiant, réduire sa durée de vie et/ou provoquer des dégâts qui ne sont pas couverts par la garantie.

Pour plus d'informations sur la façon d'entretenir vos roues, reportez-vous au manuel d'utilisateur disponible sur [notre site Internet](#).

PIÈCES DE RECHANGE

Utilisez uniquement les pièces de rechange OQUO d'origine ou celles citées dans ce manuel ou dans la documentation fournie par le fabricant du composant.

ATTENTION

L'utilisation de pièce de rechange qui ne sont pas d'origine peut endommager les composants. Ce genre de dégât n'est pas couvert par la garantie.



Le recours à des pièces de rechange qui ne sont pas d'origine peut également provoquer un dysfonctionnement des composants et entraîner des accidents et des blessures graves.

SPÉCIFICATIONS TECHNIQUES ET DE MONTAGE DES ROUES OQUO

Les tableaux suivants reprennent les détails relatifs aux composants et à l'assemblage de tous les modèles OQUO Route avec moyeux Zipp. Pour les roues Oquo avec moyeux Oquo, reportez-vous au manuel technique spécifique des roues de route avec moyeux Oquo qui est disponible [sur notre site Internet](#).

Les données de ces tableaux sont référencées tout au long de ce manuel, lorsqu'elles se rapportent à des sections spécifiques. Consultez ces tableaux pour trouver les données que vous cherchez.

SYSTÈME DE DÉNOMINATION DES ROUES DE ROUTE OQUO

| | | |
|----|----|------|
| 1 | 2 | 3 |
| RA | 80 | LTD |
| RP | 57 | TEAM |
| RC | 45 | PRO |
| | 35 | |
| | 30 | |
| | 25 | |

1_GAMME : Road Aero (RA, Road Performance (RP), Road Control (RC)

2_PROFIL DE JANTE : hauteur de jante en millimètres

3_NIVEAU : niveau de performance des composants de roue

CARTE DE GAMME DE ROUES ROUTE ET GRAVEL OQUO

| | AUTONOMIE | MODÈLE | MATÉRIAU DE LA JANTE | UTILISATION |
|------------|-----------------------|------------|----------------------|-------------------|
| ROUTE | ROAD AERO (RA) | RA80LTD* | CARBONE | ROUTE/TRIATHLON |
| | | RA57LTD* | CARBONE | |
| | ROAD PERFORMANCE (RP) | RP57LTD | CARBONE | ROUTE/GRAVEL |
| | | RP50LTD* | CARBONE | |
| | | RP45LTD | CARBONE | |
| | | RP45TEAM | CARBONE | |
| | | RP35LTD* | CARBONE | |
| | | RP35TEAM | CARBONE | |
| | ROAD CONTROL (RC) | RP35PRO | ALUMINIUM | GRAVEL /ENDURANCE |
| | | RC30TEAM** | CARBONE | |
| RC25TEAM** | | CARBONE | | |
| | | RC25PRO | ALUMINIUM | |

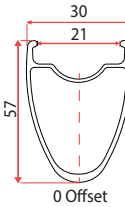
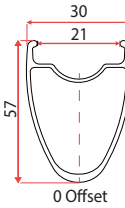
*Ces modèles de roue utilisent les moyeux Oquo. Pour connaître les spécifications techniques et les pièces de rechange de ces modèles, consultez le manuel technique spécifique aux roues de route avec moyeu Oquo sur [notre site Internet](#).

**Les modèles RC30TEAM et RC25TEAM sont équivalents. Le système de dénomination original (RC25) indiquait la largeur interne de la jante (25 mm), tandis que le système de dénomination actuel (RC30) indique la hauteur de la jante (30 mm). La largeur interne reste 25 mm. Pour plus d'informations, reportez-vous au tableau de caractéristiques techniques pour ces modèles.

Pour plus d'informations concernant des composants et les ensembles spécifiques pour chaque modèle de roue, reportez-vous aux tableaux de caractéristiques techniques suivant.

ROAD PERFORMANCE (RP)

RP57LTD (up to MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|-------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP12-F-57-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 537.6 mm | 622x21TC | — | 22 mm | 80 mm | 25-50 mm | ** |  |
| | REAR RIM | RP12-R-57-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 537.6 mm | 622x21TC | — | 22 mm | 80 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|---|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 256 mm | 255 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| | REAR | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 250 mm | 256 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | | FRONT | 700g | ASTM Condition 1 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg. | | |
|-----|-----------|----------------------------|--------|-----------------|-------------|--------------|------------------------|-----------------------------|---------|--------------|-------------------------------------|--------------------|-------|--------|--|-------|-------|
| HUB | FRONT HUB | Zipp Cognition V2 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | — | NIPPLES | FRONT | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | WEIGHT | | REAR | 820g |
| | REAR HUB | Zipp Cognition V2 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | Axial Clutch V2 (54 points) | | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | | | TOTAL | 1520g |

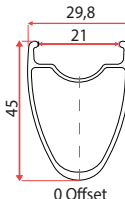
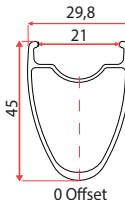
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP45LTD (MY2026)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|-------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP11-F-45-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP11-R-45-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION |
|-------|------------|---|--------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|
| FRONT | 24 | Sapim CX-Ray Aero 14G (2 mm) straight pull T-head | 2 Cross | 2 Cross | 275 mm | 275 mm | — | 1300 N |
| REAR | 24 | Sapim CX-Ray Aero 14G (2 mm) straight pull T-head | 2 Cross | 2 Cross | 271 mm | 274 mm | 1300 N | — |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | FRONT | 630g | USE ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg. |
|-----------|--------------------------------|---------------|-----------------|-------------|------------|------------------------|---------------------|---------|-------------------------------------|--------------------|----------------------|--------|-------|------|---|
| FRONT HUB | Oquo by Zipp ZR1 SL CL SP T*** | 100 mm | Thru axle 12 mm | Center Lock | 24 SP T*** | — | — | FRONT | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | REAR | 740g | | |
| REAR HUB | Oquo by Zipp ZR1 SL CL SP T*** | 142 mm | Thru axle 12 mm | Center Lock | 24 SP T*** | Shimano HG or Sram XDR | 6-pawls (66 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1370g | | |

* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

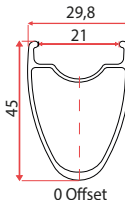
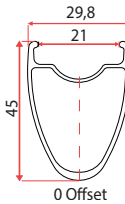
** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

***SP: Straight Pull T-head

[Click on the hub or spoke model to get information on spare parts](#)

ROAD PERFORMANCE (RP)

RP45LTD (up to MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|-------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP11-F-45-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP11-R-45-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|---|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 267 mm | 265 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| | REAR | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 260 mm | 267 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | FRONT | 640g | USE | ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg. |
|----------|-----------------------------|-----------------------------|-----------------|-----------------|-------------|------------------------|-----------------------------|---------|-------------------------------------|--------------------|-------------------------------------|--------|--------------------|------|-----|--|
| | FRONT HUB | Zipp Cognition V2 CL J-bend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | | — | FRONT | Sapim Alloy Double Square L18 Black | | 14G & 18 mm length | No | | |
| REAR HUB | Zipp Cognition V2 CL J-bend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | Axial Clutch V2 (54 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1390g | | | |

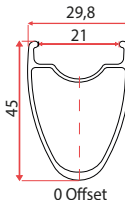
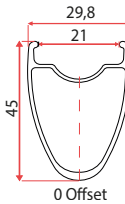
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP45TEAM (from MY2024)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP11-F-45-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP11-F-45-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE |
|-------|------------|--|--------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|
| FRONT | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 267 mm | 265 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| REAR | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 262 mm | 266 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | | FRONT | 645g | ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg. |
|--------|-----------|--------------------|--------|-----------------|-------------|--------------|--------------------------------|------------------------|-------|-------------------------------------|----------------------|----|-------|-------|--|
| HUB | FRONT HUB | Zipp ZR1 CL J-bend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | — | FRONT | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | REAR | 780g | |
| | REAR HUB | Zipp ZR1 CL J-bend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG Shimano MS Sram XDR | 6 Ratchets (66 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1425g | |
| SPOKES | | | | | | | | | | | | | | | |

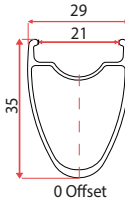
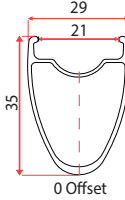
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP35LTD (up to MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|-------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP10-F-35-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP10-R-35-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE |
|-------|------------|---|--------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|
| FRONT | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 277 mm | 275 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| REAR | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 271 mm | 276 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | USE |
|-----------|----------------------------|---------------|-----------------|-------------|--------|------------------------|-----------------------------|---------|-------------------------------------|--------------------|----------------------|--------|--|
| FRONT HUB | Zipp Cognition V2 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | — | FRONT | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | FRONT | 630g |
| REAR HUB | Zipp Cognition V2 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | Axial Clutch V2 (54 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | REAR | 740g |
| | | | | | | | | | | | | TOTAL | 1370g |
| | | | | | | | | | | | | | ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg. |

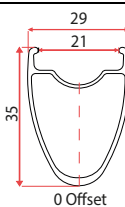
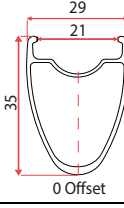
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP35TEAM (from MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP10-F-35-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP10-R-35-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|------------------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 277 mm | 276 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| | REAR | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 272 mm | 276 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | FRONT | 665g | USE | ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg. |
|----------|-------------------|-------------------|-----------------|-----------------|-------------|------------------------|------------------------|---------|-------------------------------------|--------------------|-------------------------------------|--------|--------------------|------|-----|--|
| | FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | | — | FRONT | Sapim Alloy Double Square L18 Black | | 14G & 18 mm length | No | | |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | 6 Ratchets (66 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1465g | | | |

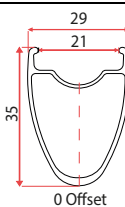
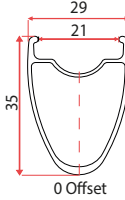
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP35TEAM (up to MY2024)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP10-F-35-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP10-R-35-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE |
|-------|------------|------------------------------------|--------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|
| FRONT | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 277 mm | 275 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| REAR | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 271 mm | 276 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM |
|-----------|-------------------|---------------|-----------------|-------------|--------|------------------------|------------------------|
| FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | — |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | 6 Ratchets (66 points) |

| | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS |
|-------|--------------------|---------------|----------------------|
| FRONT | Sapim Brass Polyax | 2x14 mm (14G) | No |
| REAR | Sapim Brass Polyax | 2x14 mm (14G) | No |

| | FRONT | REAR | TOTAL |
|--------|-------|------|-------|
| WEIGHT | 665g | 800g | 1465g |

USE

ASTM Condition 2
(See user manual)

Maximum weight of the system
(bicycle + cyclist + equipment)
= **110 kg.**

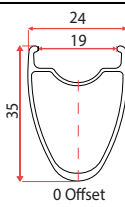
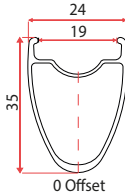
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP35PRO (from MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|------------------|----------------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|--------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP30-B-35-24H AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 19 mm | 0 mm | YES | 24 | 568 mm | 622x19TC | Sleeved | 20 mm | 57 mm | 25-45 mm | ** |  |
| | REAR RIM | RP30-B-35-24H AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 19 mm | 0 mm | YES | 24 | 568 mm | 622x19TC | Sleeved | 20 mm | 57 mm | 25-45 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE |
|-------|------------|--|--------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|
| FRONT | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 276 mm | 277 mm | — | 1400 N | Outside | Inside | Outside | Inside |
| REAR | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 273 mm | 277 mm | 1400 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM |
|-----------|-------------------|---------------|-----------------|-------------|--------|------------------------|------------------------|
| FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | — |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | 6 Ratchets (66 points) |

| | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS |
|-------|-------------------------------------|--------------------|----------------------|
| FRONT | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No |
| REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No |

| | FRONT | REAR | TOTAL |
|--------|-------|-------|-------|
| WEIGHT | 865g | 1005g | 1870g |

USE

ASTM Condition 2
(See user manual)

Maximum weight of the system
(bicycle + cyclist + equipment)
= **110 kg.**

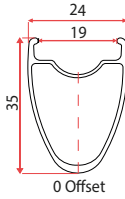
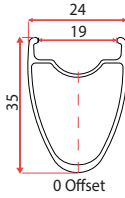
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP35PRO (up to MY2024)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|------------------|----------------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|--------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP30-B-35-24H AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 19 mm | 0 mm | YES | 24 | 568 mm | 622x19TC | Sleeved | 20 mm | 57 mm | 25-45 mm | ** |  |
| | REAR RIM | RP30-B-35-24H AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 19 mm | 0 mm | YES | 24 | 568 mm | 622x19TC | Sleeved | 20 mm | 57 mm | 25-45 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE |
|-------|------------|------------------------------------|--------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|
| FRONT | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 275 mm | 277 mm | — | 1400 N | Outside | Inside | Outside | Inside |
| REAR | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 272 mm | 276 mm | 1400 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM |
|-----------|-------------------|---------------|-----------------|-------------|--------|------------------------|------------------------|
| FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | — |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | 6 Ratchets (66 points) |

| | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS |
|-------|--------------------|---------------|----------------------|
| FRONT | Sapim Brass Polyax | 2x14 mm (14G) | No |
| REAR | Sapim Brass Polyax | 2x14 mm (14G) | No |

| | FRONT | REAR | TOTAL |
|--------|-------|-------|-------|
| WEIGHT | 865g | 1005g | 1870g |

| USE |
|---|
| <p>ASTM Condition 2 (See user manual)</p> <p>Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg.</p> |

* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

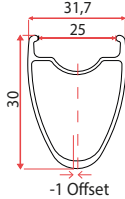
[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD CONTROL (RC)

RC30TEAM (from MY2026)

ATTENTION

The RC30TEAM and RC25TEAM models are equivalent. The original naming system (RC25) indicated the internal width of the rim (25 mm), whereas the current naming system (RC30) indicates the height of the rim (30 mm). The internal width remains 25 mm.

| RIMS | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION |
|----------|------------------|------------------|--------|---------------------|---------------------|----------|----------------|--------|-------------------------|-------------|--------|----------|----------|---------------------|-------|------------------|------------------|---|
| | FRONT RIM | GR10-F-30-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 25 mm | 1 mm | YES | 24 | 592 mm | 622x25TC | — | 26 mm | 57 mm | 30-55 mm | ** |
| REAR RIM | GR10-F-30-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 25 mm | -1 mm | YES | 28 | 592 mm | 622x25TC | — | 26 mm | 57 mm | 30-55 mm | ** |  |

| SPOKES | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE |
|--------|------------|--|--|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|
| | FRONT | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 283 mm | 280 mm | — | 1300 N | Outside | Inside | Outside |
| REAR | 28 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 3 Cross | 3 Cross | 286 mm | 289 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | FRONT | 635g | USE | ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 130 kg. |
|----------|-------------------|-------------------|-----------------|-----------------|-------------|------------------|------------------------|---------|-------------------------------------|--------------------|-------------------------------------|--------|--------------------|------|-----|--|
| | FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | | — | FRONT | Sapim Alloy Double Square L18 Black | | 14G & 18 mm length | No | | |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 28 | HG, MS, XDR, N3W | 6 Ratchets (66 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1425g | | | |

* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

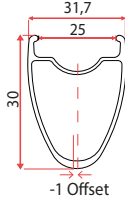
[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD CONTROL (RC)

RC25TEAM (up to MY2025)

ATTENTION

The RC30TEAM and RC25TEAM models are equivalent. The original naming system (RC25) indicated the internal width of the rim (25 mm), whereas the current naming system (RC30) indicates the height of the rim (30 mm). The internal width remains 25 mm.

| RIMS | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION |
|----------|------------------|------------------|--------|---------------------|---------------------|----------|----------------|--------|-------------------------|-------------|--------|----------|----------|---------------------|-------|------------------|------------------|---|
| | FRONT RIM | GR10-F-30-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 25 mm | 1 mm | YES | 24 | 592 mm | 622x25TC | — | 26 mm | 57 mm | 30-55 mm | ** |
| REAR RIM | GR10-F-30-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 25 mm | -1 mm | YES | 28 | 592 mm | 622x25TC | — | 26 mm | 57 mm | 30-55 mm | ** |  |

| SPOKES | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE |
|--------|------------|--|--|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|
| | FRONT | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 283 mm | 280 mm | — | 1300 N | Outside | Inside | Outside |
| REAR | 28 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 3 Cross | 3 Cross | 286 mm | 289 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | FRONT | 635g | USE | ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 130 kg. |
|----------|-------------------|-------------------|-----------------|-----------------|-------------|------------------|------------------------|---------|-------------------------------------|--------------------|-------------------------------------|--------|--------------------|------|-----|--|
| | FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | | — | FRONT | Sapim Alloy Double Square L18 Black | | 14G & 18 mm length | No | | |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 28 | HG, MS, XDR, N3W | 6 Ratchets (66 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1425g | | | |

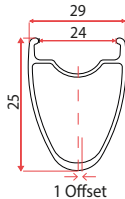
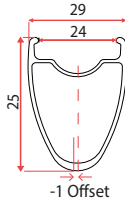
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD CONTROL (RC)

RC25PRO (from MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|----------------------|----------------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RC30-B-25-28H PRO AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 24 mm | 1 mm | YES | 28 | 590.2 mm | 622x24TC | Sleeved | 25 mm | 57 mm | 30-55 mm | ** |  |
| | REAR RIM | RC30-B-25-28H PRO AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 24 mm | -1 mm | YES | 28 | 590.2 mm | 622x24TC | Sleeved | 25 mm | 57 mm | 30-55 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|-------------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 28 | Sapim Sprint14G (2 mm) J-Bend | 2 Cross | 2 Cross | 293 mm | 291 mm | — | 1400 N | Outside | Inside | Outside | Inside |
| | REAR | 28 | Sapim Sprint14G (2 mm) J-Bend | 3 Cross | 3 Cross | 290 mm | 292 mm | 1400 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM |
|-----|-----------|-------------------|--------|-----------------|-------------|--------------|--|
| HUB | FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 28 | — |
| | REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 28 | Shimano HG Shimano MS Sram XDR 6 Ratchets (66 points) |

| | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | |
|---------|-------|-------------------------------------|----------------------|----|
| NIPPLES | FRONT | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No |
| | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No |

| | FRONT | REAR | TOTAL |
|--------|-------|------|-------|
| WEIGHT | 850g | 975g | 1825g |

USE

ASTM Condition 2
(See user manual)

Maximum weight of the system
(bicycle + cyclist + equipment)
= **130 kg.**

* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD CONTROL (RC)

RC25PRO (up to MY2024)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|----------------------|----------------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RC30-B-25-28H PRO AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 24 mm | 1 mm | YES | 28 | 590.2 mm | 622x24TC | Sleeved | 25 mm | 57 mm | 30-55 mm | ** |  |
| | REAR RIM | RC30-B-25-28H PRO AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 24 mm | -1 mm | YES | 28 | 590.2 mm | 622x24TC | Sleeved | 25 mm | 57 mm | 30-55 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|------------------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 28 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 293 mm | 291 mm | — | 1400 N | Outside | Inside | Outside | Inside |
| | REAR | 28 | Sapim Sprint TCS 14G (2 mm) J-Bend | 3 Cross | 3 Cross | 291 mm | 293 mm | 1400 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM |
|-----|-----------|-------------------|--------|-----------------|-------------|--------------|--|
| HUB | FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 28 | — |
| | REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 28 | Shimano HG or Sram XDR 6 Ratchets (66 points) |

| | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | |
|---------|-------|--------------------|----------------------|----|
| NIPPLES | FRONT | Sapim Brass Polyax | 2x14 mm (14G) | No |
| | REAR | Sapim Brass Polyax | 2x14 mm (14G) | No |

| | FRONT | REAR | TOTAL |
|--------|-------|------|-------|
| WEIGHT | 850g | 975g | 1825g |

| USE |
|---|
| <p>ASTM Condition 2 (See user manual)</p> <p>Maximum weight of the system (bicycle + cyclist + equipment) = 130 kg.</p> |

* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ENTRETIEN DES ROUES OQUO

Les informations reprises dans ce manuel sont destinées avant tout aux revendeurs OQUO et aux utilisateurs qui possèdent un peu d'expérience en entretien de roues.

Si vous êtes un utilisateur qui ne dispose pas des connaissances requises pour exécuter les interventions d'entretien décrites dans ce manuel technique ou pour installer les pièces de rechange mentionnées, rendez-vous chez un revendeur OQUO qui se chargera de la réparation ou de l'entretien.

Vous trouverez les coordonnées du revendeur le plus proche sur notre site Internet :

www.oquowheels.com

ATTENTION

Tout dégât provoqué par une réparation ou un entretien mal exécuté est exclu de la garantie.



Une réparation, un entretien ou une installation de composants incorrects peut avoir un impact sur l'intégrité et le fonctionnement des roues et provoquer un accident entraînant des blessures graves ou mortelles.

Reportez-vous aux calendriers d'entretien dans ce manuel pour connaître les vérifications à réaliser et les

OUTILLAGE

Utilisez toujours les outils et les produits adéquats pour une intervention d'entretien ou une réparation particulière. L'utilisation d'outils mal adaptés ou en mauvais état ou de produits génériques peut endommager les composants et ces dégâts ne sont pas couverts par la garantie.

intervalles d'entretien des roues et de leurs composants.

Consultez la rubrique consacrée à l'entretien des moyeux dans ce manuel pour savoir où obtenir les manuels d'entretien des fabricants.

TABLEAU DU CALENDRIER D'ENTRETIEN

Reportez-vous au tableau suivant pour connaître les éléments à vérifier et les intervalles d'entretien des roues et de leurs composants.

ATTENTION

Le calendrier d'entretien des composants indiqué ci-dessous sert de référence et dépend en grande partie de facteurs tels que les conditions météorologiques (des conditions défavorables réduisent considérablement la durée de vie des composants et les intervalles d'entretien), la propreté du vélo et de ses composants (les composants avec de la saleté accumulée s'usent plus rapidement) et l'utilisation (une utilisation plus exigeante du vélo nécessitera des intervalles d'entretien plus courts).

Les dommages causés aux composants résultant du non-respect des intervalles d'entretien ne sont pas couverts par les conditions de garantie.

Les outils à utiliser sont spécifiés dans ce manuel. S'agissant des outils à utiliser pour l'entretien des composants d'autres fabricants utilisés sur nos roues, vous trouverez des références vers les manuels d'entretien et les listes respectives d'outils requis.

| VÉRIFICATION | FRÉQUENCE | | |
|---|---------------------|--------------------------|--|
| | Avant chaque sortie | Toutes les 2 à 3 sorties | Tous les 4 à 6 mois (40 à 60 heures)*/** |
| Nettoyez les roues avec de l'eau savonneuse ou des produits de nettoyage spécifiques pour les vélos. (N'utilisez pas de produits contenant de l'ammoniaque ou des solvants) | | ✓ | ✓ |
| Contrôle du serrage et de l'état des axes traversants ou des blocages rapides | ✓ | | |
| Contrôle de l'état des disques de frein | ✓ | | |
| Vérification du serrage des disques de frein | | | ✓ |
| Contrôle du centrage de la jante | ✓ | | ✓ |
| Contrôle de l'état des pneus (coupures et usure) | ✓ | | |
| Contrôle manuel de la tension et de l'état des rayons | ✓ | | |
| Contrôle manuel de la rotation et du jeu des moyeux et des corps de roue libre | ✓ | | |
| Contrôle de la pression des pneus et des fuites d'air | ✓ | | |
| Contrôle des dommages au niveau de la jante, des moyeux et des rayons | ✓ | | ✓ |
| Contrôle et/ou ajout de produit d'étanchéité pour les pneus tubeless | | | ✓ |
| Nettoyage du produit d'étanchéité liquide dans la jante, le pneu et la valve | | | ✓ |
| Remplacement de la bande de la jante (standard ou tubeless) si nécessaire | | | ✓ |
| Contrôle de la tension des rayons avec un tensiomètre | | | ✓ |
| Entretien des roulements et de la structure selon les instructions du fabricant si nécessaire | | | ✓ |
| Remplacement de la chambre à air pour les pneus standard | | | ✓ |

*Ces intervalles peuvent être plus courts selon le style de conduite et les conditions d'utilisation.

**Les utilisateurs plus lourds ou ceux qui utilisent les roues près des limites de poids de leur système peuvent avoir besoin de réduire les intervalles d'entretien.

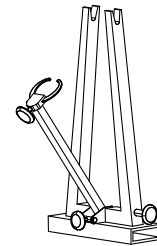
OUTILLAGE POUR L'ENTRETIEN ET LE MONTAGE DES ROUES

Voici la liste des outils nécessaires pour réaliser l'entretien correct des roues OQUO au niveau du montage et du centrage. Veuillez consulter la documentation du fabricant des outils requis pour avoir des informations sur l'entretien du moyeu.

Cette liste peut faire l'objet de changement en fonction des caractéristiques des roues, ce qui pourrait nécessiter l'utilisation d'outils qui ne sont pas indiqués ici. En cas de doute, consultez OQUO.

1. CENTREUR DE ROUE BILATÉRAL

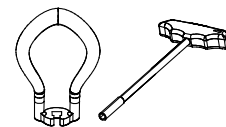
Utilisez toujours un centreur de roue bilatéral de qualité pour vérifier le centrage et identifier un éventuel voilage des roues. La vérification et l'entretien des roues ne peuvent être réalisés quand les roues sont montées sur le vélo. Les résultats pourraient ne pas être exacts.



2. CLÉ À RAYON

Externe : pour régler les embouts de rayon depuis l'extérieur de la jante. Pour la majorité des embouts de rayon.

Interne : pour régler les embouts depuis l'intérieur de la jante (fond de jante). Il est possible de régler les embouts de rayon Sapim Double Square aussi bien depuis l'intérieur de la jante que depuis l'extérieur avec une clé à rayon externe.

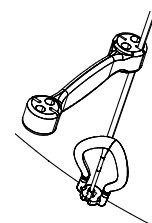


ATTENTION

Qu'il s'agisse d'une clé à rayon externe ou interne, elle doit être de la dimension adéquate à l'embout afin d'éviter d'endommager les embouts et/ou de les arrondir. Il est conseillé de disposer de plusieurs clés à rayon de tailles différentes afin de pouvoir trouver celle qui convient le mieux aux embouts de rayon à régler.

3. CLÉ À RAYON PLAT

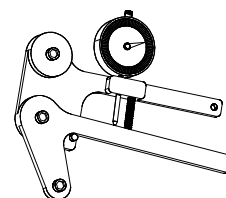
Utilisez cet outil pour tenir les rayons plats lorsque vous serrez l'embout pour éviter de tordre le rayon.



4. TENSIOMÈTRE

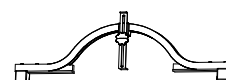
Utilisez toujours un tensiomètre de qualité et vérifiez régulièrement son étalonnage conformément aux instructions du fabricant.

Suivez les instructions du fabricant pour utiliser le tensiomètre correctement et pouvoir interpréter comme il se doit les relevés en fonction des caractéristiques techniques des rayons.



5. JAUGE D'ALIGNEMENT

Utilisez toujours un comparateur d'alignement de roue afin de vérifier l'alignement de la jante par rapport aux extrémités du moyeu en contact avec le côté intérieur du cadre ou de la fourche.

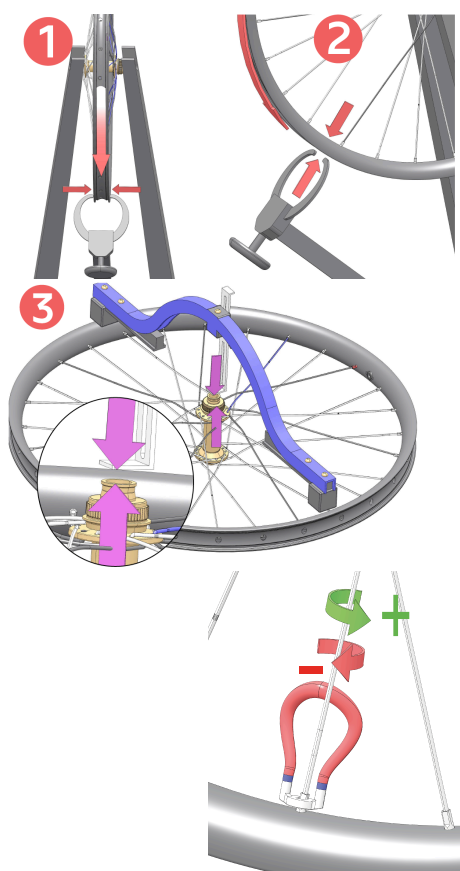


VÉRIFICATION DE LA TENSION DES RAYONS

Vérifiez régulièrement la tension des rayons et leur état.

Recherchez régulièrement la présence éventuelle d'un voile (1) et d'un saut (2) de la roue et vérifiez également son angle d'inclinaison (3) à l'aide du centreur de roue. Les vérifications et les réglages réalisés sur les roues quand celles-ci sont montées sur le vélo ne sont pas toujours exacts.

Si le réglage d'un rayon s'impose, utilisez une clé à rayon de la bonne taille pour régler la tension de ces rayons.



Utilisez une clé pour rayon plat afin de maintenir le rayon pour éviter sa torsion. Il est possible également de tenir des rayons ronds à l'aide d'une pince lisse pour éviter qu'il ne tourne. Évitez d'endommager les rayons.

Après le réglage d'un ou de plusieurs rayons, recherchez à nouveau un éventuel voile ou saut de la roue et revérifiez son alignement. Si vous ajustez la tension de 4 rayons ou plus, détendez la roue et vérifiez son centrage.

Pour savoir comment détendre une roue, consultez la rubrique consacrée au montage de la roue dans ce manuel. Les valeurs de voilage et de tension des roues OQUO sont reprises dans la rubrique consacrée au montage de la roue de ce manuel.

REPLACEMENT D'UN RAYON

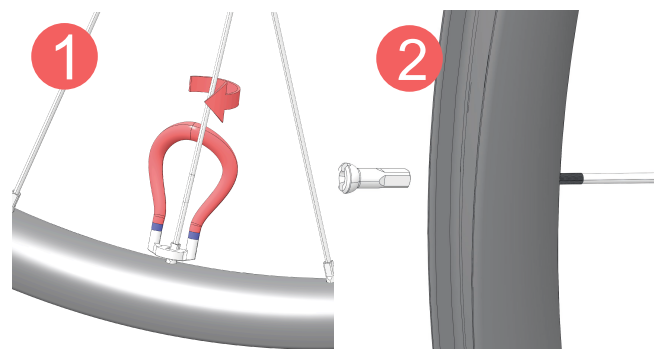
Un rayon cassé, plié ou endommagé doit être remplacé immédiatement.

Pour remplacer un rayon, déposez le pneu et le fond de jante de la roue.

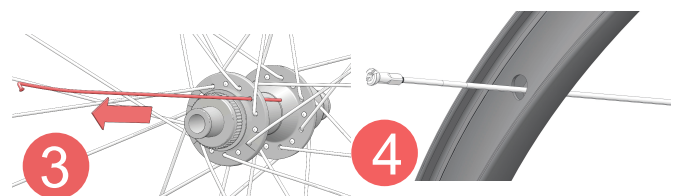
Il faudra peut-être déposer le disque de frein et la cassette (sur la roue arrière) pour remplacer un rayon.



Déposez l'embout (1, 2) à l'aide d'une clé à rayon.



Retirez le rayon du moyeu (3). Si le rayon est cassé, vous pouvez retirer celui-ci avec l'embout et démontez séparément la partie du rayon attachée au moyeu (4).



Posez le nouveau rayon depuis le côté du moyeu et dans la position du rayon d'origine.

Consultez la rubrique consacrée au rayonnage du chapitre Construction de la roue de ce manuel pour en savoir plus sur le positionnement des rayons dans les différents croisements. Veuillez consulter le tableau des caractéristiques techniques de ce manuel pour connaître les modèles de rayon et les longueurs compatibles avec vos roues OQUO.

Utilisez un centreur de roue et les outils adéquats pour tendre le nouveau rayon. Une fois la pose terminée, confirmez que la tension du rayon est correcte. Confirmez l'absence de voile et de saut ainsi que l'alignement correct de la roue.

Il faudra peut-être réglé plusieurs rayons en plus du rayon remplacé. En cas de pose de plusieurs rayons, détendez la roue conformément aux explications de la rubrique Construction de la roue de ce manuel et confirmez que les valeurs de tolérance d'alignement, de tension et de voile sont correctes.

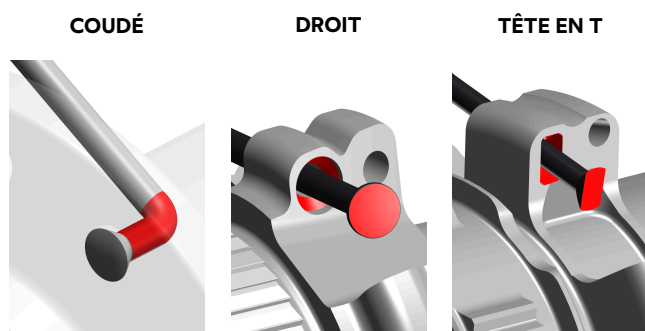
Reposez le fond de jante, le pneu, le disque de frein et la cassette, dans les cas où la dépose avait été nécessaire.

RAYONS COUDÉS, DROITS CLASSIQUES OU EN T/À TÊTE EN T

Il faut monter des rayons droits classiques ou en T/à tête en T, en fonction du logement pour la tête de rayon sur un moyeu straightpull.

Sur un moyeu avec rayons droits en T/à tête en T, le logement de la tête de rayon est rectangulaire. Il accueille complètement la tête de rayon et empêche que celle-ci se torde ou se desserre.

Sur les moyeux à rayons droits classiques, le logement de la tête de rayon est rond, ce qui signifie que le rayon doit avoir une tête standard.



ENTRETIEN DU MOYEU

Consultez les [tableaux des caractéristiques techniques](#), page 133 des roues OQUO dans ce manuel pour identifier le modèle de moyeu adopté par votre roue.

ATTENTION

Les informations reprises dans ce manuel ainsi que dans les manuels des autres fabricants cités ici sont destinées avant tout aux revendeurs OQUO ou aux revendeurs des fabricants du composant et aux utilisateurs quelque peu expérimentés dans l'entretien de roues.

Si vous êtes un utilisateur qui ne dispose pas des connaissances requises pour exécuter les interventions d'entretien décrites dans ce manuel technique ou pour installer les pièces de rechange mentionnées, rendez-vous chez un revendeur OQUO qui se chargera de la réparation ou de l'entretien.

Tout dégât provoqué par une réparation ou un entretien mal exécuté est exclu de la garantie.



Une réparation, un entretien ou une installation de composants incorrects peut avoir un impact sur l'intégrité et le fonctionnement des roues et provoquer un accident entraînant des blessures graves ou mortelles.

Vous trouverez les coordonnées du revendeur le plus proche sur notre site Internet à l'adresse www.oquowheels.com.

MOYEURS ZIPP ET OQUO DE ZIPP

Les manuels de l'ensemble des moyeux Zipp sont disponibles sur le site Internet du fabricant : www.sram.com/en/service/manuals

ATTENTION

Les moyeux Oquo by Zipp se composent des mêmes composants que les moyeux Zipp équivalents (à l'exception du corps du moyeu), les procédures d'entretien et de maintenance sont donc les mêmes que pour les moyeux Zipp équivalents.

| MODÈLE DE MOYEU | TYPE DE MANUEL | TABLE DES MATIÈRES | LIEN VERS LE DOCUMENT |
|-----------------------|--------------------|---|---|
| ZIPP COGNITION V2 | Manuel d'entretien | <ul style="list-style-type: none"> • Vue éclatée du moyeu arrière • Démontage, nettoyage et montage du moyeu arrière • Vue explosée du moyeu avant • Démontage, nettoyage et montage du moyeu avant | https://www.sram.com/globalassets/document-hierarchy/service-manuals/zip/wheels-and-hubs/zip-cognition-v2-hubs-service-manual.pdf |
| ZIPP ZR1 | Manuel d'entretien | <ul style="list-style-type: none"> • Vue éclatée du moyeu arrière • Démontage, nettoyage et montage du moyeu arrière • Vue explosée du moyeu avant • Démontage, nettoyage et montage du moyeu avant | https://www.sram.com/globalassets/document-hierarchy/service-manuals/zip/wheels-and-hubs/service-manual-zr1-and-zr1-sl-hubs-english.pdf |
| OQUO by ZIPP (ZR1 SL) | Manuel d'entretien | <ul style="list-style-type: none"> • Vue éclatée du moyeu arrière • Démontage, nettoyage et montage du moyeu arrière • Vue explosée du moyeu avant • Démontage, nettoyage et montage du moyeu avant | https://www.sram.com/globalassets/document-hierarchy/service-manuals/zip/wheels-and-hubs/service-manual-zr1-and-zr1-sl-hubs-english.pdf |

PIÈCES DE RECHANGE

PIÈCES DE RECHANGE DU MOYEU ZIPP

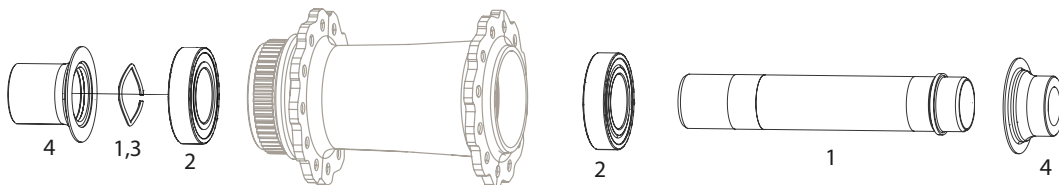
Voir le tableau des spécifications techniques des roues OQUO pour connaître le modèle de moyeu de vos roues

Zipp Cognition V2

Voir le tableau des spécifications techniques des roues OQUO pour connaître le modèle de moyeu de vos roues

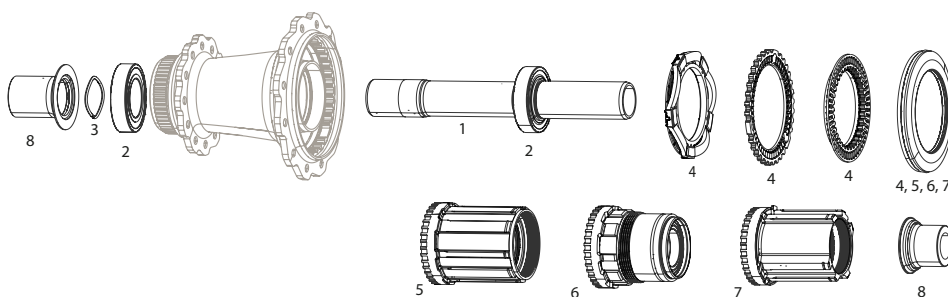
Cliquez sur la référence pour acheter la pièce en ligne. Les pièces de rechange pour les moyeux sont disponibles exclusivement chez les revendeurs Orbea via Kide (accès B2B)

Zipp Cognition V2 12x100mm Centerlock



| | DESCRIPTION | QTÉ PAR MOYEU | N° D'ARTICLE ZIPP | N° D'ARTICLE OQUO |
|---|---|---------------|-------------------|-------------------|
| 1 | Front hub axle | 1 | 11.2018.065.002 | XC97 |
| 2 | Wheel hub bearings Cognition V2 61903 | 2 | 11.2018.061.003 | XD01 |
| 3 | Wheel Wave spring Cognition | 1 | 11.2018.032.003 | XD02 |
| 4 | End caps set front hub Cognition CL 12x100 disc brake | 2 | 11.2018.049.000 | XD09 |

Zipp Cognition V2 12x142mm Centerlock

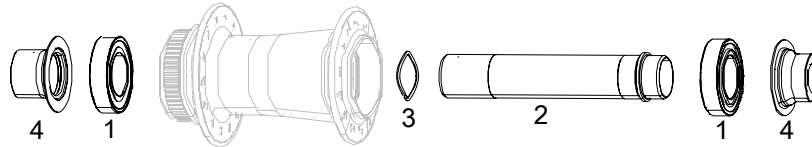


| | DESCRIPTION | QTÉ PAR MOYEU | N° D'ARTICLE ZIPP | N° D'ARTICLE OQUO |
|---|--|---------------|-------------------|-------------------|
| 1 | Front hub axle | 1 | 11.2018.065.004 | XC98 |
| 2 | Wheel hub bearings Cognition V2 61903 | 2 | 11.2018.061.003 | XD01 |
| 3 | Wheel Wave spring Cognition | 1 | 11.2018.032.003 | XD02 |
| 4 | Hub Cognition V2 Axial Clutch kit disc | 1 | 11.2018.065.006 | XD08 |
| 5 | HG freehub Kit | 1 | 11.2018.065.000 | XD10 |
| 6 | XDR freehub Kit | 1 | 11.2018.065.001 | XD11 |
| 7 | Campagnolo N3W freehub Kit | 1 | 11.2018.065.009 | XD00 |
| 8 | End caps set rear hub Cognition CL 12x142 disc brake | 2 | 11.2018.065.007 | XD12 |

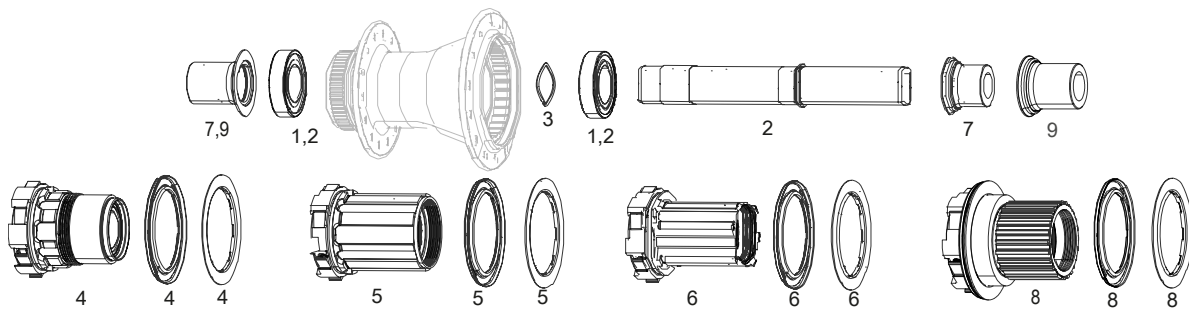
Zipp ZR1

Voir le tableau des spécifications techniques des roues OQUO pour connaître le modèle de moyeu de vos roues

Cliquez sur la référence pour acheter la pièce en ligne. Les pièces de rechange pour les moyeux sont disponibles exclusivement chez les revendeurs Orbea via Kide (accès B2B)

Zipp ZR1 12x100mm Centerlock

| | DESCRIPTION | QTÉ PAR MOYEU | N° D'ARTICLE ZIPP | N° D'ARTICLE OQUO |
|---|---|---------------|-------------------|-------------------|
| 1 | Wheel hub bearings ZR1 61903 | 2 | 11.2018.061.003 | XD01 |
| 2 | Front hub axle and wave spring | 1 | 11.2018.064.010 | XC95 |
| 3 | Wave spring | 1 | 11.2018.032.003 | XD02 |
| 4 | End caps set front hub ZR1 CL 12x100 disc | 2 | 11.2018.064.003 | XD03 |

Zipp ZR1 12x142mm Centerlock

| | DESCRIPTION | QTÉ PAR MOYEU | N° D'ARTICLE ZIPP | N° D'ARTICLE OQUO |
|---|-------------------------------|---------------|-------------------|-------------------|
| 1 | Wheel hub bearings 61903 | 2 | 11.2018.061.003 | XD01 |
| 2 | Rear hub axle and bearings | 1 | 11.2018.064.013 | XC96 |
| 3 | Wave spring | 1 | 11.2018.032.003 | XD02 |
| 4 | Sram XDR freehub Kit | 1 | 00.2018.015.000 | XD05 |
| 5 | Shimano HG freehub Kit | 1 | 11.2018.064.012 | XD04 |
| 6 | Campagnolo N3W freehub Kit | 1 | 11.2018.064.017 | XD06 |
| 7 | Wheel axle end cap set HG-XDR | 2 | 11.2018.064.005 | XD07 |
| 8 | Shimano MS freehub Kit | 1 | 112.028.061.006 | XH79 |
| 9 | Wheel axle end cap set MS | 2 | 112.028.061.001 | XH55 |

PIÈCES DE RECHANGE DES MOYEUX OQUO BY ZIPP

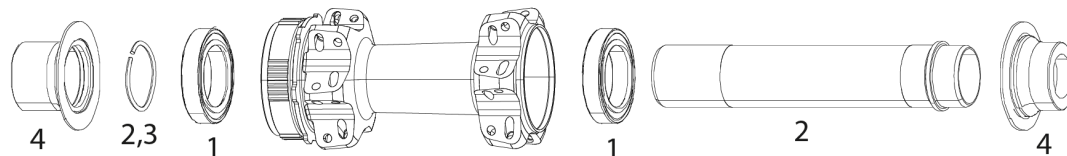
Voir le tableau des spécifications techniques des roues OQUO pour connaître le modèle de moyeu de vos roues

Oquo by Zipp ZR1 SL

Voir le tableau des spécifications techniques des roues OQUO pour connaître le modèle de moyeu de vos roues

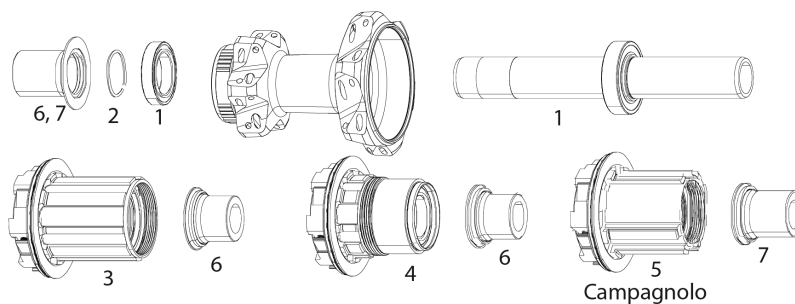
Cliquez sur la référence pour acheter la pièce en ligne. Les pièces de rechange pour les moyeux sont disponibles exclusivement chez les revendeurs Orbea via Kide (accès B2B)

Oquo by Zipp ZR1 SL straight pull 12x100mm Centerlock



| | DESCRIPTION | QTÉ PAR MOYEU | N° D'ARTICLE ZIPP | N° D'ARTICLE OQUO |
|-----|---|---------------|-------------------|-------------------|
| 1.1 | Ceramic Bearing kit - 61803 (upgrade) | 2 | 11.2018.067.001 | — |
| 1.2 | Stainless steel bearing kit - 61803 | 2 | — | XJ67 |
| 2 | Front hub axle and wave spring | 1 | 11.2018.064.010 | XC95 |
| 3 | Wave spring | 1 | 11.2018.032.003 | XD02 |
| 4 | End caps set front hub ZR1 CL 12x100 disc | 2 | 11.2018.064.003 | XD03 |

Oquo by Zipp ZR1 SL straight pull 12x142mm Centerlock



| | DESCRIPTION | QTÉ PAR MOYEU | N° D'ARTICLE ZIPP | N° D'ARTICLE OQUO |
|-----|---|---------------|-------------------|-------------------|
| 1.1 | Wheel hub bearings 61903 and 61803. Includes axle | 1 | 11.2028.069.000 | XJ68 |
| 1.2 | 61903+61803 bearing kit (without axle) | 1 | — | XJ00 |
| 2 | Wave spring | 1 | 11.2018.032.003 | XD02 |
| 3 | Shimano HG freehub Kit | 1 | 11.2018.064.012 | XD04 |
| 4 | Sram XDR freehub Kit | 1 | 00.2018.015.000 | XD05 |
| 5 | Freehub Kit ZR1 for N3W | 1 | 11.2018.065.010 | XD06 |
| 6 | Hub end caps. Rear DS and NDS 12x142 XDR and Shimano HG | 1 | 11.2018.064.005 | XD07 |
| 7 | Hub end caps. Rear DS and NDS 12x142 Campagnolo N3W | 2 | 11.2018.069.000 | XJ69 |

RAYONS. JEUX DE RAYONS POUR ROUE OQUO

Road performance (RP)

| MODÈLE DE ROUE | AVANT/ARRIÈRE | MOYEU | DESCRIPTION DE LA PIÈCE DE RECHANGE | INCLUT | QTÉ | CODE ART. ORBEA |
|--|---|---------------------|--|--|--|-----------------|
| RP57 LTD V1 jusqu'à l'année-modèle 2025 | AVANT | ZIPP COGNITION V2 | JEU DE RAYONS +EMBOUTS RP57 LTD AVANT 24 TROUS V1 | Sapim CX-Ray TCS Aero. 14G (2 mm). Coudé. 256 mm | 2 | XD44 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). Coudé. 255 mm | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | ARRIÈRE | ZIPP COGNITION V2 | JEU DE RAYONS +EMBOUTS RP57 LTD ARRIÈRE 24 TROUS V1 | Sapim CX-Ray TCS Aero. 14G (2 mm). Coudé. 250 mm | 2 | XD45 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). Coudé. 256 mm | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| RP45 LTD V1 jusqu'à l'année-modèle 2025 | AVANT | ZIPP COGNITION V2 | JEU DE RAYONS +EMBOUTS RP45 LTD AVANT 24 TROUS V1 | Sapim CX-Ray TCS Aero. 14G (2 mm). Coudé. 267 mm | 2 | XD25 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). Coudé. 265 mm | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | ARRIÈRE | ZIPP COGNITION V2 | JEU DE RAYONS +EMBOUTS RP45 LTD ARRIÈRE 24 TROUS V1 | Sapim CX-Ray TCS Aero. 14G (2 mm). Coudé. 260 mm | 2 | XD26 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). Coudé. 267 mm | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| RP45 LTD V2 Année-modèle 2026 | AVANT | ZR1 SL Oquo by Zipp | JEU DE RAYONS +EMBOUTS RP45 LTD AVANT 24 TROUS V2 | Sapim CX-Ray TCS Aero. 14G (2 mm). Tête en T droite. 275 mm. | 4 | XJ71 |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | ARRIÈRE | ZR1 SL Oquo by Zipp | JEU DE RAYONS +EMBOUTS RP45 LTD ARRIÈRE 24 TROUS V2 | Sapim CX-Ray TCS Aero. 14G (2 mm). Tête en T droite. 271 mm. | 2 | XJ72 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). Tête en T droite. 274 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 2 | |
| | RP45 TEAM V1 à partir de l'année-modèle 2024 | AVANT | ZIPP ZR1 | JEU DE RAYONS +EMBOUTS RP45 TEAM AVANT 24 TROUS V1 | Sapim CX-Sprint TCS Aero 14G (2 mm). Coudé. 267 mm | 2 |
| Sapim CX-Sprint TCS Aero 14G (2 mm). Coudé. 265 mm | | | | | 2 | |
| Sapim Alloy Double Square 2 x 18 mm. | | | | | 4 | |
| ARRIÈRE | | ZIPP ZR1 | JEU DE RAYONS +EMBOUTS RP45 TEAM ARRIÈRE 24 TROUS V1 | Sapim CX-Sprint TCS Aero 14G (2 mm). Coudé. 262 mm | 2 | XD20 |
| | | | | Sapim CX-Sprint TCS Aero 14G (2 mm). Coudé. 266 mm | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| RP35 LTD V1 jusqu'à l'année-modèle 2025 | AVANT | ZIPP COGNITION V2 | JEU DE RAYONS +EMBOUTS RP35 LTD AVANT 24 TROUS V1 | Sapim CX-Ray TCS Aero. 14G (2 mm). Coudé. 277 mm | 2 | XD23 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). Coudé. 275 mm | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | ARRIÈRE | ZIPP COGNITION V2 | JEU DE RAYONS +EMBOUTS RP35 LTD ARRIÈRE 24 TROUS V1 | Sapim CX-Rady TCS Aero. 14G (2 mm). Coudé. 271 mm | 2 | XD24 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). Coudé. 276 mm | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| RP35 TEAM V1 jusqu'à l'année-modèle 2024 | AVANT | ZIPP ZR1 | JEU DE RAYONS +EMBOUTS RP35 TEAM AVANT 24 TROUS V1 | Sapim Sprint TCS. 14G (2 mm). Coudé. 277 mm | 2 | XD17 |
| | | | | Sapim Sprint TCS. 14G (2 mm). Coudé. 275 mm | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |
| | ARRIÈRE | ZIPP ZR1 | JEU DE RAYONS +EMBOUTS RP35 TEAM ARRIÈRE 24 TROUS V1 | Sapim Sprint TCS. 14G (2 mm). Coudé. 271 mm | 2 | XD18 |
| | | | | Sapim Sprint TCS. 14G (2 mm). Coudé. 276 mm | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |

Cliquez sur la référence pour acheter la pièce en ligne.

RAYONS. JEUX DE RAYONS POUR ROUE OQUO

Road performance (RP)

| MODÈLE DE ROUE | AVANT/ARRIÈRE | MOYEU | DESCRIPTION DE LA PIÈCE DE RECHANGE | INCLUT | QTÉ | CODE ART. ORBEA |
|--|---------------|----------|--|--|-----|-----------------|
| MP35 TEAM V2 à partir de l'année-modèle 2025 | AVANT | ZIPP ZR1 | JEU DE RAYONS +EMBOUTS RP35 TEAM AVANT 24 TROUS V2 | Sapim Sprint TCS 14G (2 mm) Coudé. 277 mm. | 2 | XH50 |
| | | | | Sapim Sprint TCS 14G (2 mm) Coudé. 276 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | ARRIÈRE | ZIPP ZR1 | JEU DE RAYONS +EMBOUTS RP35 TEAM ARRIÈRE 24 TROUS V2 | Sapim Sprint TCS 14G (2 mm) Coudé. 272 mm. | 2 | XH51 |
| | | | | Sapim Sprint TCS 14G (2 mm) Coudé. 276 mm. | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| RP35 PRO V1 jusqu'à l'année-modèle 2024 | AVANT | ZIPP ZR1 | JEU DE RAYONS +EMBOUTS RP35 PRO AVANT 24 TROUS V1 | Sapim Sprint TCS Aero. 14G (2 mm). Coudé. 275 mm | 2 | XD13 |
| | | | | Sapim Sprint TCS Aero. 14G (2 mm). Coudé. 277 mm | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |
| | ARRIÈRE | ZIPP ZR1 | JEU DE RAYONS +EMBOUTS RP35 PRO ARRIÈRE 24 TROUS V1 | Sapim Sprint TCS Aero. 14G (2 mm). Coudé. 272 mm | 2 | XD14 |
| | | | | Sapim Sprint TCS Aero. 14G (2 mm). Coudé. 276 mm | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |
| RC35 PRO V2 à partir de l'année-modèle 2025 | AVANT | ZIPP ZR1 | JEU DE RAYONS +EMBOUTS RP35 PRO AVANT 24 TROUS V2 | Sapim CX Sprint TCS. 14G (2 mm). Coudé. 277 mm | 2 | XH52 |
| | | | | Sapim CX Sprint TCS. 14G (2 mm). Coudé. 276 mm | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | ARRIÈRE | ZIPP ZR1 | JEU DE RAYONS +EMBOUTS RP35 PRO ARRIÈRE 24 TROUS V2 | Sapim CX Sprint TCS. 14G (2 mm). Coudé. 273 mm | 2 | XH53 |
| | | | | Sapim CX Sprint TCS. 14G (2 mm). Coudé. 277 mm | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |

Cliquez sur la référence pour acheter la pièce en ligne.

RAYONS. JEUX DE RAYONS POUR ROUE OQUO

Road control (RC)

| MODÈLE DE ROUE | AVANT/ARRIÈRE | MOYEU | DESCRIPTION DE LA PIÈCE DE RECHANGE | INCLUT | QTÉ | CODE ART. ORBEA |
|--|---------------|----------|---|--|-----|-----------------|
| RC30 TEAM V1 à partir de l'année-modèle 2026 | AVANT | ZIPP ZR1 | JEU DE RAYONS + EMBOUTS RC30 TEAM AVANT 24 TROUS V1 | Sapim CX-Sprint TCS Aero 14G (2 mm). Coudé. 283 mm | 2 | XJ73 |
| | | | | Sapim CX-Sprint TCS Aero 14G (2 mm). Coudé. 280 mm | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | ARRIÈRE | ZIPP ZR1 | JEU DE RAYONS + EMBOUTS RC30 TEAM ARRIÈRE 28 TROUS V1 | Sapim CX-Sprint TCS Aero 14G (2 mm). Coudé. 286 mm | 2 | XJ74 |
| | | | | Sapim CX-Sprint TCS Aero 14G (2 mm). Coudé. 289 mm | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| RC25 TEAM V1 jusqu'à l'année-modèle 2025 | AVANT | ZIPP ZR1 | JEU DE RAYONS + EMBOUTS RP25 TEAM AVANT 24 TROUS V1 | Sapim CX-Sprint TCS Aero 14G (2 mm). Coudé. 283 mm | 2 | XD21 |
| | | | | Sapim CX-Sprint TCS Aero 14G (2 mm). Coudé. 280 mm | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| | ARRIÈRE | ZIPP ZR1 | JEU DE RAYONS + EMBOUTS RC25 TEAM ARRIÈRE 28 TROUS V1 | Sapim CX-Sprint TCS Aero 14G (2 mm). Coudé. 286 mm | 2 | XD22 |
| | | | | Sapim CX-Sprint TCS Aero 14G (2 mm). Coudé. 289 mm | 2 | |
| | | | | Sapim Alloy Double Square 2 x 18 mm. | 4 | |
| RC25 LTD V1 jusqu'à l'année-modèle 2024 | AVANT | ZIPP ZR1 | JEU DE RAYONS + EMBOUTS RC25 PRO AVANT 28 TROUS V1 | Sapim Sprint TCS. 14G (2 mm). Coudé. 293 mm | 2 | XD15 |
| | | | | Sapim Sprint TCS. 14G (2 mm). Coudé. 291 mm | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |
| | ARRIÈRE | ZIPP ZR1 | JEU DE RAYONS + EMBOUTS RC25 PRO ARRIÈRE 28 TROUS V1 | Sapim Sprint TCS. 14G (2 mm). Coudé. 291 mm | 2 | XD16 |
| | | | | Sapim Sprint TCS. 14G (2 mm). Coudé. 293 mm | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |
| RC25 PRO V2 à partir de l'année-modèle 2025 | AVANT | ZIPP ZR1 | JEU DE RAYONS + EMBOUTS RC25 PRO AVANT 28 TROUS V2 | Sapim Sprint. 14G (2 mm) Coudé. 291 mm. | 2 | XH56 |
| | | | | Sapim Sprint. 14G (2 mm) Coudé. 293 mm. | 2 | |
| | | | | Sapim Alloy Double Square noir (18 mm) | 4 | |
| | ARRIÈRE | ZIPP ZR1 | JEU DE RAYONS + EMBOUTS RC25 PRO ARRIÈRE 28 TROUS V2 | Sapim Sprint. 14G (2 mm) Coudé. 290 mm. | 2 | XH57 |
| | | | | Sapim Sprint. 14G (2 mm) 292 mm. | 2 | |
| | | | | Sapim Alloy Double Square noir (18 mm) | 4 | |

Cliquez sur la référence pour acheter la pièce en ligne.

VALVES TUBELESS OQUO

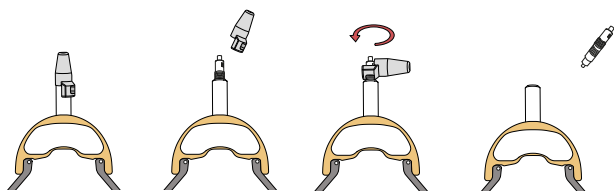
Longueur de valve Tubeless

Consultez le tableau ci-dessous pour connaître la longueur de la valve Tubeless de vos roues OQUO.

| GAMME | MODÈLE DE ROUE | LONGUEUR DE LA VALVE |
|------------------|----------------|----------------------|
| ROAD AERO | RA80LTD | 103 mm |
| | RA57LTD | 80 mm |
| ROAD PERFORMANCE | RP57LTD | 80 mm |
| | RP50LTD | 80 mm |
| | RP45LTD | 57 mm |
| | RP45TEAM | 57 mm |
| | RP35LTD | 57 mm |
| | RP35TEAM | 57 mm |
| | RP35PRO | 57 mm |
| ROAD CONTROL | RC30TEAM | 57 mm |
| | RC25TEAM | 57 mm |
| | RC25PRO | 57 mm |

Outil intégré dans le capuchon de valve OQUO

Les valves Tubeless OQUO possèdent dans le capuchon un outil de dépose de l'embout de la valve.



Pièces détachées pour valves Tubeless Oquo

| N° D'ARTICLE | DESCRIPTION | QTÉ | |
|--------------|--|-----|--|
| XD27 | Jeu de valve Tubeless 57 mm OQUO | 2 | |
| XD28 | Jeu de valve Tubeless 80 mm OQUO | | |
| XJ70 | Jeu de valve Tubeless 103 mm OQUO | | |
| XB67 | Jeu de capuchon de valve Tubeless OQUO | 2 | |
| XD29 | Kit d'extension de valve OQUO 40 mm. | 2 | |
| XH28 | Kit principal de valve OQUO | 10 | |

Cliquez sur la référence pour acheter la pièce en ligne.

MONTAGE DE ROUE OQUO



Cette rubrique fournit des informations générales sur le rayonnage et la finition des roues OQUO aux revendeurs OQUO qui doivent remplacer une jante OQUO après avoir reçu l'autorisation d'OQUO. Il ne s'agit pas d'un manuel de montage de roue de vélo.

Le montage correct et sûr d'une roue requiert des connaissances techniques poussées et de l'expérience. Les utilisateurs ou les mécaniciens qui n'ont pas suivi la formation adéquate ou qui ne possèdent pas l'expérience requise doivent s'abstenir de monter des roues en vue d'une utilisation.



Le montage incorrect d'une roue peut compromettre l'intégrité structurelle et la durabilité de la roue. Il pourrait provoquer une défaillance du composant non couverte par la garantie, ce qui pourrait entraîner des blessures graves, voire mortelles.

OUTILLAGE

Veillez consulter la rubrique Entretien des roues OQUO où vous trouverez une description des outils requis pour l'entretien et le montage corrects des roues OQUO.

Utilisez toujours les outils et les produits adéquats lors du montage d'une roue. L'utilisation d'outils mal adaptés ou en mauvais état ou de produits génériques peut endommager les composants et ces dégâts ne sont pas couverts par la garantie.

JANTES ASYMÉTRIQUES

Si la jante possède un profil asymétrique (consultez le tableau des caractéristiques techniques dans ce manuel pour connaître les modèles qui utilisent une jante asymétrique), veillez à toujours orienter la jante conformément aux instructions ci-après.

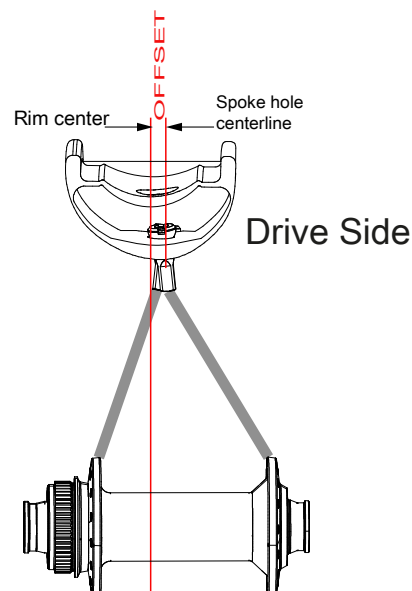
- **Jantes avant**

Le déport de jante doit être orienté vers le côté transmission

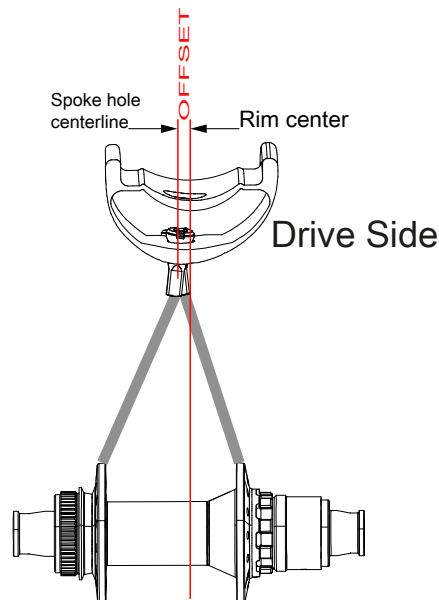
- **Jantes arrière**

Le déport de jante doit être orienté vers le côté opposé à la transmission.

JANTE AVANT



JANTE ARRIÈRE

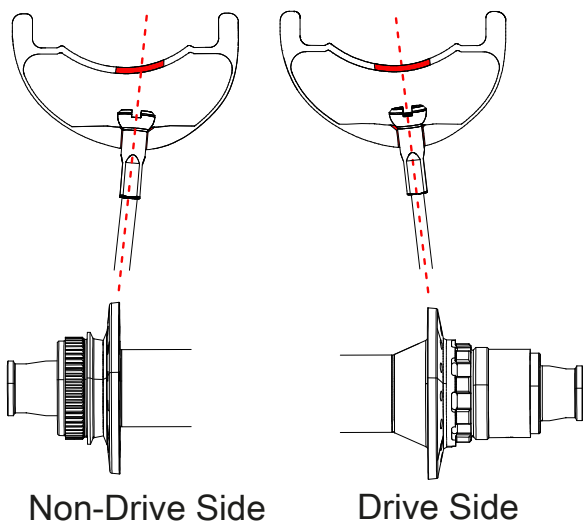


JANTES SYMÉTRIQUES

Pour les jantes symétriques (sans déport), orientez la jante de telle sorte que les décalcomanies ou les autocollants puissent être lus depuis le même côté du vélo que sur la roue d'origine.

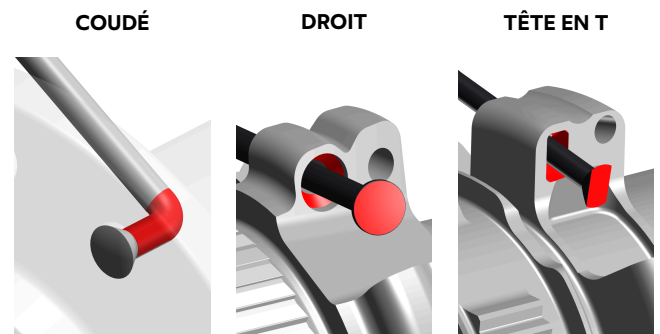
TROUS DE RAYON DIRECTIONNELS

Si la jante possède des trous de rayon directionnels, montez la roue de sorte que l'orientation des trous de la jante corresponde au côté du moyeu adéquat.



Non-Drive Side

Drive Side



EMBOUTS AVEC RONDELLES DE RENFORT

Certains embouts utilisent des rondelles de renfort placées entre l'embout et la jante.

Vérifiez le tableau des caractéristiques techniques de la roue afin de voir s'il faut monter des rondelles de renfort.

JANTES SPÉCIFIQUES POUR ROUE AVANT ET ARRIÈRE

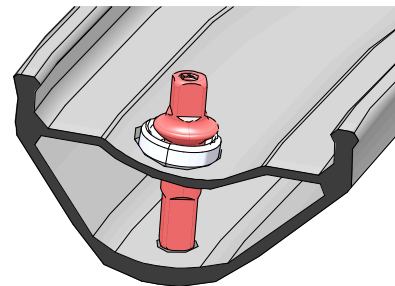
Sur les modèles de roue OQUO dotés d'une jante spécifique pour roue avant ou arrière, veillez à utiliser la jante spécifique conçue pour cette roue.

Le tableau des caractéristiques techniques de ce manuel permet de confirmer si votre modèle de roue utilise des jantes spécifiques pour roue avant ou arrière.

Le nom des modèles de jantes prévues pour la roue avant contient la lettre F.

Le nom des modèles de jantes prévues pour la roue arrière contient la lettre R.

Le nom des modèles de jantes qui ne sont pas prévues spécialement pour la roue avant ou arrière contient la lettre B.



RAYONS ET EMBOUTS

Utilisez toujours les modèles de rayon et d'embout indiqués par OQUO pour le modèle de roue.

Vous pouvez vérifier les composants de chaque modèle dans le tableau des caractéristiques techniques de ce manuel.

RAYONS DROITS CLASSIQUES OU EN T/À TÊTE EN T

Il faut monter des rayons droits classiques ou en T/à tête en T, en fonction du logement pour la tête de rayon sur un moyeu straightpull.

Sur un moyeu avec rayons droits en T/à tête en T, le logement de la tête de rayon est rectangulaire. Il accueille complètement la tête de rayon et empêche que celle-ci se torde ou se desserre.

Sur les moyeux à rayons droits classiques, le logement de la tête de rayon est rond, ce qui signifie que le rayon doit avoir une tête standard.

RAYONNAGES. RAYON COUDÉS

ATTENTION

À la différence des assemblages avec rayons couvés, le rayonnage dans les assemblages avec des rayons droits est déterminé par le moyeu. Il ne peut être choisi au moment d'assembler la roue.

Veillez à toujours monter la roue en respectant le rayonnage d'origine de chaque côté de la roue.

Assurez-vous que les rayons se croisent correctement (au-dessus ou en-dessous).

3 RAYONS CROISÉS

Chaque rayon croise trois autres rayons du même côté de la roue avant d'être fixé à la jante.

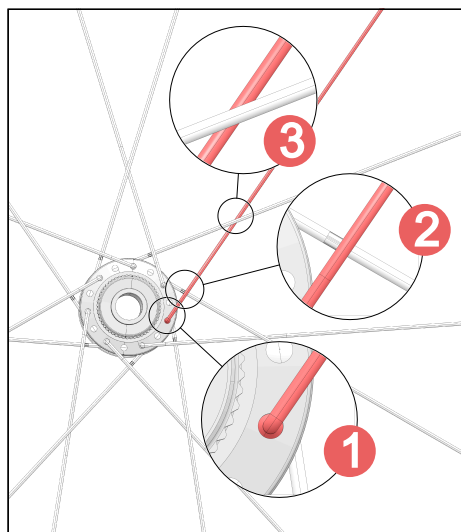
Selon le côté de la bride du moyeu d'où sort le rayon, il existe deux positions possibles par rapport aux trois autres rayons.

Si le rayon sort du côté extérieur de la bride du moyeu, la position par rapport aux rayons qu'il croise doit être :

- 01 Dessus
- 02 Dessus
- 03 Dessous

Si le rayon sort du côté intérieur de la bride du moyeu, la position par rapport aux rayons qu'il croise doit être :

- 01 Dessous
- 02 Dessous
- 03 Dessus



2 RAYONS CROISÉS

Chaque rayon croise deux autres rayons du même côté de la roue avant d'être fixé à la jante.

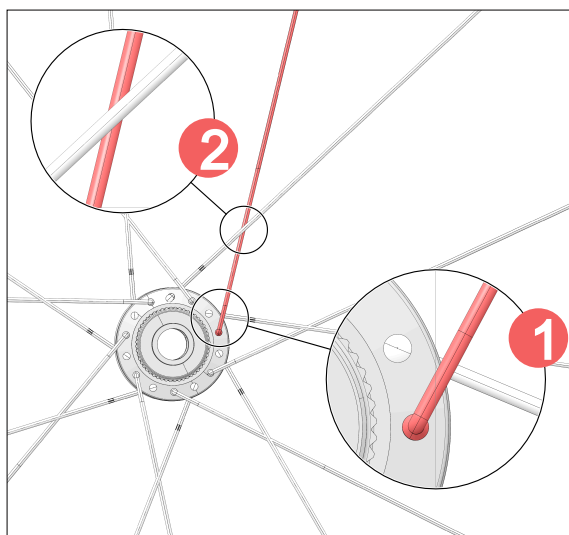
Selon le côté de la bride du moyeu d'où sort le rayon, il existe deux positions possibles par rapport aux deux autres rayons.

Si le rayon sort du côté extérieur de la bride du moyeu, la position par rapport aux rayons qu'il croise doit être :

- 01 Dessus
- 02 Dessous

Si le rayon sort du côté intérieur de la bride du moyeu, la position par rapport aux rayons qu'il croise doit être :

- 01 Dessous
- 02 Dessus



POSITION DES RAYONS DE TÊTE ET DE QUEUE

ATTENTION

À la différence des assemblages avec rayons couvés, le rayonnage dans les assemblages avec des rayons droits est déterminé par le moyeu. Il ne peut être choisi au moment d'assembler la roue.

Vérifiez la position des rayons de tête et de queue dans le tableau des caractéristiques techniques de ce manuel ou sur la roue d'origine, puis reproduisez le rayonnage des deux côtés de la roue.

Rayon de queue

Rayons qui sortent du moyeu dans la direction opposée à la rotation de la roue.

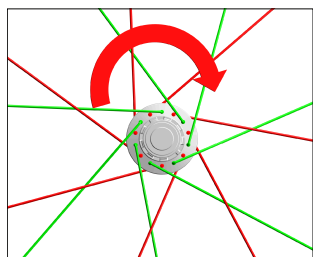
Rayon de tête

Rayons qui sortent du moyeu dans la même direction que celle de la rotation de la roue.

Les images ci-après illustrent des exemples de rayonnage. Vérifiez le rayonnage sur la roue d'origine ou dans le tableau des caractéristiques techniques.



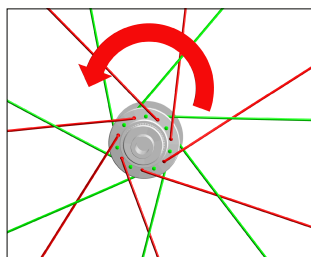
Direction de la rotation de la roue



ROUES ARRIÈRE CÔTÉ TRANSMISSION

En aval : A l'extérieur du flasque du moyeu

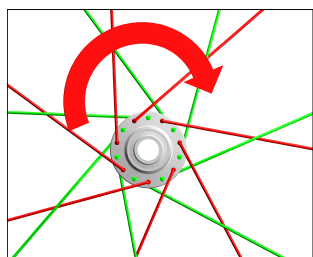
En tête : A l'intérieur du flasque du moyeu



ROUES ARRIÈRE CÔTÉ OPPOSÉ À LA TRANSMISSION

En aval : A l'intérieur du flasque du moyeu

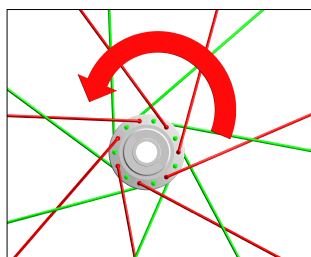
En tête : A l'extérieur du flasque du moyeu



ROUES ARRIÈRE CÔTÉ TRANSMISSION

En aval : A l'intérieur du flasque du moyeu

En tête : A l'extérieur du flasque du moyeu



ROUES AVANT CÔTÉ OPPOSÉ À LA TRANSMISSION

En aval : A l'intérieur du flasque du moyeu

En tête : A l'extérieur du flasque du moyeu

POSITION DE L'ORIFICE DE LA VALVE

L'orifice de la valve sur la jante doit se trouver entre deux rayons parallèles pour faciliter la pose du pneu.

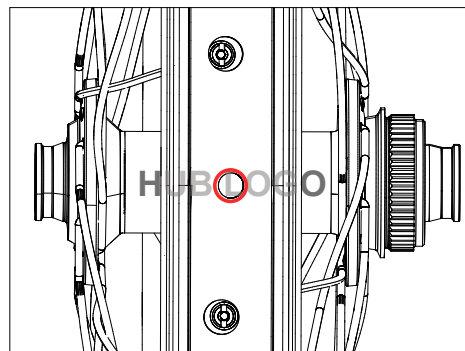


POSITION DU LOGO DU MOYEU

Pour des raisons esthétiques, si le corps du moyeu affiche un logo, la position du moyeu par rapport à la jante doit permettre d'aligner le logo du moyeu sur l'orifice de la valve sur la jante.

Ce point n'a aucun impact sur le fonctionnement de la roue. Un montage qui ne remplit pas cette condition

est considéré comme étant valide, pour autant que tous les autres paramètres d'assemblage soient corrects.



MISE EN TENSION ET CENTRAGE

Le montage correct et sûr d'une roue requiert des connaissances techniques poussées et de l'expérience. Les utilisateurs ou les mécaniciens qui n'ont pas suivi la formation adéquate ou qui ne possèdent pas l'expérience requise doivent s'abstenir de monter des roues en vue d'une utilisation.



Ce manuel n'inclut pas des instructions complète sur le rayonnage et la mise en tension des roues de vélo, mais bien des consignes générales sur la finition des roues OQUO et les tolérances admises. Il s'agit d'un guide générique sur le rayonnage et la finition des roues OQUO pour les revendeurs OQUO qui doivent remplacer une jante OQUO après avoir reçu l'autorisation d'OQUO. Il ne s'agit pas d'un manuel de montage de roue de vélo.

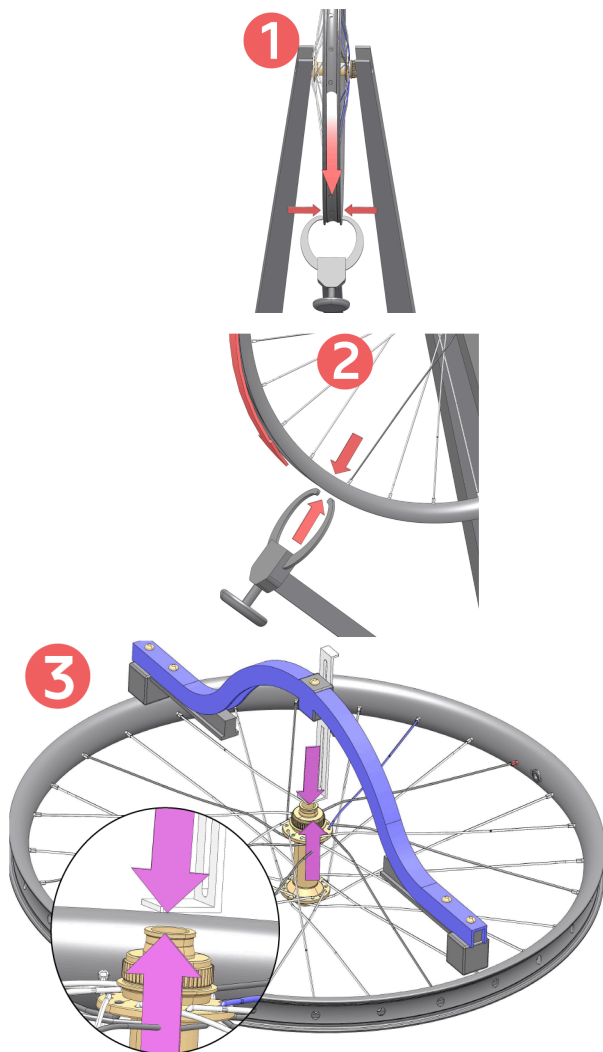


Le montage incorrect d'une roue peut compromettre l'intégrité structurelle et la durabilité de la roue. Il pourrait provoquer une défaillance du composant non couverte par la garantie, ce qui pourrait entraîner des blessures graves, voire mortelles.

Une fois que les rayons ont été posés avec les embouts sans mettre la roue en tension, passez au centrage de la roue dans le respect des tolérances décrites dans ce manuel. Augmentez la tension progressivement et équitablement. Réalisez les vérifications suivantes après avoir réglé quelques rayons.

OQUO recommande de vérifier l'alignement de la roue de la manière suivante :

- 01** Vérification de l'alignement latéral
- 02** Vérifiez le centrage radial
- 03** Vérifiez le central latéral sur les deux côtés de la roue.



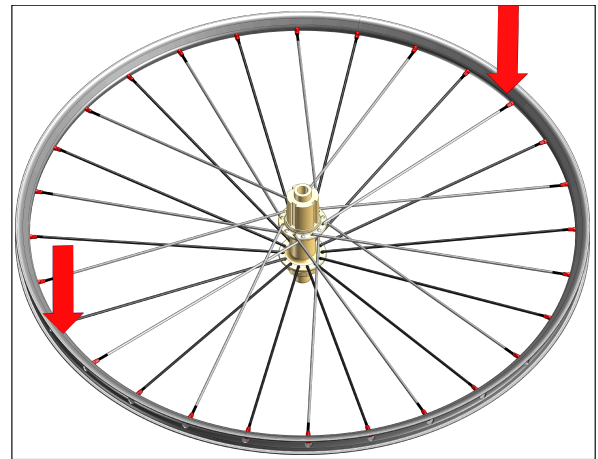
Répétez ces vérifications aussi souvent que nécessaire lors de la mise en tension des rayons chaque fois que vous augmentez la tension de plusieurs rayons et ce, dans le but d'éviter un voilement excessif qui pourrait endommager la jante.

ATTENTION

Après chaque vérification des alignements radial et latéral et de l'angle d'inclinaison de la roue, éliminez les contraintes de la roue pour permettre aux rayons de trouver leur position et d'éliminer les débattements et de conserver l'angle.

Pour éliminer les contraintes d'une roue, posez une extrémité du moyeu sur une surface solide, puis appuyez sur les côtés opposés de la jante avec les mains et appliquez le poids de votre corps.

Réalisez cette vérification des deux côtés de la roue.

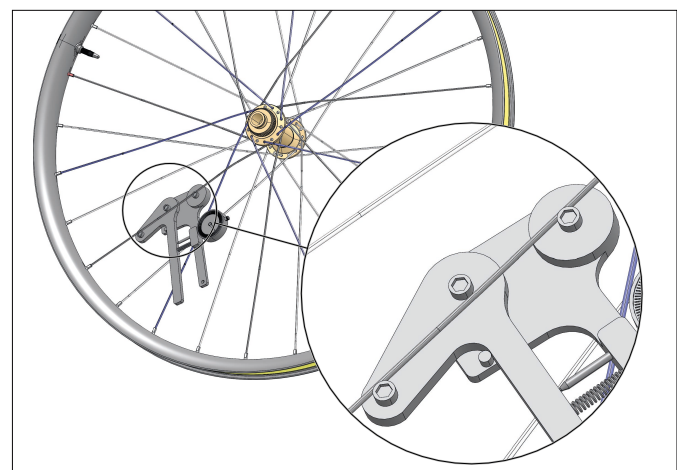


VÉRIFICATION DE LA TENSION DES RAYONS

Vérifiez la tension cible sur le côté le plus tendu de chaque roue pour votre modèle dans le tableau des caractéristiques techniques de ce manuel (rubrique consacrée aux rayons). Une fois que la tension cible sur le côté indiqué de la roue a été atteinte, et que les valeurs de débattement radial et axial et de l'angle d'inclinaison de la roue se trouvent dans les tolérances prescrites, la tension des rayons du côté moins tendu doit être uniforme.

Utilisez toujours un tensiomètre de qualité et vérifiez régulièrement son étalonnage conformément aux instructions du fabricant.

Suivez les instructions du fabricant pour utiliser le tensiomètre correctement et pouvoir interpréter comme il se doit les relevés en fonction des caractéristiques techniques des rayons.



PÂTE D'ASSEMBLAGE

Si vous effectuez un entretien ou un laçage sur l'une de nos roues, une fois que la roue est correctement centrée et tendue, nous recommandons l'utilisation d'un produit de blocage des rayons de force moyenne qui soit aussi fluide que possible sur les filets des rayons.

Sachez qu'une fois que la composé d'assemblage de rayon a séché, cela peut avoir un impact sur la simplicité de réglage de l'embout sur le rayon.

INSTRUCTIONS ET TOLÉRANCES DE MONTAGE DE ROUE OQUO

| TENSION CIBLE DE MONTAGE DE ROUE OQUO | |
|---------------------------------------|---|
| TENSION | <p>Vérifiez la tension cible sur le côté le plus tendu de chaque roue pour votre modèle dans le tableau des caractéristiques techniques de ce manuel (rubrique consacrée aux rayons).</p> <p>Une fois que la tension cible sur le côté indiqué de la roue a été atteinte, et que les valeurs de débattement radial et latéral et de l'angle d'inclinaison de la roue se trouvent dans les tolérances prescrites, la tension des rayons du côté moins tendu doit être uniforme.</p> |
| | <p>TOLÉRANCE DE TENSION MOYENNE DES RAYONS DU CÔTÉ LE PLUS TENDU DE LA ROUE</p> |
| | <p>+/- 5 %</p> |

Utilisez toujours un tensiomètre de qualité et vérifiez régulièrement son étalonnage conformément aux instructions du fabricant. Suivez les instructions du fabricant pour utiliser le tensiomètre correctement et pouvoir interpréter comme il se doit les relevés en fonction des caractéristiques techniques des rayons.

| RUBOUT | | LATÉRAL | RADIAL | ANGLE D'INCLINAISON DE ROUE |
|---------|-----------|---------|--------|-----------------------------|
| | Aluminium | 0,4 mm | 0,6 mm | 0,6 mm |
| Carbone | 0,3 mm | 0,6 mm | 0,3 mm | |

INFORMATIONS SUPPLÉMENTAIRES

Trouvez de plus amples informations sur OQUO dans les réseaux sociaux

FACEBOOK

www.facebook.com/oquo.wheels

INSTAGRAM

www.instagram.com/oquo.wheels/

LINKEDIN

www.linkedin.com/company/oquowheels/

YOUTUBE

www.youtube.com/channel/UCpXzSOB_9oLzLzAnnwuaGCg

MANUELS

Téléchargez la dernière version du présent manuel, ainsi que tous les autres produits OQUO sur le site Internet :

www.oquowheels.com/en-int/support/manuals

CONTACT

Si vous avez des questions relatives à nos produits, veuillez consulter :

www.oquowheels.com/en-int/support/contact

Orbea OQUO SL 2025
Polígono Industrial Kareaga, 2. NAV 49,
Markina-Xemein. 48270. Bizkaia
T. 0034 943 171 950

Tous droits réservés. La modification du présent document est interdite.

Le manuel technique du produit est fourni à titre informatif uniquement. Il concerne l'assemblage, l'installation et l'entretien dudit produit et, en tant que tel, peut faire l'objet de modifications des caractéristiques et/ou de mises à jour futures de ces informations par le fabricant. Son contenu n'a aucune valeur publicitaire ou contractuelle par rapport au produit décrit, et celui-ci ne doit pas être considéré par l'utilisateur comme un élément ayant une influence sur sa décision d'acheter le produit ou non. Par conséquent, nous ne pourrions en aucun cas être tenus comme responsables si l'utilisateur ou un tiers utilise ce manuel à des fins autres que celles prévues et spécifiées.

Tous droits réservés. La modification du présent document est interdite. Le contenu du présent manuel est sujet à modifications des spécifications sans préavis.

Pour obtenir la dernière version, veuillez consulter www.oquowheels.com

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INTRODUZIONE

Questo manuale illustra le specifiche tecniche e le istruzioni per la manutenzione e i ricambi per le ruote Oquo per strada e gravel con mozzi Zipp. Per le ruote Oquo con mozzi Oquo, consultare il manuale tecnico specifico per ruote da strada con mozzi Oquo, disponibile [sul nostro sito web](#).

Le informazioni contenute nel presente manuale sono principalmente destinate ai distributori OQUO e agli utenti con esperienza nella manutenzione delle ruote.

Se un utente non dispone delle conoscenze e competenze per eseguire le procedure di manutenzione descritte nel presente manuale tecnico o per montare i ricambi elencati, le riparazioni e la manutenzione delle ruote dovranno essere affidate a un rivenditore OQUO.

Le informazioni di contatto dei distributori sono disponibili sul nostro sito web.

www.oquowheels.com

AVVISO

I danni causati da operazioni di manutenzione o riparazione inadeguate non sono coperti dalle condizioni di garanzia.



Interventi errati di riparazione, manutenzione o montaggio dei componenti possono avere effetti negativi su integrità e funzionamento delle ruote, e causare incidenti con lesioni gravi o letali.

TIPI DI MANUALI

MANUALE TECNICO

Il presente manuale contiene specifiche, procedure di manutenzione e ricambi originali per i prodotti OQUO ed è destinato specificamente a distributori specializzati o utenti con le necessarie competenze.

Le procedure di manutenzione per i componenti di terze parti montati sulle nostre ruote sono incluse mediante i link alla documentazione dei rispettivi produttori.

Le procedure, le specifiche e i ricambi descritti nel presente manuale sono soggetti alle variazioni delle specifiche relative ai nostri prodotti.

L'ultima versione del presente manuale tecnico è disponibile sul sito web OQUO.

MANUALE D'USO

Per accedere al manuale utente delle nostre ruote, che elenca informazioni sul corretto uso delle ruote e avvertenze per uso, trasporto, stoccaggio, montaggio, ecc., consultare il manuale d'uso sul nostro sito web.

È possibile accedere alla documentazione del prodotto, come anche alle relative informazioni sulla garanzia e ai programmi di manutenzione sul nostro sito web:

<https://www.oquowheels.com/it-it/assistenza/manuali>

LEGENDA DEI SIMBOLI

Nel presente manuale tecnico sono utilizzati simboli che indicano istruzioni, avvertenze e informazioni importanti per l'uso, la manutenzione e il montaggio. Prestare attenzione a tali simboli, per evitare situazioni pericolose e garantire un uso e un montaggio corretti di tutti i componenti.

Il significato dei simboli viene illustrato qui di seguito. Nel presente manuale, il simbolo potrà apparire accompagnato unicamente dall'istruzione pertinente per il componente descritto. Leggere attentamente le seguenti informazioni, assicurandosi di comprenderne il significato.

manuali di manutenzione del produttore dei componenti usati nella nostra ruota, nei quali sono descritti gli strumenti appropriati.

ISTRUZIONI DI SICUREZZA



PERICOLO: situazione pericolosa che, se non evitata, causerà lesioni gravi o letali



AVVERTENZA: situazione pericolosa che, se non evitata, potrebbe causare lesioni gravi o letali.



ATTENZIONE: situazione pericolosa che, se non evitata, potrebbe causare lesioni da leggere a moderate.



Situazione non connessa a lesioni fisiche. Informazioni importanti.

I simboli PERICOLO e AVVERTENZA implicano sempre un rischio di incidente se non si adottano le misure necessarie per evitare la situazione descritta. Un incidente in bicicletta può comportare il rischio di lesioni gravi o anche letali. Nel presente manuale, il rischio di morte potrebbe pertanto non essere sempre menzionato quando compaiono questi simboli, dato che tale rischio viene illustrato in questo punto.

STRUMENTI

Utilizzare sempre i prodotti o gli strumenti adeguati per una specifica operazione di manutenzione o riparazione. Utensili non adeguati o soggetti a scarsa manutenzione, oppure l'utilizzo di prodotti generici, possono causare danni ai componenti che non saranno coperti dalle condizioni di garanzia.

Gli strumenti da usare sono specificati nel presente manuale, oppure viene fornito un riferimento ai

AVVERTENZE GENERALI PER IL MANUALE TECNICO

- Per le istruzioni di montaggio e manutenzione e le avvertenze per l'uso di componenti di terze parti presenti nelle nostre ruote, quali dischi dei freni, cassette pignoni, pneumatici, ecc., consultare la documentazione del produttore dei rispettivi componenti.
- Durante l'uso o la regolazione, tenere lontano dai dischi dei freni o dai raggi qualsiasi parte del corpo e/o degli indumenti, per evitare lesioni gravi e ferite.
- Come regola generale, pulire tutti i componenti durante la manutenzione o ispezione, prima di rimontarli.
- Mantenere ruote e relativi componenti puliti e privi di corpi estranei, per garantirne il funzionamento adeguato e per essere in grado di valutarne le condizioni.
- Utilizzare sempre un panno morbido e prodotti specifici per la pulizia per pulire ruote e componenti.
- Non usare getti d'acqua a pressione o sostanze chimiche aggressive per pulire ruote e relativi componenti. I getti d'acqua a pressione possono diluire i lubrificanti, riducendo così la vita utile dei lubrificanti e/o causando danni non coperti dalle condizioni di garanzia.

Per ulteriori informazioni sulla manutenzione e cura delle nostre ruote, consultare il manuale utente sul [nostro sito web](#).

RICAMBI

Utilizzare esclusivamente ricambi OQUO originali o quelli indicati nel presente manuale oppure nella documentazione del produttore dei componenti in oggetto.

AVVISO

L'impiego di ricambi non originali può dare luogo a danneggiamenti dei componenti non coperti dalle condizioni di garanzia.



L'uso di ricambi non originali può provocare guasti ai componenti, che possono causare incidenti e lesioni gravi.

SPECIFICHE TECNICHE E DI MONTAGGIO PER RUOTE OQUO

Le tabelle seguenti illustrano nel dettaglio le specifiche dei componenti e di montaggio per tutti i modelli di ruote da Strada OQUO con mozzi Zipp. Per le ruote Oquo con mozzi Oquo, consultare il manuale tecnico specifico per ruote da strada con mozzi Oquo, disponibile [sul nostro sito web](#).

Nel manuale vengono indicati i riferimenti a tali tabelle, ove rilevante nelle specifiche sezioni. Consultare le tabelle per trovare i dati necessari.

SISTEMA DI DENOMINAZIONE PER LE RUOTE STRADA OQUO

| | | |
|-----------|-----------|------------|
| 1 | 2 | 3 |
| RA | 80 | LTD |
| RP | 57 | TEAM |
| RC | 45 | PRO |
| | 35 | |
| | 30 | |
| | 25 | |

1_GAMMA: Road Aero (RA, Road Performance (RP), Road Control (RC)

2_PROFILO CERCHIO: altezza cerchio in millimetri

3_LIVELLO: livello prestazioni dei componenti delle ruote

GRAFICO RUOTE OQUO DA STRADA E GRAVEL

| | GAMMA | MODELLO | MATERIALE CERCHIO | UTILIZZO |
|--------|-----------------------|------------|-------------------|-------------------|
| STRADA | ROAD AERO (RA) | RA80LTD* | CARBONIO | STRADA/TRIATHLON |
| | | RA57LTD* | CARBONIO | |
| | ROAD PERFORMANCE (RP) | RP57LTD | CARBONIO | STRADA/GRAVEL |
| | | RP50LTD* | CARBONIO | |
| | | RP45LTD | CARBONIO | |
| | | RP45TEAM | CARBONIO | |
| | | RP35LTD* | CARBONIO | |
| | | RP35TEAM | CARBONIO | |
| | | RP35PRO | ALLUMINIO | |
| | ROAD CONTROL (RC) | RC30TEAM** | CARBONIO | GRAVEL /ENDURANCE |
| | | RC25TEAM** | CARBONIO | |
| | | RC25PRO | ALLUMINIO | |

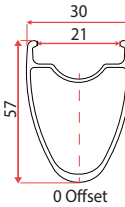
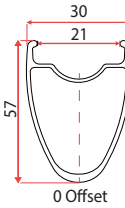
*Questi modelli di ruote montano mozzi Oquo. Per le specifiche tecniche e l'elenco dei ricambi per questi modelli, consultare il manuale tecnico specifico per le ruote da strada con mozzi Oquo sul [nostro sito web](#).

**I modelli RC30TEAM e RC25TEAM sono equivalenti. Il sistema di denominazione originale (RC25) indicava la larghezza interna del cerchio (25 mm), mentre il sistema di denominazione corrente (RC30) indica l'altezza del cerchio (30 mm). La larghezza interna resta di 25 mm. Per ulteriori informazioni, consultare la tabella delle specifiche tecniche per questi modelli.

Per ulteriori informazioni sui componenti e le configurazioni specifici per ciascun modello di ruota, consultare le seguenti tabelle delle specifiche tecniche.

ROAD PERFORMANCE (RP)

RP57LTD (up to MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|-------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP12-F-57-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 537.6 mm | 622x21TC | — | 22 mm | 80 mm | 25-50 mm | ** |  |
| | REAR RIM | RP12-R-57-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 537.6 mm | 622x21TC | — | 22 mm | 80 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|---|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 256 mm | 255 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| | REAR | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 250 mm | 256 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | | FRONT | 700g | ASTM Condition 1 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg. | | |
|-----|-----------|----------------------------|--------|-----------------|-------------|--------------|------------------------|-----------------------------|---------|--------------|-------------------------------------|--------------------|-------|--------|--|-------|-------|
| HUB | FRONT HUB | Zipp Cognition V2 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | — | NIPPLES | FRONT | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | WEIGHT | | REAR | 820g |
| | REAR HUB | Zipp Cognition V2 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | Axial Clutch V2 (54 points) | | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | | | TOTAL | 1520g |
| | | | | | | | | | | | | | | | | | |

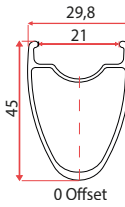
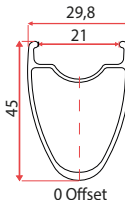
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP45LTD (MY2026)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|-------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP11-F-45-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP11-R-45-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION |
|-------|------------|---|--------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|
| FRONT | 24 | Sapim CX-Ray Aero 14G (2 mm) straight pull T-head | 2 Cross | 2 Cross | 275 mm | 275 mm | — | 1300 N |
| REAR | 24 | Sapim CX-Ray Aero 14G (2 mm) straight pull T-head | 2 Cross | 2 Cross | 271 mm | 274 mm | 1300 N | — |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | FRONT | REAR | TOTAL | USE |
|-----------|--------------------------------|---------------|-----------------|-------------|------------|------------------------|---------------------|---------|-------------------------------------|--------------------|----------------------|--------|-------|------|-------|--|
| FRONT HUB | Oquo by Zipp ZR1 SL CL SP T*** | 100 mm | Thru axle 12 mm | Center Lock | 24 SP T*** | — | — | FRONT | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | FRONT | 630g | REAR | 740g | ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg. |
| REAR HUB | Oquo by Zipp ZR1 SL CL SP T*** | 142 mm | Thru axle 12 mm | Center Lock | 24 SP T*** | Shimano HG or Sram XDR | 6-pawls (66 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1370g | | | |

* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

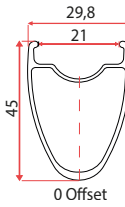
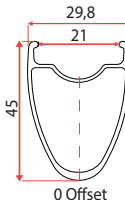
** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

***SP: Straight Pull T-head

[Click on the hub or spoke model to get information on spare parts](#)

ROAD PERFORMANCE (RP)

RP45LTD (up to MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|-------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP11-F-45-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP11-R-45-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|---|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 267 mm | 265 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| | REAR | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 260 mm | 267 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | FRONT | 640g | USE | ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg. |
|----------|----------------------------|----------------------------|-----------------|-----------------|-------------|------------------------|-----------------------------|---------|-------------------------------------|--------------------|-------------------------------------|--------|--------------------|------|-----|--|
| | FRONT HUB | Zipp Cognition V2 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | | — | FRONT | Sapim Alloy Double Square L18 Black | | 14G & 18 mm length | No | | |
| REAR HUB | Zipp Cognition V2 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | Axial Clutch V2 (54 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1390g | | | |

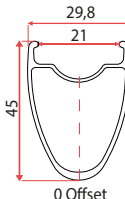
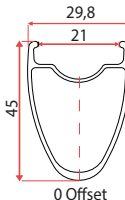
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP45TEAM (from MY2024)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP11-F-45-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP11-F-45-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 561.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|--|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 267 mm | 265 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| | REAR | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 262 mm | 266 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | | FRONT | 645g | ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg. | | |
|-----|-----------|-------------------|--------|-----------------|-------------|--------------|--------------------------------|------------------------|--------|--------------|-------------------------------------|--------------------|-------|--------|--|-------|-------|
| HUB | FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | — | IPPLES | FRONT | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | WEIGHT | | REAR | 780g |
| | REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG Shimano MS Sram XDR | 6 Ratchets (66 points) | | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | | | TOTAL | 1425g |

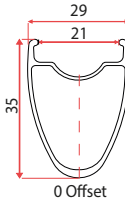
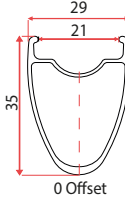
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP35LTD (up to MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|-------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP10-F-35-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP10-R-35-24H LTD | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|---|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 277 mm | 275 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| | REAR | 24 | Sapim CX-Ray TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 271 mm | 276 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | FRONT | 630g | USE | ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg. |
|----------|----------------------------|----------------------------|-----------------|-----------------|-------------|------------------------|-----------------------------|---------|-------------------------------------|--------------------|-------------------------------------|--------|--------------------|------|-----|--|
| | FRONT HUB | Zipp Cognition V2 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | | — | FRONT | Sapim Alloy Double Square L18 Black | | 14G & 18 mm length | No | | |
| REAR HUB | Zipp Cognition V2 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | Axial Clutch V2 (54 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1370g | | | |

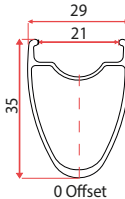
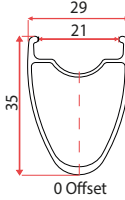
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP35TEAM (from MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP10-F-35-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP10-R-35-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|------------------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 277 mm | 276 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| | REAR | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 272 mm | 276 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | USE |
|-----------|-------------------|---------------|-----------------|-------------|--------|------------------------|------------------------|---------|-------------------------------------|--------------------|----------------------|--------|-------|
| FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | — | FRONT | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | FRONT | 665g |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | 6 Ratchets (66 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | REAR | 800g |
| | | | | | | | | TOTAL | | | | TOTAL | 1465g |

ASTM Condition 2
(See user manual)
Maximum weight of the system
(bicycle + cyclist + equipment)
= **110 kg.**

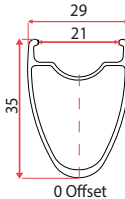
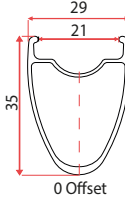
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP35TEAM (up to MY2024)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|------------------|--------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP10-F-35-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |
| | REAR RIM | RP10-R-35-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 21 mm | 0 mm | YES | 24 | 581.6 mm | 622x21TC | — | 22 mm | 57 mm | 25-50 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE |
|-------|------------|------------------------------------|--------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|
| FRONT | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 277 mm | 275 mm | — | 1300 N | Outside | Inside | Outside | Inside |
| REAR | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 271 mm | 276 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM |
|-----------|-------------------|---------------|-----------------|-------------|--------|------------------------|------------------------|
| FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | — |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | 6 Ratchets (66 points) |

| | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS |
|-------|--------------------|---------------|----------------------|
| FRONT | Sapim Brass Polyax | 2x14 mm (14G) | No |
| REAR | Sapim Brass Polyax | 2x14 mm (14G) | No |

| | FRONT | REAR | TOTAL |
|--------|-------|------|-------|
| WEIGHT | 665g | 800g | 1465g |

USE

ASTM Condition 2
(See user manual)

Maximum weight of the system
(bicycle + cyclist + equipment)
= **110 kg.**

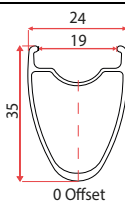
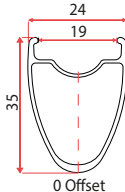
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP35PRO (from MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|------------------|----------------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|--------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP30-B-35-24H AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 19 mm | 0 mm | YES | 24 | 568 mm | 622x19TC | Sleeved | 20 mm | 57 mm | 25-45 mm | ** |  |
| | REAR RIM | RP30-B-35-24H AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 19 mm | 0 mm | YES | 24 | 568 mm | 622x19TC | Sleeved | 20 mm | 57 mm | 25-45 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE |
|-------|------------|--|--------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|
| FRONT | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 276 mm | 277 mm | — | 1400 N | Outside | Inside | Outside | Inside |
| REAR | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 273 mm | 277 mm | 1400 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM |
|-----------|-------------------|---------------|-----------------|-------------|--------|------------------------|------------------------|
| FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | — |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | 6 Ratchets (66 points) |

| | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS |
|-------|-------------------------------------|--------------------|----------------------|
| FRONT | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No |
| REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No |

| | FRONT | REAR | TOTAL |
|--------|-------|-------|-------|
| WEIGHT | 865g | 1005g | 1870g |

USE

ASTM Condition 2
(See user manual)

Maximum weight of the system
(bicycle + cyclist + equipment)
= **110 kg.**

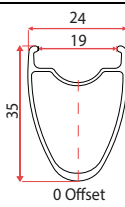
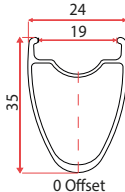
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD PERFORMANCE (RP)

RP35PRO (up to MY2024)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|------------------|----------------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|--------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RP30-B-35-24H AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 19 mm | 0 mm | YES | 24 | 568 mm | 622x19TC | Sleeved | 20 mm | 57 mm | 25-45 mm | ** |  |
| | REAR RIM | RP30-B-35-24H AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 19 mm | 0 mm | YES | 24 | 568 mm | 622x19TC | Sleeved | 20 mm | 57 mm | 25-45 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE |
|-------|------------|------------------------------------|--------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|
| FRONT | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 275 mm | 277 mm | — | 1400 N | Outside | Inside | Outside | Inside |
| REAR | 24 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 272 mm | 276 mm | 1400 N | — | Inside | Outside | Outside | Inside |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | USE |
|-----------|-------------------|---------------|-----------------|-------------|--------|------------------------|------------------------|---------|--------------------|---------------|----------------------|--------|--|
| FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | — | FRONT | Sapim Brass Polyax | 2x14 mm (14G) | No | FRONT | 865g |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 24 | Shimano HG or Sram XDR | 6 Ratchets (66 points) | REAR | Sapim Brass Polyax | 2x14 mm (14G) | No | REAR | 1005g |
| | | | | | | | | | | | | TOTAL | 1870g |
| | | | | | | | | | | | | | ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 110 kg. |

* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

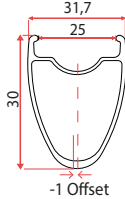
[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD CONTROL (RC)

RC30TEAM (from MY2026)

AVVISO

The RC30TEAM and RC25TEAM models are equivalent. The original naming system (RC25) indicated the internal width of the rim (25 mm), whereas the current naming system (RC30) indicates the height of the rim (30 mm). The internal width remains 25 mm.

| RIMS | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION |
|----------|------------------|------------------|--------|---------------------|---------------------|----------|----------------|--------|-------------------------|-------------|--------|----------|----------|---------------------|-------|------------------|------------------|---|
| | FRONT RIM | GR10-F-30-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 25 mm | 1 mm | YES | 24 | 592 mm | 622x25TC | — | 26 mm | 57 mm | 30-55 mm | ** |
| REAR RIM | GR10-F-30-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 25 mm | -1 mm | YES | 28 | 592 mm | 622x25TC | — | 26 mm | 57 mm | 30-55 mm | ** |  |

| SPOKES | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE |
|--------|------------|--|--|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|
| | FRONT | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 283 mm | 280 mm | — | 1300 N | Outside | Inside | Outside |
| REAR | 28 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 3 Cross | 3 Cross | 286 mm | 289 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | FRONT | 635g | USE | ASTM Condition 2 (See user manual) |
|----------|-------------------|-------------------|-----------------|-----------------|-------------|------------------|------------------------|---------|-------------------------------------|--------------------|-------------------------------------|--------|--------------------|------|-----|---------------------------------------|
| | FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | | — | FRONT | Sapim Alloy Double Square L18 Black | | 14G & 18 mm length | No | | REAR |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 28 | HG, MS, XDR, N3W | 6 Ratchets (66 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1425g | | | |

* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

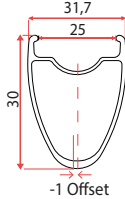
[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD CONTROL (RC)

RC25TEAM (up to MY2025)

AVVISO

The RC30TEAM and RC25TEAM models are equivalent. The original naming system (RC25) indicated the internal width of the rim (25 mm), whereas the current naming system (RC30) indicates the height of the rim (30 mm). The internal width remains 25 mm.

| RIMS | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION |
|----------|------------------|------------------|--------|---------------------|---------------------|----------|----------------|--------|-------------------------|-------------|--------|----------|----------|---------------------|-------|------------------|------------------|---|
| | FRONT RIM | GR10-F-30-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 25 mm | 1 mm | YES | 24 | 592 mm | 622x25TC | — | 26 mm | 57 mm | 30-55 mm | ** |
| REAR RIM | GR10-F-30-24H TM | Carbon | 700C | Clincher Mini-Hook* | Disc | YES | 25 mm | -1 mm | YES | 28 | 592 mm | 622x25TC | — | 26 mm | 57 mm | 30-55 mm | ** |  |

| SPOKES | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE |
|--------|------------|--|--|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|
| | FRONT | 24 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 283 mm | 280 mm | — | 1300 N | Outside | Inside | Outside |
| REAR | 28 | Sapim CX-Sprint TCS Aero 14G (2 mm) J-Bend | 3 Cross | 3 Cross | 286 mm | 289 mm | 1300 N | — | Inside | Outside | Outside | Inside |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | FRONT | 635g | USE | ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 130 kg. |
|----------|-------------------|-------------------|-----------------|-----------------|-------------|------------------|------------------------|---------|-------------------------------------|--------------------|-------------------------------------|--------|--------------------|------|-----|--|
| | FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 24 | — | | — | FRONT | Sapim Alloy Double Square L18 Black | | 14G & 18 mm length | No | | |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 28 | HG, MS, XDR, N3W | 6 Ratchets (66 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1425g | | | |

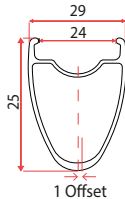
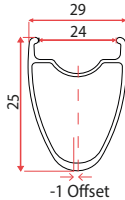
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD CONTROL (RC)

RC25PRO (from MY2025)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|----------------------|----------------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RC30-B-25-28H PRO AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 24 mm | 1 mm | YES | 28 | 590.2 mm | 622x24TC | Sleeved | 25 mm | 57 mm | 30-55 mm | ** |  |
| | REAR RIM | RC30-B-25-28H PRO AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 24 mm | -1 mm | YES | 28 | 590.2 mm | 622x24TC | Sleeved | 25 mm | 57 mm | 30-55 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|-------------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 28 | Sapim Sprint14G (2 mm) J-Bend | 2 Cross | 2 Cross | 293 mm | 291 mm | — | 1400 N | Outside | Inside | Outside | Inside |
| | REAR | 28 | Sapim Sprint14G (2 mm) J-Bend | 3 Cross | 3 Cross | 290 mm | 292 mm | 1400 N | — | Inside | Outside | Outside | Inside |

| HUB | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM | NIPPLES | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | WEIGHT | FRONT | 850g | USE | ASTM Condition 2 (See user manual) Maximum weight of the system (bicycle + cyclist + equipment) = 130 kg. |
|----------|-------------------|-------------------|-----------------|-----------------|-------------|--------------------------------------|------------------------|---------|-------------------------------------|--------------------|-------------------------------------|--------|--------------------|------|-----|---|
| | FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 28 | — | | — | FRONT | Sapim Alloy Double Square L18 Black | | 14G & 18 mm length | No | | |
| REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 28 | Shimano HG Shimano MS Sram XDR | 6 Ratchets (66 points) | REAR | Sapim Alloy Double Square L18 Black | 14G & 18 mm length | No | TOTAL | 1825g | | | |

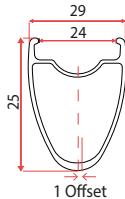
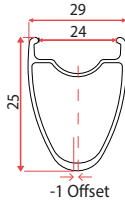
* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

ROAD CONTROL (RC)

RC25PRO (up to MY2024)

| | MODEL | MATERIAL | SIZE | RIM TYPE | BRAKE TYPE | TUBELESS | INTERNAL WIDTH | OFFSET | DIRECTIONAL SPOKE HOLES | SPOKE HOLES | ERD | ETRTO | JOINT | TUBELESS TAPE WIDTH | VALVE | COMPATIBLE TYRES | MAXIMUM PRESSURE | SECTION | |
|------|-----------|----------------------|----------------|----------|---------------------|----------|----------------|--------|-------------------------|-------------|-----|----------|----------|---------------------|-------|------------------|------------------|---------|---|
| RIMS | FRONT RIM | RC30-B-25-28H PRO AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 24 mm | 1 mm | YES | 28 | 590.2 mm | 622x24TC | Sleeved | 25 mm | 57 mm | 30-55 mm | ** |  |
| | REAR RIM | RC30-B-25-28H PRO AL | Aluminium 6061 | 700C | Clincher Mini-Hook* | Disc | YES | 24 mm | -1 mm | YES | 28 | 590.2 mm | 622x24TC | Sleeved | 25 mm | 57 mm | 30-55 mm | ** |  |

| | No. SPOKES | MODEL | DRIVE SIDE SPOKE PATTERN | NON-DRIVE SIDE SPOKE PATTERN | DRIVE SIDE SPOKE LENGTH | NON-DRIVE SIDE SPOKE LENGTH | DRIVE SIDE ASSEMBLY TENSION | DISC SIDE ASSEMBLY TENSION | LEADING SPOKE DRIVE SIDE | TRAILING SPOKE DRIVE SIDE | LEADING SPOKE NON-DRIVE SIDE | TRAILING SPOKE NON-DRIVE SIDE | |
|--------|------------|-------|------------------------------------|------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|-------------------------------|--------|
| SPOKES | FRONT | 28 | Sapim Sprint TCS 14G (2 mm) J-Bend | 2 Cross | 2 Cross | 293 mm | 291 mm | — | 1400 N | Outside | Inside | Outside | Inside |
| | REAR | 28 | Sapim Sprint TCS 14G (2 mm) J-Bend | 3 Cross | 3 Cross | 291 mm | 293 mm | 1400 N | — | Inside | Outside | Outside | Inside |

| | MODEL | SPACING (OLD) | AXLE | DISC TYPE | SPOKES | FREEHUB BODY | FREEHUB MECHANISM |
|-----|-----------|-------------------|--------|-----------------|-------------|--------------|--|
| HUB | FRONT HUB | Zipp ZR1 CL Jbend | 100 mm | Thru axle 12 mm | Center Lock | 28 | — |
| | REAR HUB | Zipp ZR1 CL Jbend | 142 mm | Thru axle 12 mm | Center Lock | 28 | Shimano HG or Sram XDR 6 Ratchets (66 points) |

| | MODEL | MEASUREMENTS | SPOKE NIPPLE WASHERS | |
|---------|-------|--------------------|----------------------|----|
| NIPPLES | FRONT | Sapim Brass Polyax | 2x14 mm (14G) | No |
| | REAR | Sapim Brass Polyax | 2x14 mm (14G) | No |

| | FRONT | REAR | TOTAL |
|--------|-------|------|-------|
| WEIGHT | 850g | 975g | 1825g |

USE

ASTM Condition 2
(See user manual)

Maximum weight of the system
(bicycle + cyclist + equipment)
= **130 kg.**

* The mini-hook rim system allows for the fitting of Tubeless or tube tyres.

** To find out the maximum pressure of the rim, see the owner's manual or the decal on the wheel itself.

[Click or tap on the hub or spoke model to access spare parts information](#)

MANUTENZIONE DELLE RUOTE OQUO

Le informazioni contenute nel presente manuale sono principalmente destinate ai distributori OQUO e agli utenti con esperienza nella manutenzione delle ruote.

Se un utente non dispone delle conoscenze e competenze per eseguire le procedure di manutenzione descritte nel presente manuale tecnico o per montare i ricambi elencati, le riparazioni e la manutenzione delle ruote dovranno essere affidate a un rivenditore OQUO.

Le informazioni di contatto dei distributori sono disponibili sul nostro sito web.

www.oquowheels.com

AVVISO

I danni causati da operazioni di manutenzione o riparazione inadeguate non sono coperti dalle condizioni di garanzia.



Interventi errati di riparazione, manutenzione o montaggio dei componenti possono avere effetti negativi su integrità e funzionamento delle ruote, e causare incidenti con lesioni gravi o letali.

Attenersi alla tabella relativa ai periodi di manutenzione presente nel manuale per i controlli e gli intervalli di manutenzione delle ruote e dei loro componenti.

STRUMENTI

Utilizzare sempre i prodotti o gli strumenti adeguati per una specifica operazione di manutenzione o riparazione. Utensili non adeguati o soggetti a scarsa manutenzione, oppure l'utilizzo di prodotti generici, possono causare danni ai componenti che non saranno coperti dalle condizioni di garanzia.

Consultare la sezione sulla manutenzione dei mozzi contenuta in questo manuale per i manuali di manutenzione dei produttori dei mozzi.

TABELLA DEL PROGRAMMA DI MANUTENZIONE

Attenersi alla seguente tabella per i controlli e gli intervalli di manutenzione delle ruote e dei loro componenti.

AVVISO

Gli intervalli di manutenzione dei componenti indicati di seguito valgono come riferimento generale, e dipendono in gran parte da fattori come le condizioni meteo in cui si usa la bicicletta (le condizioni avverse riducono notevolmente la durata dei componenti e aumentano la frequenza della manutenzione), la pulizia della bicicletta e dei suoi componenti (i componenti con sporco accumulato si usurano più velocemente), e l'uso (un uso più impegnativo della bicicletta richiede intervalli di manutenzione più brevi).

I danni ai componenti causati dalla non osservanza degli intervalli di manutenzione non sono coperti dalle condizioni di garanzia.

Gli strumenti da usare sono specificati nel presente manuale, oppure viene fornito un riferimento ai manuali di manutenzione del produttore dei componenti usati nella nostra ruota, nei quali sono descritti gli strumenti appropriati.

| CONTROLLO | FREQUENZA | | |
|---|------------------------|-------------------|--------------------------------|
| | Prima di ogni utilizzo | Ogni 2-3 utilizzi | Ogni 4-6 mesi (40-60 ore) */** |
| Pulire le ruote con acqua e sapone o con prodotti specifici per la pulizia delle biciclette. | | ✓ | ✓ |
| Verifica del serraggio e delle condizioni degli assi passanti o degli assi a sgancio rapido | ✓ | | |
| Verifica delle condizioni dei dischi dei freni | ✓ | | |
| Verifica del serraggio dei dischi dei freni | | | ✓ |
| Verifica della centratura dei cerchi | ✓ | | ✓ |
| Ispezione delle condizioni degli pneumatici (tagli e usura) | ✓ | | |
| Controllo manuale della tensione e delle condizioni dei raggi | ✓ | | |
| Controllo manuale della rotazione e del gioco dei mozzi del corpo della ruota libera | ✓ | | |
| Verifica della pressione di gonfiaggio e delle perdite d'aria | ✓ | | |
| Ricerca di eventuali danni a cerchi, mozzi e raggi | ✓ | | ✓ |
| Ispezione e/o rabbocco del sigillante negli pneumatici tubeless | | | ✓ |
| Pulizia del sigillante liquido nel cerchio, nello pneumatico e nella valvola | | | ✓ |
| Sostituzione del nastro del cerchio (standard o tubeless), se necessario | | | ✓ |
| Controllo della tensione dei raggi con tensiometro | | | ✓ |
| Ispezione del funzionamento del mozzo, manutenzione dei cuscinetti e del corpo mozzo nel rispetto delle istruzioni del produttore, se necessario. | | | ✓ |
| Sostituzione camere d'aria sugli pneumatici standard | | | ✓ |

*I tempi potranno essere più brevi a seconda dello stile di guida e delle condizioni di utilizzo.

**Gli utenti più pesanti o coloro che utilizzano le ruote in prossimità dei loro limiti di peso potrebbero dover accorciare gli intervalli di manutenzione.

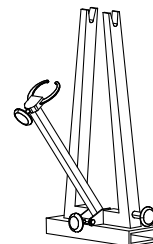
STRUMENTI PER LA MANUTENZIONE E L'ASSEMBLAGGIO DELLE RUOTE

Qui sono elencati gli strumenti necessari per la corretta manutenzione delle ruote OQUO in relazione all'assemblaggio e alla centratura. Consultare la documentazione del produttore per gli strumenti richiesti per la manutenzione del mozzo.

Questo elenco è soggetto a modifiche delle specifiche della ruota che potrebbero richiedere l'uso di altri strumenti non mostrati qui. In caso di dubbi, consultare OQUO.

1. DISPOSITIVO PER LA CENTRATURA DELLE RUOTE A DOPPIO LATO

Utilizzare sempre un dispositivo di qualità a doppio lato per la centratura delle ruote, per controllare la centratura e la deviazione delle ruote. Non eseguire questi interventi di verifica e manutenzione con la ruota montata sulla bicicletta. I risultati potrebbero essere imprecisi.



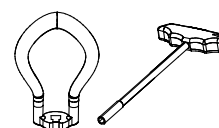
2. CHIAVE TIRARAGGI

Est.: per la regolazione dei nippli dall'esterno del cerchio. Per la maggior parte dei nippli.

Int.: per la regolazione dei nippli dall'interno del cerchio (gola del cerchio). È possibile regolare i nippli Sapim Double Square dall'interno del cerchio, o dal lato esterno, mediante una chiave tiraraggi esterna.

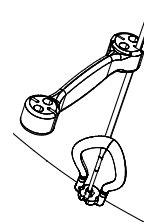
AVVISO

Indipendentemente dall'uso di una chiave tiraraggi raggi esterna o interna, questa dovrà essere della dimensione giusta per i nippli, per evitare di danneggiare e/o arrotondare i nippli stessi. È utile avere a disposizione chiavi di diverse misure, testandole sui nippli da regolare, per garantire l'impiego della chiave della dimensione adeguata.



3. CHIAVE TIRARAGGI PIATTA

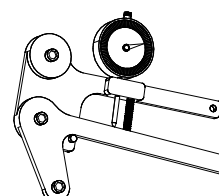
Durante il serraggio di un nipplo, utilizzare uno strumento per bloccare i raggi piatti, per evitare la torsione del raggio.



4. TENSIONOMETRO

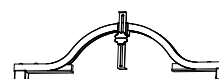
Utilizzare sempre un tensiometro di qualità e verificarne regolarmente la taratura in base alle istruzioni del produttore.

Attenersi alle istruzioni del produttore per un uso adeguato e per interpretare correttamente la lettura dei valori di tensione, in base alle specifiche del produttore.



5. DIMA PER ALLINEAMENTO

Utilizzare sempre una dima per verificare l'allineamento del cerchio in relazione alle estremità del mozzo in contatto con l'interno del telaio o della forcella.

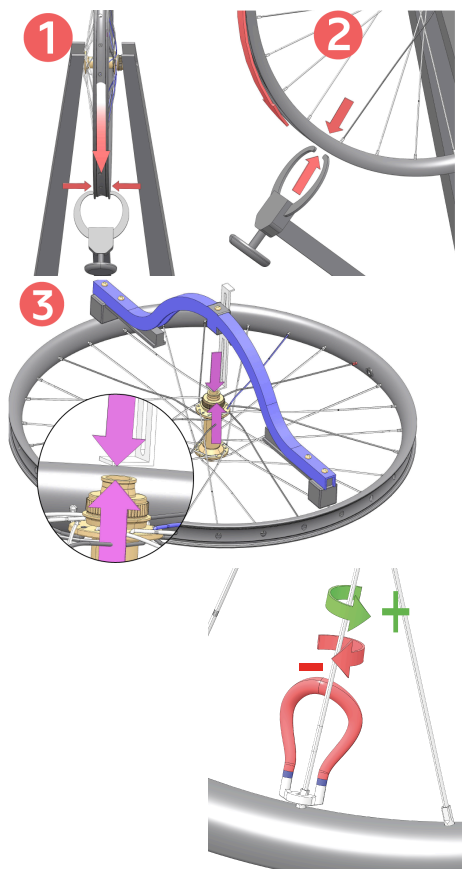


VERIFICA DELLA TENSIONE DEI RAGGI

Controllare regolarmente la tensione e la condizione dei raggi.

Controllare regolarmente la deviazione laterale (1) e radiale (2), e la campanatura (3) delle ruote su un dispositivo di centraggio ruote. Le verifiche e le regolazioni effettuate con la ruota montata sulla bici potrebbero risultare imprecise.

Qualora fosse necessaria la regolazione di alcuni raggi, usare una chiave tiraraggi delle dimensioni corrette per regolare la tensione dei raggi stessi.



Usare una chiave tiraraggi piatta per bloccare i raggi mantenendoli piatti e impedirne la torsione. I raggi tondi si possono anche bloccare con una pinza liscia, per impedirne la torsione. Evitare di danneggiare i raggi.

Quando si regolano uno o più raggi, verificare nuovamente la deviazione laterale e radiale della ruota e la campanatura. Se si regola la tensione di 4 o più raggi, allentare la tensione della ruota e verificarne la centratura.

Il metodo per allentare la tensione della ruota è consultabile nella sezione Assemblaggio della ruota del presente manuale. Verificare gli obiettivi di deviazione e tensione per le ruote OQUO, nella sezione Assemblaggio della ruota del presente manuale.

SOSTITUZIONE DI UN RAGGIO

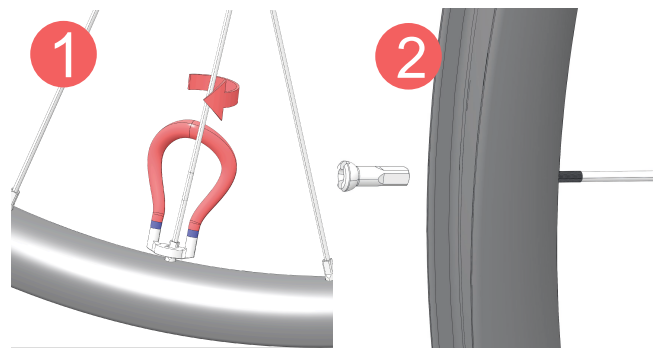
I raggi rotti, piegati o danneggiati vanno sostituiti al più presto.

Per sostituire un raggio, rimuovere lo pneumatico e il nastro del cerchio dalla ruota.

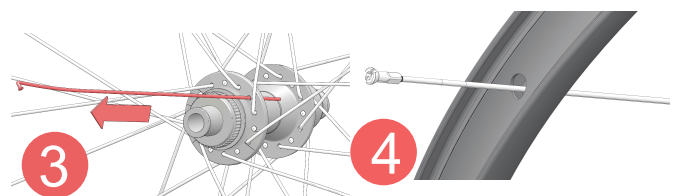
Per la sostituzione di un raggio, potrebbe essere necessario rimuovere il disco del freno e anche la cassetta pignoni nel caso delle ruote posteriori.



Utilizzare una chiave tiraraggi per rimuovere il nipplo (1, 2)



Rimuovere il raggio dal mozzo (3). Se il raggio è rotto, sarà possibile rimuoverlo assieme al nipplo e smontare il segmento del mozzo separatamente (4).



Installare il nuovo raggio dal lato mozzo e nella stessa posizione del raggio originale.

Consultare la sezione Raggiatura del capitolo Assemblaggio della ruota nel presente manuale per una guida sul posizionamento dei raggi con le diverse raggiature. Consultare la tabella delle specifiche tecniche presente in questo manuale per verificare il

modello e la lunghezza del raggio delle proprie ruote OQUO.

Utilizzare un dispositivo di centratura e gli strumenti adeguati per il tensionamento del nuovo raggio. Dopo il montaggio, verificare che la tensione del raggio, la deviazione laterale e radiale, e la campanatura della ruota corrispondano ai valori corretti.

Potrebbe rendersi necessario regolare vari raggi oltre a quello sostituito. Se è necessario regolare più raggi, allentare la tensione della ruota come indicato alla sezione Assemblaggio della ruota del presente manuale e verificare che i valori di allineamento, tensione e deviazione rientrino nelle tolleranze.

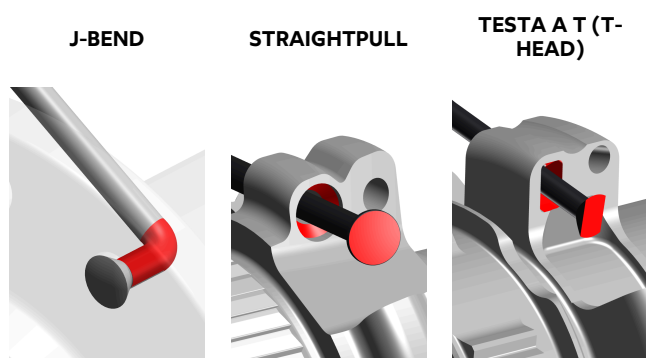
Installare nuovamente il nastro del cerchio, lo pneumatico e la cassetta, se è stato necessario rimuoverli.

RAGGI J-BEND, CLASSICI O STRAIGHTPULL CON TESTA A T (T-HEAD)

Su un mozzo straightpull si possono montare raggi classici o raggi straightpull T-Shape/T-Head, a seconda della sede della testa del raggio.

Sui mozzi per raggi straightpull T-Shape/T-Head, la sede della testa del raggio è rettangolare, per accogliere la testa del raggio e impedire che possa ruotare o allentarsi.

Sui mozzi classici straightpull la sede della testa del raggio è circolare, quindi i raggi dovranno avere la testa standard.



MANUTENZIONE MOZZO

Consultare la [tabella delle specifiche tecniche, pagina 174](#) delle ruote OQUO nel presente manuale per verificare quale modello di mozzo è montato sul modello di ruota che si utilizza.

AVVISO

Le informazioni contenute nel presente manuale e nei manuali di altri produttori a cui si fa riferimento sono principalmente destinate ai rivenditori OQUO o ai rivenditori dei componenti in oggetto e agli utenti con esperienza nella manutenzione delle ruote.

Se un utente non dispone delle conoscenze e competenze per eseguire le procedure di manutenzione descritte nel presente manuale tecnico o per montare i ricambi elencati, le riparazioni e la manutenzione delle ruote dovranno essere affidate a un rivenditore OQUO.

I danni causati da operazioni di manutenzione o riparazione inadeguate non sono coperti dalle condizioni di garanzia.



Interventi errati di riparazione, manutenzione o montaggio dei componenti possono avere effetti negativi su integrità e funzionamento delle ruote, e causare incidenti con lesioni gravi o letali.

Le informazioni di contatto dei distributori sono disponibili sul nostro sito web

www.oquowheels.com

MOZZI ZIPP & OQUO BY ZIPP

Tutti i manuali dei mozzi Zipp sono consultabili sul sito web del produttore: www.sram.com/en/service/manuals

AVVISO

I mozzi Oquo by Zipp sono realizzati con gli stessi componenti dei mozzi equivalenti Zipp (eccetto il corpo del mozzo), pertanto le procedure di manutenzione sono le stesse previste per i mozzi equivalenti Zipp.

| MODELLO MOZZO | MANUALE | CONTENUTI | LINK AL DOCUMENTO |
|-----------------------|-------------------------|--|---|
| ZIPP COGNITION V2 | Manuale di manutenzione | <ul style="list-style-type: none"> • Esploso mozzo posteriore • Smontaggio, pulizia e assemblaggio del mozzo posteriore • Esploso mozzo anteriore • Smontaggio, pulizia e assemblaggio del mozzo anteriore | https://www.sram.com/globalassets/document-hierarchy/service-manuals/zipp/wheels-and-hubs/zipp-cognition-v2-hubs-service-manual.pdf |
| ZIPP ZR1 | Manuale di manutenzione | <ul style="list-style-type: none"> • Esploso mozzo posteriore • Smontaggio, pulizia e assemblaggio del mozzo posteriore • Esploso mozzo anteriore • Smontaggio, pulizia e assemblaggio del mozzo anteriore | https://www.sram.com/globalassets/document-hierarchy/service-manuals/zipp/wheels-and-hubs/service-manual-zr1-and-zr1-sl-hubs-english.pdf |
| OQUO by ZIPP (ZR1 SL) | Manuale di manutenzione | <ul style="list-style-type: none"> • Esploso mozzo posteriore • Smontaggio, pulizia e assemblaggio del mozzo posteriore • Esploso mozzo anteriore • Smontaggio, pulizia e assemblaggio del mozzo anteriore | https://www.sram.com/globalassets/document-hierarchy/service-manuals/zipp/wheels-and-hubs/service-manual-zr1-and-zr1-sl-hubs-english.pdf |

RICAMBI

RICAMBI MOZZI ZIPP

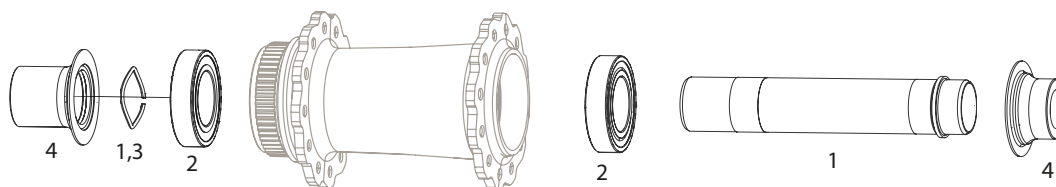
Consultare la tabella delle specifiche tecniche delle ruote OQUO per il modello di mozzo montato sulle proprie ruote

Zipp Cognition V2

Consultare la tabella delle specifiche tecniche delle ruote OQUO per il modello di mozzo montato sulle proprie ruote

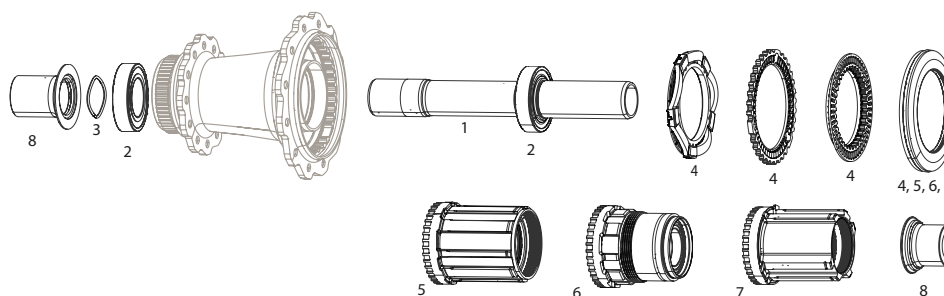
Cliccare sul codice ricambio per acquistare online. I ricambi per i mozzi sono disponibili esclusivamente per i rivenditori Orbea attraverso Kide (accesso B2B)

Zipp Cognition V2 12x100 mm Centerlock



| | DESCRIZIONE | NUMERO PER MOZZO | N. ARTICOLO ZIPP | N. ARTICOLO OQUO |
|---|---|------------------|------------------|------------------|
| 1 | Front hub axle | 1 | 11.2018.065.002 | XC97 |
| 2 | Wheel hub bearings Cognition V2 61903 | 2 | 11.2018.061.003 | XD01 |
| 3 | Wheel Wave spring Cognition | 1 | 11.2018.032.003 | XD02 |
| 4 | End caps set front hub Cognition CL 12x100 disc brake | 2 | 11.2018.049.000 | XD09 |

Zipp Cognition V2 12x142 mm Centerlock

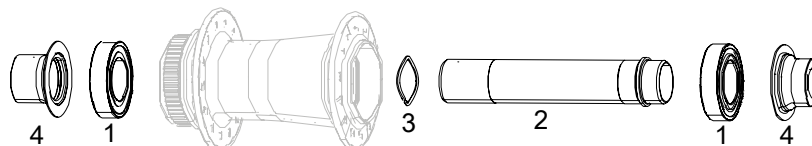


| | DESCRIZIONE | NUMERO PER MOZZO | N. ARTICOLO ZIPP | N. ARTICOLO OQUO |
|---|--|------------------|------------------|------------------|
| 1 | Front hub axle | 1 | 11.2018.065.004 | XC98 |
| 2 | Wheel hub bearings Cognition V2 61903 | 2 | 11.2018.061.003 | XD01 |
| 3 | Wheel Wave spring Cognition | 1 | 11.2018.032.003 | XD02 |
| 4 | Hub Cognition V2 Axial Clutch kit disc | 1 | 11.2018.065.006 | XD08 |
| 5 | HG freehub Kit | 1 | 11.2018.065.000 | XD10 |
| 6 | XDR freehub Kit | 1 | 11.2018.065.001 | XD11 |
| 7 | Campagnolo N3W freehub Kit | 1 | 11.2018.065.009 | XD00 |
| 8 | End caps set rear hub Cognition CL 12x142 disc brake | 2 | 11.2018.065.007 | XD12 |

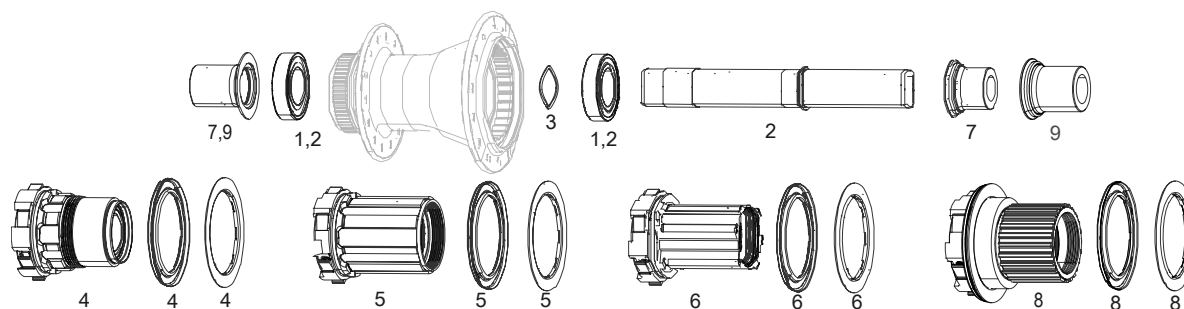
Zipp ZR1

Consultare la tabella delle specifiche tecniche delle ruote OQUO per il modello di mozzo montato sulle proprie ruote

Cliccare sul codice ricambio per acquistare online. I ricambi per i mozzi sono disponibili esclusivamente per i rivenditori Orbea attraverso Kide (accesso B2B)

Zipp ZR1 12x100 mm Centerlock

| | DESCRIZIONE | NUMERO PER MOZZO | N. ARTICOLO ZIPP | N. ARTICOLO OQUO |
|---|---|------------------|------------------|------------------|
| 1 | Wheel hub bearings ZR1 61903 | 2 | 11.2018.061.003 | XD01 |
| 2 | Front hub axle and wave spring | 1 | 11.2018.064.010 | XC95 |
| 3 | Wave spring | 1 | 11.2018.032.003 | XD02 |
| 4 | End caps set front hub ZR1 CL 12x100 disc | 2 | 11.2018.064.003 | XD03 |

Zipp ZR1 12x142mm Centerlock

| | DESCRIZIONE | NUMERO PER MOZZO | N. ARTICOLO ZIPP | N. ARTICOLO OQUO |
|---|-------------------------------|------------------|------------------|------------------|
| 1 | Wheel hub bearings 61903 | 2 | 11.2018.061.003 | XD01 |
| 2 | Rear hub axle and bearings | 1 | 11.2018.064.013 | XC96 |
| 3 | Wave spring | 1 | 11.2018.032.003 | XD02 |
| 4 | Sram XDR freehub Kit | 1 | 00.2018.015.000 | XD05 |
| 5 | Shimano HG freehub Kit | 1 | 11.2018.064.012 | XD04 |
| 6 | Campagnolo N3W freehub Kit | 1 | 11.2018.064.017 | XD06 |
| 7 | Wheel axle end cap set HG-XDR | 2 | 11.2018.064.005 | XD07 |
| 8 | Shimano MS freehub Kit | 1 | 112.028.061.006 | XH79 |
| 9 | Wheel axle end cap set MS | 2 | 112.028.061.001 | XH55 |

RICAMBI MOZZI OQUO BY ZIPP

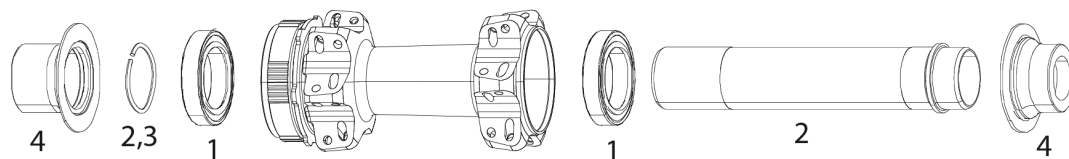
Consultare la tabella delle specifiche tecniche delle ruote OQUO per il modello di mozzo montato sulle proprie ruote

Oquo by Zipp ZR1 SL

Consultare la tabella delle specifiche tecniche delle ruote OQUO per il modello di mozzo montato sulle proprie ruote

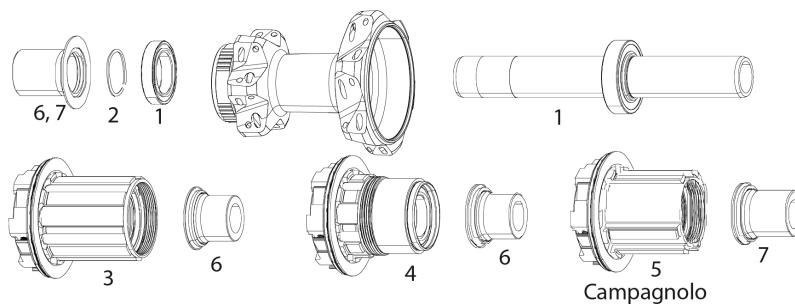
Clickare sul codice ricambio per acquistare online. I ricambi per i mozzi sono disponibili esclusivamente per i rivenditori Orbea attraverso Kide (accesso B2B)

Oquo by Zipp ZR1 SL straight pull 12x100 mm Centerlock



| | DESCRIZIONE | NUMERO PER MOZZO | N. ARTICOLO ZIPP | N. ARTICOLO OQUO |
|-----|---|------------------|------------------|------------------|
| 1.1 | Ceramic Bearing kit - 61803 (upgrade) | 2 | 11.2018.067.001 | — |
| 1.2 | Stainless steel bering kit - 61803 | 2 | — | XJ67 |
| 2 | Front hub axle and wave spring | 1 | 11.2018.064.010 | XC95 |
| 3 | Wave spring | 1 | 11.2018.032.003 | XD02 |
| 4 | End caps set front hub ZR1 CL 12x100 disc | 2 | 11.2018.064.003 | XD03 |

Oquo by Zipp ZR1 SL straight pull 12x142 mm Centerlock



| | DESCRIZIONE | NUMERO PER MOZZO | N. ARTICOLO ZIPP | N. ARTICOLO OQUO |
|-----|---|------------------|------------------|------------------|
| 1.1 | Wheel hub bearings 61903 and 61803. Includes axle | 1 | 11.2028.069.000 | XJ68 |
| 1.2 | 61903+61803 bearing kit (without axle) | 1 | — | XJ00 |
| 2 | Wave spring | 1 | 11.2018.032.003 | XD02 |
| 3 | Shimano HG freehub Kit | 1 | 11.2018.064.012 | XD04 |
| 4 | Sram XDR freehub Kit | 1 | 00.2018.015.000 | XD05 |
| 5 | Freehub Kit ZR1 for N3W | 1 | 11.2018.065.010 | XD06 |
| 6 | Hub end caps. Rear DS and NDS 12x142 XDR and Shimano HG | 1 | 11.2018.064.005 | XD07 |
| 7 | Hub end caps. Rear DS and NDS 12x142 Campagnolo N3W | 2 | 11.2018.069.000 | XJ69 |

RAGGI. KIT RAGGI RUOTA OQUO

Road Performance (RP)

| MODELLO RUOTA | ANT. / POST. | MOZZO | DESCRIZIONE RICAMBIO | INCLUDE | QUANT. | COD. ART. ORBEA |
|-------------------------------|--------------|---------------------|---|---|--------|-----------------|
| RP57 LTD V1 fino a MY2025 | ANTERIORE | ZIPP COGNITION V2 | KIT RAGGI+NIPPLI RP57 LTD ANT. 24H V1 | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 256 mm. | 2 | XD44 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 255 mm. | 2 | |
| | | | | Lega Sapim Double Square 2 x 18 mm. | 4 | |
| | POSTERIORE | ZIPP COGNITION V2 | KIT RAGGI+NIPPLI RP57 LTD POST. 24H V1 | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 250 mm. | 2 | XD45 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 256 mm. | 2 | |
| | | | | Lega Sapim Double Square 2 x 18 mm. | 4 | |
| RP45 LTD V1 fino a MY2025 | ANTERIORE | ZIPP COGNITION V2 | KIT RAGGI+NIPPLI KIT RP45 LTD ANT. 24H V1 | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 267 mm. | 2 | XD25 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 265 mm. | 2 | |
| | | | | Lega Sapim Double Square 2 x 18 mm. | 4 | |
| | POSTERIORE | ZIPP COGNITION V2 | KIT RAGGI+NIPPLI RP45 LTD POST. 24H V1 | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 260 mm. | 2 | XD26 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 267 mm. | 2 | |
| | | | | Lega Sapim Double Square 2 x 18 mm. | 4 | |
| RP45 LTD V2 MY2026 | ANTERIORE | Oquo by Zipp ZR1 SL | KIT RAGGI+NIPPLI RP45 LTD ANT. 24H V2 | Sapim CX-Ray TCS Aero. 14G (2 mm). straight pull Testa a T. 275 mm. | 4 | XJ71 |
| | | | | Lega Sapim Double Square 2 x 18 mm. | 4 | |
| | POSTERIORE | Oquo by Zipp ZR1 SL | KIT RAGGI+NIPPLI RP45 LTD POST. 24H V2 | Sapim CX-Ray TCS Aero. 14G (2 mm). straight Testa a T. 271 mm. | 2 | XJ72 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). straight pull Testa a T. 274 mm. | 2 | |
| RP45 TEAM V1 da MY2024 | ANTERIORE | ZIPP ZR1 | KIT RAGGI+NIPPLI RP45 TEAM ANT. 24H V1 | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 267 mm. | 2 | XD19 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 265 mm. | 2 | |
| | | | | Lega Sapim Double Square 2 x 18 mm. | 4 | |
| | POSTERIORE | ZIPP ZR1 | KIT RAGGI+NIPPLI RP45 TEAM POST. 24H V1 | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 262 mm. | 2 | XD20 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 266 mm. | 2 | |
| | | | | Lega Sapim Double Square 2 x 18 mm. | 4 | |
| RP35 LTD V1 fino a MY2025 | ANTERIORE | ZIPP COGNITION V2 | KIT RAGGI+NIPPLI RP35 LTD ANT. T. 24H V1 | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 277 mm. | 2 | XD23 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 275 mm. | 2 | |
| | | | | Lega Sapim Double Square 2 x 18 mm. | 4 | |
| | POSTERIORE | ZIPP COGNITION V2 | KIT RAGGI+NIPPLI RP35 LTD POST. 24H V1 | Sapim CX-Rady TCS Aero. 14G (2 mm). J-Bend. 271 mm. | 2 | XD24 |
| | | | | Sapim CX-Ray TCS Aero. 14G (2 mm). J-Bend. 276 mm. | 2 | |
| | | | | Lega Sapim Double Square 2 x 18 mm. | 4 | |
| RP35 TEAM V1 fino a MY2024 | ANTERIORE | ZIPP ZR1 | KIT RAGGI+NIPPLI RP35 TEAM ANT. 24H V1 | Sapim Sprint TCS. 14G (2 mm). J-Bend. 277 mm. | 2 | XD17 |
| | | | | Sapim Sprint TCS. 14G (2 mm). J-Bend. 275 mm. | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |
| | POSTERIORE | ZIPP ZR1 | KIT RAGGI+NIPPLI RP35 TEAM POST. 24H V1 | Sapim Sprint TCS. 14G (2 mm). J-Bend. 271 mm. | 2 | XD18 |
| | | | | Sapim Sprint TCS. 14G (2 mm). J-Bend. 276 mm. | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |

Cliccare sul codice ricambio per acquistare online.

RAGGI. KIT RAGGI RUOTA OQUO**Road Performance (RP)**

| MODELLO RUOTA | ANT. / POST. | MOZZO | DESCRIZIONE RICAMBIO | INCLUDE | QUANT. | COD. ART. ORBEA |
|-------------------------------------|--------------|----------|--|--|--------|-----------------|
| RP35 TEAM V2 da MY2025 | ANTERIORE | ZIPP ZR1 | KIT RAGGI+NIPPLI KIT RP35 TEAM ANT. 24H V2 | Sapim Sprint TCS 14G (2 mm) J-Bend. 277 mm. | 2 | XH50 |
| | | | | Sapim Sprint TCS 14G (2 mm) J-Bend. 276 mm. | 2 | |
| | | | | Lega Sapim Double Square 2 x 18 mm. | 4 | |
| | POSTERIORE | ZIPP ZR1 | KIT RAGGI+NIPPLI RP35 TEAM POST. 24H V2 | Sapim Sprint TCS 14G (2 mm) J-Bend. 272 mm. | 2 | XH51 |
| | | | | Sapim Sprint TCS 14G (2 mm) J-Bend. 276 mm. | 2 | |
| | | | | Lega Sapim Double Square 2 x 18 mm. | 4 | |
| RP35 PRO V1 fino a MY2024 | ANTERIORE | ZIPP ZR1 | KIT RAGGI+NIPPLI RP35 PRO ANT. 24H V1 | Sapim Sprint TCS Aero. 14G (2 mm). J-Bend. 275 mm. | 2 | XD13 |
| | | | | Sapim Sprint TCS Aero. 14G (2 mm). J-Bend. 277 mm. | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |
| | POSTERIORE | ZIPP ZR1 | KIT RAGGI+NIPPLI RP35 PRO POST. 24H V1 | Sapim Sprint TCS Aero. 14G (2 mm). J-Bend. 272 mm. | 2 | XD14 |
| | | | | Sapim Sprint TCS Aero. 14G (2 mm). J-Bend. 276 mm. | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |
| RP35 PRO V2 da MY2025 | ANTERIORE | ZIPP ZR1 | KIT RAGGI+NIPPLI RP35 PRO ANT. 24H V2 | Sapim CX Sprint TCS. 14G (2 mm). J-Bend. 277 mm. | 2 | XH52 |
| | | | | Sapim CX Sprint TCS. 14G (2 mm). J-Bend. 276 mm. | 2 | |
| | | | | Lega Sapim Double Square 2 x 18 mm. | 4 | |
| | POSTERIORE | ZIPP ZR1 | KIT RAGGI+NIPPLI RP35 PRO POST. 24H V2 | Sapim CX Sprint TCS. 14G (2 mm). J-Bend. 273 mm. | 2 | XH53 |
| | | | | Sapim CX Sprint TCS. 14G (2 mm). J-Bend. 277 mm. | 2 | |
| | | | | Lega Sapim Double Square 2 x 18 mm. | 4 | |

Cliccare sul codice ricambio per acquistare online.

RAGGI. KIT RAGGI RUOTA OQUO

Road Control (RC)

| MODELLO RUOTA | ANT. / POST. | MOZZO | DESCRIZIONE RICAMBIO | INCLUDE | QUANT. | COD. ART. ORBEA |
|----------------------------|--------------|----------|---|---|--------|-----------------|
| RC30 TEAM V1 da MY2026 | ANTERIORE | ZIPP ZR1 | KIT RAGGI + NIPPLI RC30 TEAM ANT. 24H V1 | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 283 mm. | 2 | XJ73 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 280 mm. | 2 | |
| | | | | Lega Sapim Double Square 2 x 18 mm. | 4 | |
| | POSTERIORE | ZIPP ZR1 | KIT RAGGI + NIPPLI RC30 TEAM POST. 28H V1 | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 286 mm. | 2 | XJ74 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 289 mm. | 2 | |
| | | | | Lega Sapim Double Square 2 x 18 mm. | 4 | |
| RC25 TEAM V1 fino a MY2025 | ANTERIORE | ZIPP ZR1 | KIT RAGGI + NIPPLI RC25 TEAM ANT. 24H V1 | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 283 mm. | 2 | XD21 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 280 mm. | 2 | |
| | | | | Lega Sapim Double Square 2 x 18 mm. | 4 | |
| | POSTERIORE | ZIPP ZR1 | KIT RAGGI + NIPPLI RC25 TEAM POST. 28H V1 | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 286 mm. | 2 | XD22 |
| | | | | Sapim CX-Sprint TCS Aero. 14G (2 mm). J-Bend. 289 mm. | 2 | |
| | | | | Lega Sapim Double Square 2 x 18 mm. | 4 | |
| RC25 LTD V1 fino a MY2024 | ANTERIORE | ZIPP ZR1 | KIT RAGGI + NIPPLI RC25 PRO ANT. 28H V1 | Sapim Sprint TCS. 14G (2 mm). J-Bend. 293 mm. | 2 | XD15 |
| | | | | Sapim Sprint TCS. 14G (2 mm). J-Bend. 291 mm. | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |
| | POSTERIORE | ZIPP ZR1 | KIT RAGGI + NIPPLI RC25 PRO POST. 28H V1 | Sapim Sprint TCS. 14G (2 mm). J-Bend. 291 mm. | 2 | XD16 |
| | | | | Sapim Sprint TCS. 14G (2 mm). J-Bend. 293 mm. | 2 | |
| | | | | Sapim Brass Polyax 2 x 14 mm. | 4 | |
| RC25 PRO V2 da MY2025 | ANTERIORE | ZIPP ZR1 | KIT RAGGI + NIPPLI RC25 PRO ANT. 28H V2 | Sapim Sprint. 14G (2 mm) J-Bend. 291 mm. | 2 | XH56 |
| | | | | Sapim Sprint. 14G (2 mm) J-Bend. 293 mm. | 2 | |
| | | | | Sapim Alloy Double Square Black (18 mm) | 4 | |
| | POSTERIORE | ZIPP ZR1 | KIT RAGGI + NIPPLI RC25 PRO POST. 28H V2 | Sapim Sprint. 14G (2 mm). 290 mm. | 2 | XH57 |
| | | | | Sapim Sprint. 14G (2 mm) 292 mm. | 2 | |
| | | | | Sapim Alloy Double Square Black (18 mm) | 4 | |

Cliccare sul codice ricambio per acquistare online.

VALVOLE TUBELESS OQUO

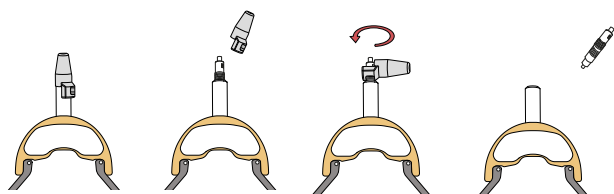
Lunghezza valvola Tubeless

Consultare la tabella seguente per la lunghezza della valvola Tubeless usata per le tue ruote OQUO

| FAMIGLIA | MODELLO RUOTA | LUNGHEZZA VALVOLA |
|------------------|---------------|-------------------|
| ROAD AERO | RA80LTD | 103 mm |
| | RA57LTD | 80 mm |
| ROAD PERFORMANCE | RP57LTD | 80 mm |
| | RP50LTD | 80 mm |
| | RP45LTD | 57 mm |
| | RP45TEAM | 57 mm |
| | RP35LTD | 57 mm |
| | RP35TEAM | 57 mm |
| | RP35PRO | 57 mm |
| ROAD CONTROL | RC30TEAM | 57 mm |
| | RC25TEAM | 57 mm |
| | RC25PRO | 57 mm |

Strumento integrato nel tappo valvola OQUO

Le valvole OQUO Tubeless sono dotate di uno strumento per la rimozione del nucleo valvola Tubeless integrato nel tappo valvola.



Ricambi valvole tubeless OQUO

| N. ARTICOLO | DESCRIZIONE | QUANT. | |
|-------------|-------------------------------------|--------|--|
| XD27 | Kit valvole tubeless OQUO 57 mm | 2 | |
| XD28 | Kit valvole tubeless OQUO 80 mm | | |
| XJ70 | Kit valvole tubeless OQUO 103 mm | | |
| XB67 | Kit tappo valvola Tubeless OQUO | 2 | |
| XD29 | Kit prolunga valvola OQUO 40 mm. | 2 | |
| XH28 | Kit meccanismo interno valvola OQUO | 10 | |

[Cliccare sul codice ricambio per acquistare online.](#)

ASSEMBLAGGIO RUOTE OQUO



Questa sezione contiene istruzioni generali per la raggiatura e la finitura per ruote OQUO destinate ai rivenditori OQUO che debbano sostituire un cerchio dopo l'approvazione da parte di OQUO, e non è destinata all'uso come manuale per l'assemblaggio di ruote per biciclette.

L'assemblaggio corretto e sicuro delle ruote richiede conoscenze tecniche ed esperienza. Gli utenti o i tecnici che non hanno ricevuto la formazione necessaria o non hanno l'esperienza che occorre non possono assemblare ruote destinate all'utilizzo su una bici.



L'assemblaggio errato di una ruota può compromettere l'integrità strutturale e la durata della ruota stessa, e può essere causa di guasti dei componenti non coperti dalle condizioni di garanzia che possono a loro volta causare lesioni gravi o letali.

STRUMENTI

Consultare la sezione Manutenzione delle ruote OQUO, nella quale si descrivono gli strumenti richiesti per la corretta manutenzione e l'assemblaggio delle ruote OQUO.

Per l'assemblaggio delle ruote, utilizzare sempre strumenti e prodotti adeguati. Utensili non adeguati o soggetti a scarsa manutenzione, oppure l'utilizzo di prodotti generici, possono causare danni ai componenti che non saranno coperti dalle condizioni di garanzia.

CERCHI ASIMMETRICI

Se il cerchio ha un profilo asimmetrico (consultare la tabella delle specifiche nel presente manuale per verificare se un dato modello monta un cerchio asimmetrico), e orientare sempre il cerchio nel rispetto delle istruzioni seguenti.

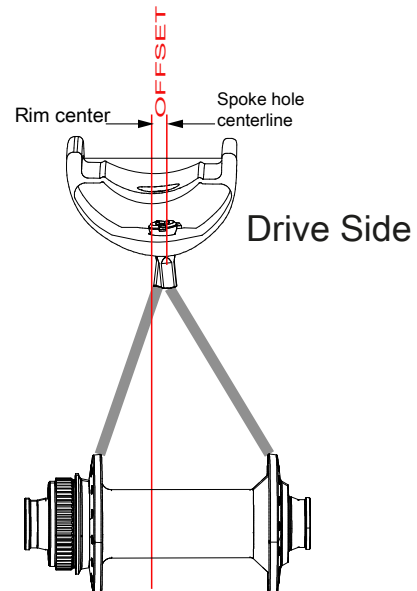
- **Cerchi anteriori**

L'offset del cerchio deve essere orientato verso il lato drive side (dx)

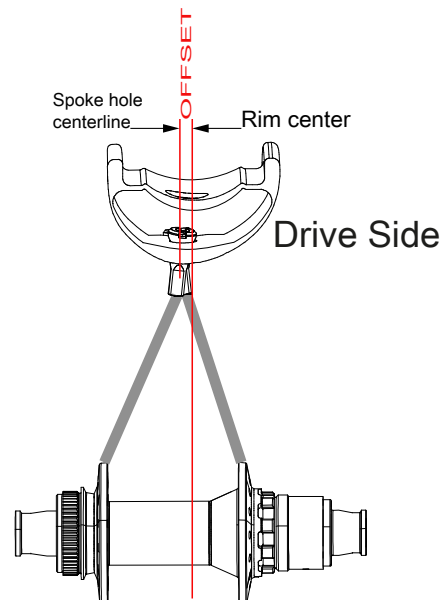
- **Cerchi posteriori**

L'offset (disassamento) del cerchio va orientato verso il lato non-drive side (sx).

CERCHIO ANTERIORE



CERCHIO POSTERIORE

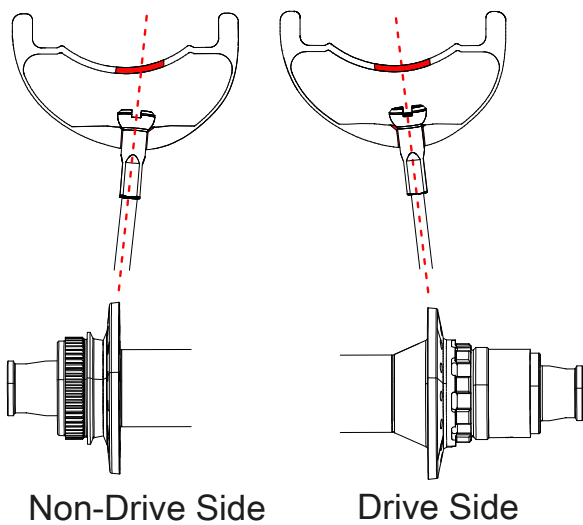


CERCHI SIMMETRICI

In caso di cerchi simmetrici (non disassati), orientare il cerchio in modo tale che le decalcomanie e gli adesivi siano leggibili dallo stesso lato della bici dal quale erano leggibili sulla ruota originale.

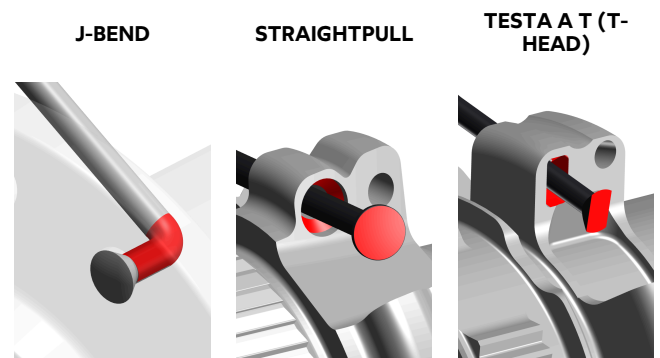
FORI DIREZIONALI PER I RAGGI

Se il cerchio è dotato di fori direzionali per i raggi, assemblare sempre la ruota in modo tale che l'orientamento dei fori nel cerchio corrisponda al relativo lato del mozzo.



Non-Drive Side

Drive Side



NIPPLI CON RONDELLE DI RINFORZO

Per alcuni nippli si utilizzano rondelle di rinforzo installate tra il nipplino e la spalla del cerchio.

Consultare la tabella delle specifiche per verificare l'eventuale necessità delle rondelle di rinforzo.

CERCHI SPECIFICI PER RUOTA ANTERIORE E POSTERIORE

Sui modelli OQUO con cerchio specifico per ruota anteriore o posteriore, utilizzare sempre il cerchio progettato specificamente.

Nella tabella delle specifiche tecniche del presente manuale, è possibile verificare se il modello di bici monta cerchi specifici per la ruota anteriore o posteriore.

I cerchi specifici per ruote anteriori riportano la lettera F nel nome del modello.

I cerchi specifici per ruote posteriori riportano la lettera R nel nome del modello.

I cerchi che non sono specifici per ruote anteriori o posteriori riportano la lettera B nel nome del modello.

RAGGI E NIPPLI

Utilizzare sempre i modelli di raggi e nippli specificati da OQUO per il modello di ruota.

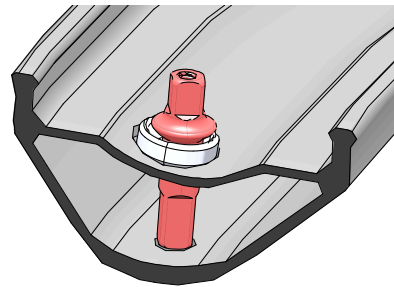
I componenti di ciascun modello possono essere verificati nella tabella delle specifiche tecniche del presente manuale.

RAGGI CLASSICI O STRAIGHTPULL CON TESTA A T (T-HEAD)

Su un mozzo straightpull si possono montare raggi classici o raggi straightpull T-Shape/T-Head, a seconda della sede della testa del raggio.

Sui mozzi per raggi straightpull T-Shape/T-Head, la sede della testa del raggio è rettangolare, per accogliere la testa del raggio e impedire che possa ruotare o allentarsi.

Sui mozzi classici straightpull la sede della testa del raggio è circolare, quindi i raggi dovranno avere la testa standard.



RAGGIATURE. RAGGI J-BEND

AVVISO

A differenza delle configurazioni con raggi J-bend, nelle configurazioni con raggi straightpull la raggatura è predefinita dal mozzo e non può essere scelta al momento dell'assemblaggio della ruota.

Assemblare la ruota seguendo sempre la raggatura originale su ciascun lato della ruota stessa.

Verificare che i raggi si incrocino correttamente (sopra o sotto).

3 CROSS

Ciascun raggio incrocia altri tre raggi sullo stesso lato della ruota prima di essere fissato al cerchio.

In base al lato della flangia del mozzo da cui fuoriesce il raggio, vi sono due possibili posizioni del raggio rispetto agli altri tre raggi.

Se il raggio fuoriesce dal lato esterno della flangia del mozzo, la posizione rispetto ai raggi che attraversa dovrà essere:

01 Sopra

02 Sopra

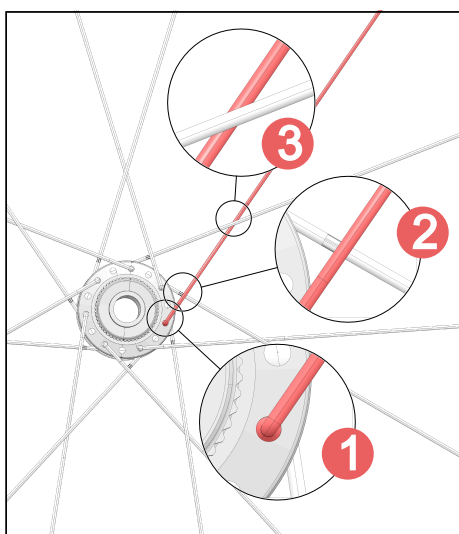
03 Sotto

Se il raggio fuoriesce dal lato interno della flangia del mozzo, la posizione rispetto ai raggi che attraversa dovrà essere:

01 Sotto

02 Sotto

03 Sopra



2 CROSS

Ciascun raggio incrocia altri due raggi sullo stesso lato della ruota prima di essere fissato al cerchio.

A seconda del lato della flangia del mozzo da cui fuoriesce il raggio, vi sono due possibili posizioni del raggio rispetto agli altri due raggi.

Se il raggio fuoriesce dal lato esterno della flangia del mozzo, la posizione rispetto ai raggi che attraversa dovrà essere:

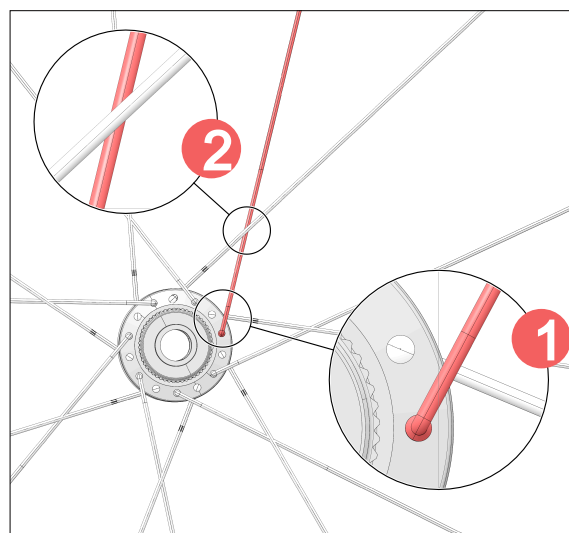
01 Sopra

02 Sotto

Se il raggio fuoriesce dal lato interno della flangia del mozzo, la posizione rispetto ai raggi che attraversa dovrà essere:

01 Sotto

02 Sopra



POSIZIONE DEI RAGGI "LEADING" E "TRAILING"

AVVISO

A differenza delle configurazioni con raggi J-bend, nelle configurazioni con raggi straightpull la raggatura è predefinita dal mozzo e non può essere scelta al momento dell'assemblaggio della ruota.

Verificare la posizione dei raggi "leading" e "trailing" nella tabella delle specifiche presente in questo manuale, oppure sulla ruota originale, quindi raggiare la ruota nella stessa maniera, per ciascun lato della ruota.

Raggio "trailing"

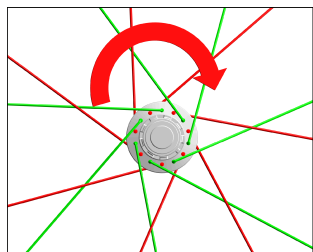
Raggio che fuoriesce dal mozzo in direzione opposta alla direzione di rotazione della ruota.

Raggio "leading"

Raggio che fuoriesce dal mozzo nella stessa direzione di rotazione della ruota.

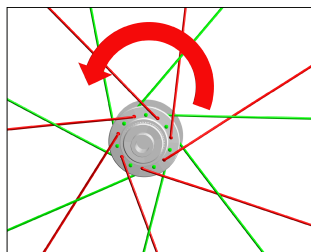
Le seguenti immagini sono esempi di disposizioni dei raggi. Verificare raggatura originale della ruota o la raggatura nella tabella delle specifiche.

 Direzione di rotazione della ruota



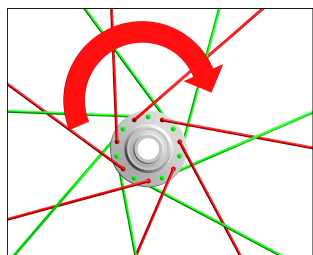
LATO DRIVE SIDE DELLA RUOTA POSTERIORE

Trailing: All'esterno della flangia del mozzo
Leading: All'interno della flangia del mozzo



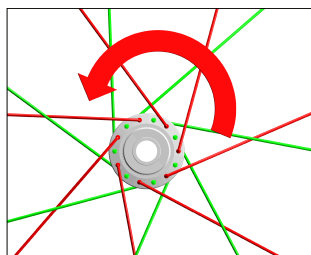
LATO NON-DRIVE SIDE DELLA RUOTA POSTERIORE

Trailing: All'interno della flangia del mozzo
Leading: All'esterno della flangia del mozzo



LATO DRIVE SIDE DELLA RUOTA ANTERIORE

Trailing: All'interno della flangia del mozzo
Leading: All'esterno della flangia del mozzo



LATO NON-DRIVE SIDE DELLA RUOTA ANTERIORE

Trailing: All'interno della flangia del mozzo
Leading: All'esterno della flangia del mozzo

POSIZIONE DEL FORO VALVOLA

Per facilitare il gonfiaggio della ruota, il foro della valvola nel cerchio va posizionato tra due raggi paralleli.

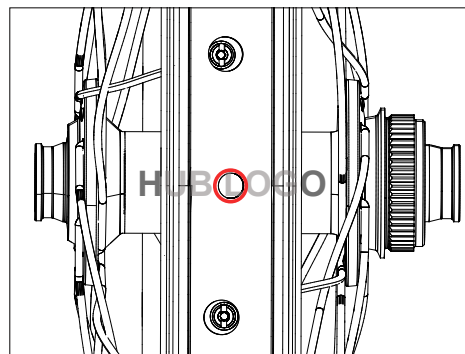


POSIZIONE DEL LOGO DEL MOZZO

Per motivi estetici, se sul corpo del mozzo è presente un logo, la posizione del mozzo in relazione al cerchio

dovrà essere tale da consentire al logo di essere allineato con il foro valvola del cerchio.

Questo aspetto non ha effetti sul funzionamento della ruota, dunque gli assemblaggi che non soddisfano questa condizione sono considerati validi a tutti i fini, a condizione che tutti gli altri parametri di assemblaggio siano corretti.



PROCEDURA DI TENSIONAMENTO E CENTRATURA.

L'assemblaggio corretto e sicuro delle ruote richiede conoscenze tecniche ed esperienza. Gli utenti o i tecnici che non hanno ricevuto la formazione necessaria o non hanno l'esperienza che occorre non possono assemblare ruote destinate all'utilizzo su una bici.



Il presente manuale non include istruzioni complete sul processo completo di raggatura e tensionamento delle ruote da bici, ma linee guida generali in merito a finitura e tolleranze delle ruote OQUO. Si tratta soltanto di una guida generale per il fissaggio e la finitura dei raggi per ruote OQUO, rivolta ai rivenditori OQUO che debbano sostituire un cerchio dopo l'approvazione da parte di OQUO, e non è prevista come manuale per l'assemblaggio di ruote da bici.



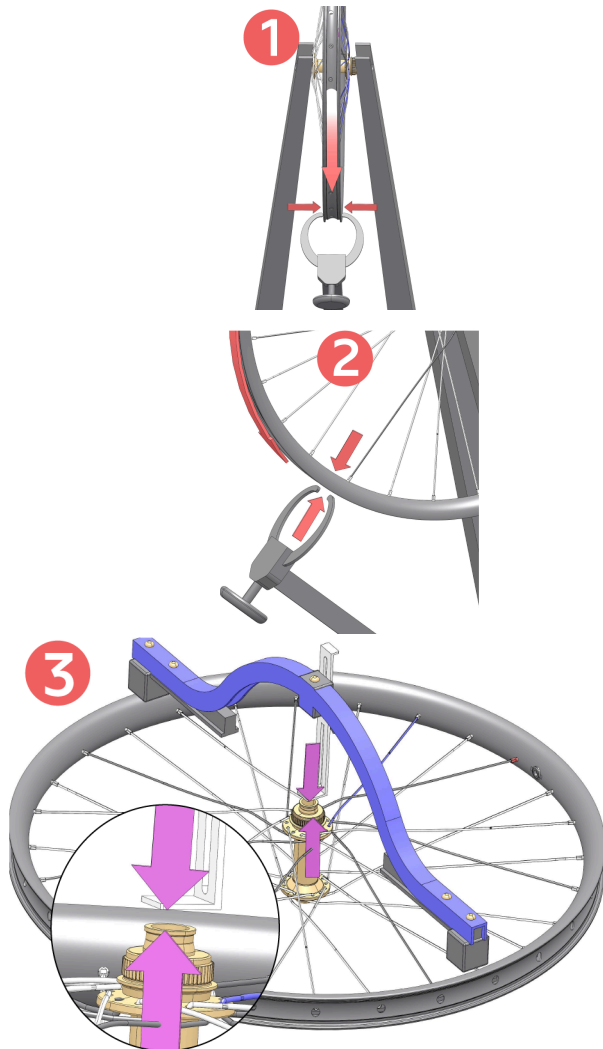
L'assemblaggio errato di una ruota può compromettere l'integrità strutturale e la durata della ruota stessa, e può essere causa di guasti dei componenti non coperti dalle condizioni di garanzia che possono a loro volta causare lesioni gravi o letali.

Una volta che sono stati inseriti raggi e nippli della ruota senza aggiungere tensione, procedere con la centratura della ruota nel rispetto delle specifiche di tolleranza descritte nel presente manuale. Aumentare il tensionamento della ruota gradualmente e in modo uniforme. Eseguire le seguenti verifiche dopo aver regolato alcuni raggi.

OQUO consiglia il seguente processo di verifica dell'allineamento della ruota:

01 Verificare l'allineamento laterale

- 02 Verificare la centratura radiale
- 03 Verificare la centratura laterale sui due lati della ruota.



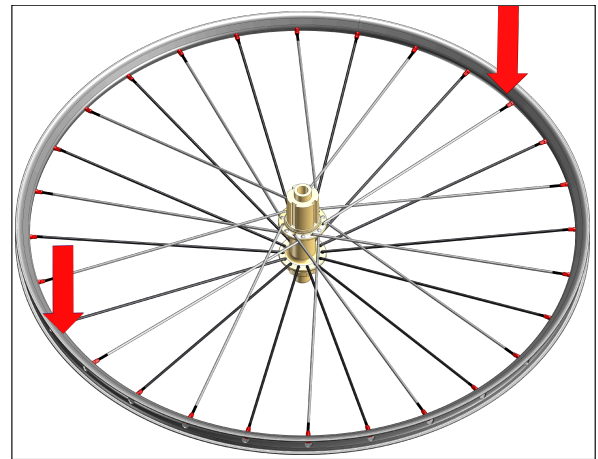
Ripetere queste verifiche secondo la necessità durante il processo di tensionamento dei raggi, ogni volta che si aumenta la tensione di più raggi, per evitare deviazioni eccessive che potrebbero danneggiare il cerchio.

AVVISO

Dopo ciascuna verifica di allineamento laterale, radiale e di campanatura, ridurre la tensione della ruota per consentire ai raggi di entrare in posizione e per ottenere verifiche veritiere.

Per rilasciare la tensione si può appoggiare la ruota su una faccia del mozzo su una superficie solida e spingere con le mani i lati opposti del cerchio in direzione della parte appoggiata del mozzo, con tutto il peso del corpo.

Effettuare questa verifica su entrambi i lati della ruota.

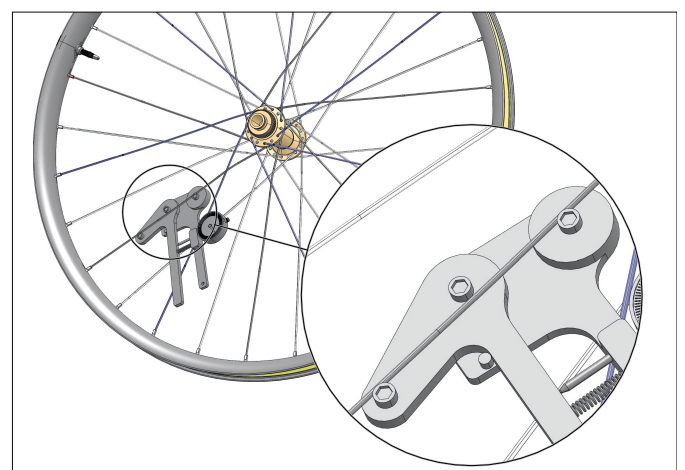


VERIFICA DELLA TENSIONE DEI RAGGI

Per il modello, in oggetto, verificare la tensione ottimale sul lato più in tensione di ciascuna ruota, nella Tabella delle specifiche tecniche del presente manuale (sezione Raggi). Una volta raggiunta la tensione prevista sul lato specificato della ruota, con i valori di deviazione laterale, radiale e di campanatura entro i limiti della tolleranza specificata, la tensione dei raggi sul lato meno in tensione dovrà risultare uniforme.

Utilizzare sempre un tensiometro di qualità e verificarne regolarmente la taratura in base alle istruzioni del produttore.

Attenersi alle istruzioni del produttore per un uso adeguato e per interpretare correttamente la lettura dei valori di tensione, in base alle specifiche del produttore.



COMPOSTO PER IL MONTAGGIO

Se si sta effettuando la manutenzione o la raggiatura di una delle nostre ruote, quando la ruota sarà stata correttamente centrata e tensionata, si consiglia l'applicazione sui filetti dei raggi di un composto frenafilletti di media resistenza che sia il più fluido possibile.

N.B.: dopo l'essiccazione, il composto di fissaggio per raggi può pregiudicare la facilità di regolazione del niplo sul raggio.

ISTRUZIONI DI ASSEMBLAGGIO RUOTE OQUO E TOLLERANZE

| TENSIONE DI ASSEMBLAGGIO DELLA RUOTA OQUO | |
|---|---|
| TENSION | <p>Controllare la tensione prevista per il lato più serrato di ciascuna ruota per il proprio modello nella tabella delle Specifiche Tecniche del presente manuale (sezione Raggi).</p> <p>Una volta raggiunta la tensione prevista sul lato specificato della ruota, con i valori di deviazione laterale, radiale e di campanatura entro i limiti della tolleranza specificata, la tensione dei raggi sul lato meno in tensione dovrà essere uniforme.</p> |
| | TOLLERANZA DI TENSIONE MEDIA DEI RAGGI, SUL LATO PIÙ SERRATO DELLA RUOTA |
| | +/- 5% |

Utilizzare sempre un tensiometro di qualità e verificarne regolarmente la taratura in base alle istruzioni del produttore. Attenersi alle istruzioni del produttore per un uso adeguato e per interpretare correttamente la lettura dei valori di tensione, in base alle specifiche del produttore.

| RUNOUT | | LATERALE | RADIALE | INCURVAMENTO |
|----------|-----------|----------|---------|--------------|
| | Alluminio | 0,4 mm | 0,6 mm | 0,6 mm |
| Carbonio | 0,3 mm | 0,6 mm | 0,3 mm | |

INFORMAZIONI AGGIUNTIVE

Trova maggiori informazioni su OQUO nei social media

FACEBOOK

www.facebook.com/oquo.wheels

INSTAGRAM

www.instagram.com/oquo.wheels/

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www.linkedin.com/company/oquowheels/

YOUTUBE

www.youtube.com/channel/UCpXzSOB_9oLzLzAnnwuaGCg

MANUALI

Scarica l'ultima versione di questo manuale e di tutti gli altri prodotti OQUO sul sito:

www.oquowheels.com/en-int/support/manuals

CONTATTI

Per porre domande sui nostri prodotti, visita il sito:

www.oquowheels.com/en-int/support/contact

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T. 0034 943 171 950

Tutti i diritti riservati. La modifica del presente documento è vietata.

Il presente manuale tecnico per il prodotto ha uno scopo puramente informativo in relazione all'assemblaggio, l'installazione e la manutenzione del prodotto e, pertanto, sarà soggetto a modifiche delle specifiche e/o a futuri aggiornamenti dei contenuti da parte del produttore. I contenuti del manuale non hanno alcun valore promozionale o contrattuale in relazione al prodotto descritto e non dovranno essere considerati dall'utente come suggerimenti riguardo alla decisione di acquistare il prodotto. Pertanto, non assumiamo alcuna responsabilità nei confronti dell'utente o di terze parti nel caso in cui questo manuale dovesse essere utilizzato per finalità diverse da quelle previste e specificate in esso.

Tutti i diritti riservati. La modifica del presente documento è vietata. I contenuti del presente manuale sono soggetti a variazioni delle specifiche senza preavviso.

Per la versione più aggiornata, visita: www.oquowheels.com