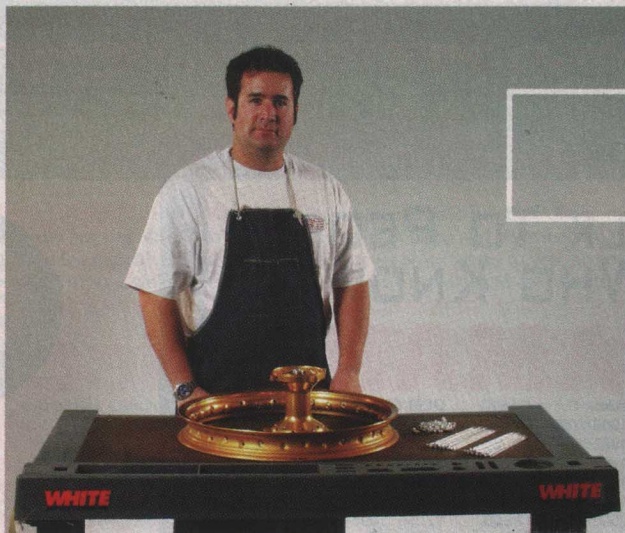
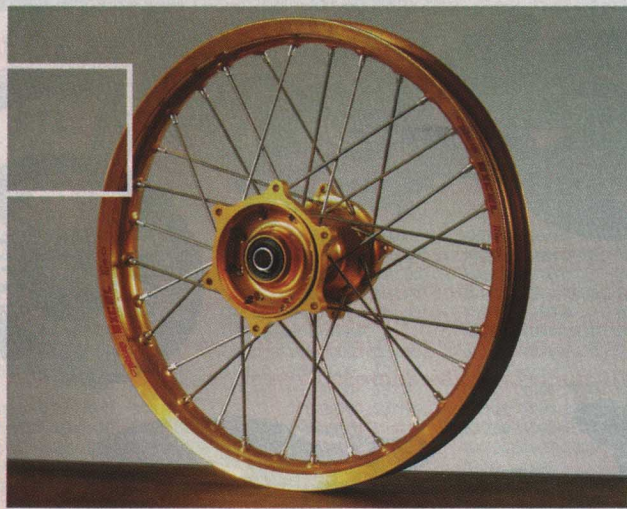


# WHEEL BUILDING

*How the pros build wheels for pros*

What's more scary than lacing a wheel? If you're a professional wheel builder like Arron Holguin at White Brothers, it's the thought of someone taking a brand new hub, rim and spoke set, and turning it into an expensive, twisted piece of junk by trying to put it all together wrong. This is how Aaron builds the Talon wheels that White Bros. sells.



1: Aaron Holguin builds the strongest wheels in the business, starting with Talon hubs, Excel rims and Bulldog spokes and nipples. Divide up your spokes into outside and inside bends, as well as disc and sprocket side (you can have as many as four different bend spokes). Don't worry, they should be labeled.

# How's your clutch?

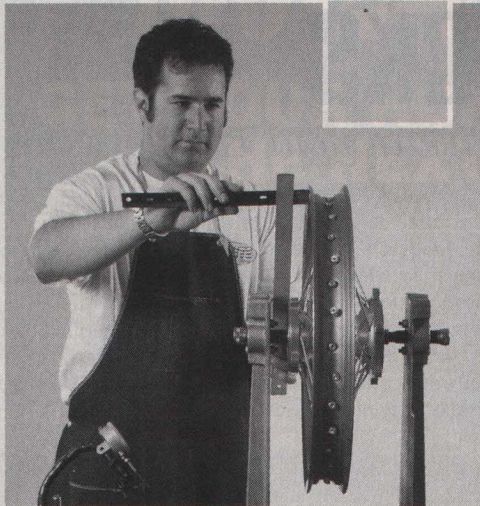
**EBC's new DRC Series COMPLETE clutch rebuild kits not only re-instate your ATV or MX bikes clutch to "As New" ... they actually uprate it at the same time!**

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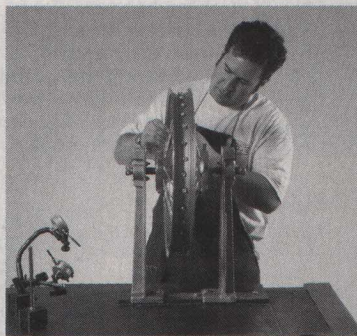
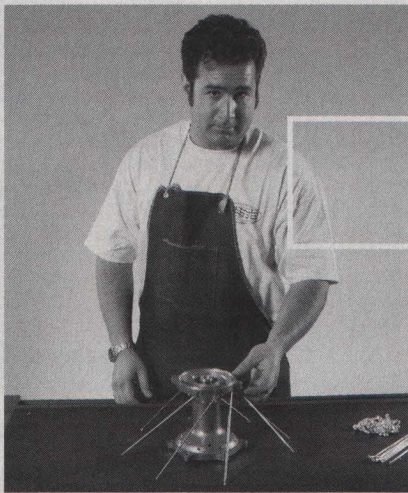


**2:** If you don't want your knobs rubbing on the swingarm, start off by measuring the offset of the original rim. Do this by placing a straight edge on the disc mount surface and measuring in to the rim. Oh, yeah, write the number down.



**6:** Once you have one side of the wheel laced (no more than one turn on each nipple) you can flop it over and repeat the process, starting with the outside spokes and doing the inside spokes last. If you do it in the right sequence, you won't have to bend spokes into place.

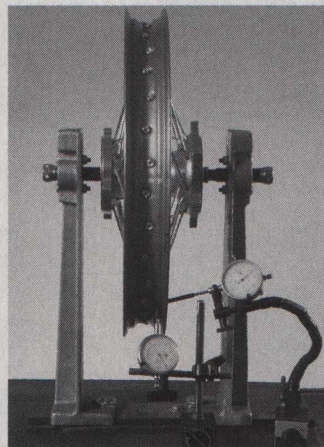
**3:** First put all the outside spokes in the disc side of the hub (they go in the outermost holes in the hub). Talon hubs use a cross-three pattern, which simply means that the spokes are a touch longer than most standard Japanese spokes. The spokes will want to naturally point in one direction.



**7:** Once all the spoke have found their holes, you need to get the wheel upright. If you don't have a truing stand, just use the bike's swingarm and sit on the floor like an animal. Go all the way around the rim tightening each nipple on quarter turn at a time. After each lap, measure your offset and compensate by tightening the left or right side more on the next lap.



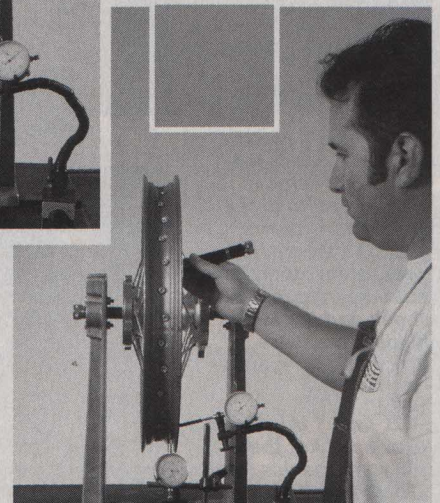
**4:** Place the rim over the hub and rotate it until each spoke is pointing toward a hole. Don't even consider a hole that isn't on the top half of the rim's centerline.



**8:** As the wheel tightens up, it will naturally want to be true, providing you have tightened the spokes equally. If there is a hop or wobble, fix it by loosening the appropriate spokes, rather than tightening them. A dial indicator helps, but a pencil works well, too.



**5:** Spin each of those eight (or nine, if it's a 36-spoke wheel) nipples on one full turn. That's the secret to doing it the easy way: never turn a nipple more than one turn at any point in the process. Next, you can install the inside spokes on that side of the wheel. They, too, will naturally point to one logical hole on that side of the rim.



**9:** If you're really on top of things, use a spoke torque wrench to provide the final cinch. A measurement of 55 ft.-lb. is good for new wheels, although 45 gives a stronger wheel; you just have to maintain your spokes more often. □