



PRENEZ LA ROUE DES GRANDS

USER'S MANUAL & RESTRICTIONS OF USE

Dear Customer,

Congratulations, you have chosen to fit your bike with a CORIMA product. We invite you to read this manual very carefully. It contains important information on the installation, use and maintenance of your wheel(s) or your accessories. Correct use and regular maintenance of your wheel(s) and your accessories will extend the time life of these product(s).

CORIMA

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IMPORTANT:
PLEASE CAREFULLY READ THIS USER'S MANUAL
BEFORE USING YOUR CORIMA PRODUCT AND STRICTLY
FOLLOW THE INSTRUCTIONS.

WARNING

This CORIMA product is designed and manufactured to be exclusively used on racing bikes, athletic wheelchairs or handbikes used on smooth tarmac roads in good condition or on tracks (velodromes or athletics tracks).

Any other use of this product, for example: for mountain biking or cyclo-cross, on a tandem or a home trainer, in the form of a combination (travel or child trailer) or for use on tracks or roads in poor condition could damage the product, or cause it to malfunction or cause a serious - or even fatal accident.

CORIMA clincher wheels are not compatible with the tubeless conversion kits. Only tyres with inner tubes are acceptable (except latex inner tubes).

CORIMA handbike wheels with wheel rim braking must not be used on hilly routes of 4th, 3rd, 2nd, 1st and HC categories.

On our spoked wheels, the serial number is located on the rim side and in the rim's groove. On our monocoque wheels (3, 4, and 5 Spoke, Disc and Lenticular wheels), the serial number is located in the rim's groove and under the central sticker around the hub.

In the event of a crash or a violent shock, it is imperative to have your wheel checked by our technicians.

CORIMA «MCC» wheels with carbon spokes are manufactured under CORIMA patents WO2011064485 and FR2952853 and MAVIC patents FR0604237/2900869, EP2311649 and US8215720.
FR0604237/2900869, EP2311649, US8215720.

1 / SAFETY INSTRUCTIONS

1-1 BEFORE USING YOUR BIKE

- Check that your quick release skewers are properly tightened. **See chapter 2.**
- Check the pressure and condition of your clincher tires or tubular tires; make sure that the pressure is correct for the type of tires and wheels you are using. **See chapter 4.**
- Check that your rim is not damaged. **See chapter 10.**
- Check that the spokes are in good condition, and that they are not bent or loose. **See chapter 9.**
- Check that the mandatory CORIMA brake pads, are in good condition and operate perfectly. **See chapter 5.**
- Check that the cables of your bike, handbike or athletics wheelchair are in good condition and operate perfectly (see the manufacturer's instructions).
- Make sure that the brake pads are properly adjusted on the rim to avoid damaging the rim (**see diagram n°2 in chapter 5**).
- Check that your wheel is centered and that it does not touch the brake pads when it turns. **See chapter 5.**

1-2 GENERAL RULES

- Do not remove the stickers on the rim containing safety warnings and instructions for use.
- Follow the advice for periodic maintenance.
- Use only genuine original CORIMA spare parts
- Do not perform any operation or modification on your wheel such as drilling, sanding, etc.
- Any parts damaged by shocks or accidents should be replaced by CORIMA spare parts and not repaired.
- Use only specific CORIMA brake pads for carbon rims.
- In rainy weather or on wet roads, braking distances are increased. Remember this and time your braking accordingly!
- Please read **Chapter 5** «Braking / Brake pads» carefully.
- In the event of a puncture, avoid riding with a flat tire or tubular as it would damage the carbon rim.
- For CORIMA wheels, the combined weight of the cyclist and the bike must not exceed 100 kg (222 lbs).
- CORIMA recommends that you wear an approved helmet and urges you to respect the Highway Code of the country in which you are riding.

2/FITTING THE WHEEL IN THE FRAME

2-1 QUICK RELEASE SKEWER SYSTEM

WARNING

Use only the quick release skewer originally supplied with the wheel!

When you operate the quick release skewer's lever (by turning it from the open to the closed position), the distance between the quick release skewer's blocking screw and the cap of the lever itself is reduced. The pressure obtained maintains the wheel locked in the dropouts of the bike.

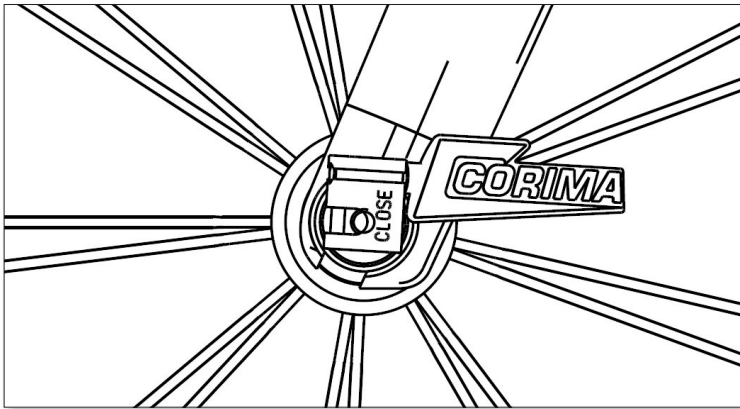


Figure 1

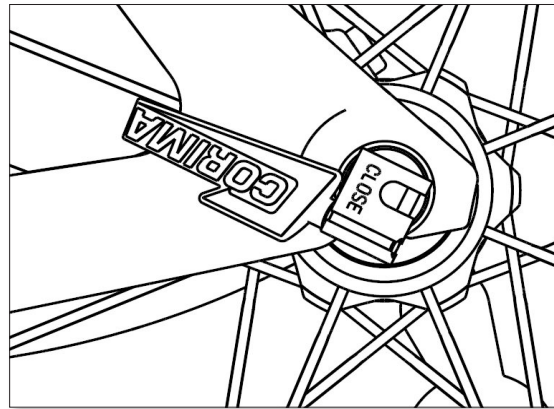


Figure 2

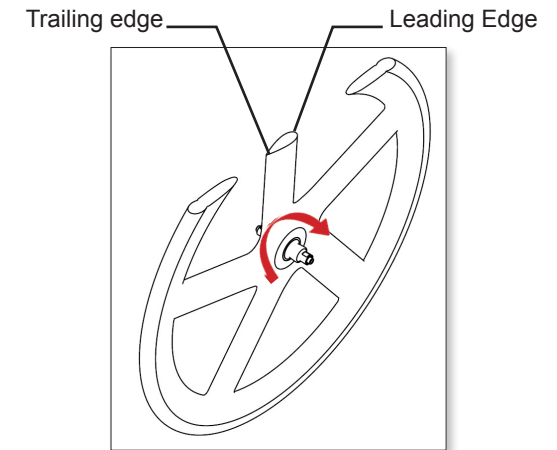


Figure 3

- Fit the wheel in the dropouts of the frame or the fork and check that it is correctly positioned in the lugs.
- Check the centering of the wheel in relation to the frame, the fork and the braking system (brake pads on the rim or disc brake).

- Lock the wheels with the quick release skewers as indicated above (**Figures 1 and 2**).

- Check the direction of rotation of your 3, 4 or 5 Spoke front wheel to benefit from its aerodynamic advantage (leading edge and trailing edge). (**Figure 3**).

Ref: 270022 Front quick release skewer (standard)

Ref: 270023 Rear quick release skewer (standard)

Ref: 270050 Front light quick release skewer (carbon CORIMA lever)

Ref: 270051 Rear light quick release skewer (carbon CORIMA lever)

2/FITTING THE WHEEL IN THE FRAME

2-1-1 / ADJUSTING THE QUICK RELEASE SKEWER

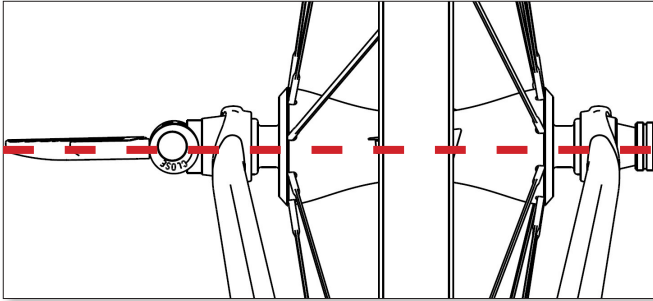


Figure 4

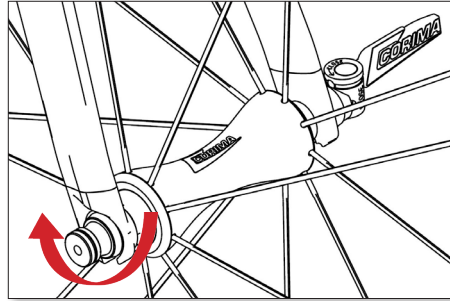


Figure 5

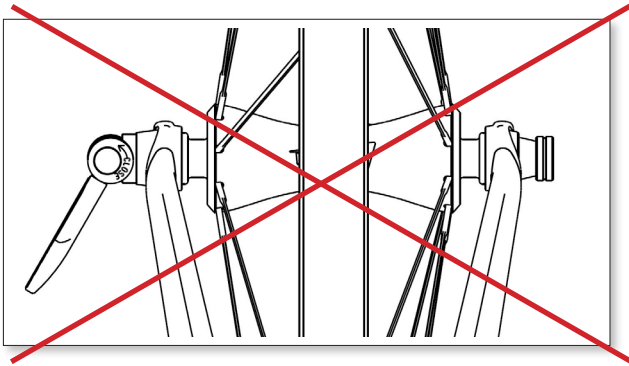


Figure 6

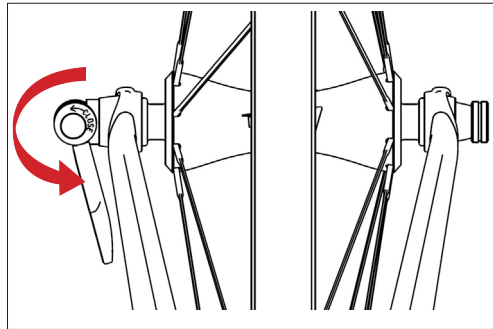


Figure 7

- Turn the lever so that it is parallel with the wheel's axle (**Figure 4**).
- Hand tighten the nut (**Figure 5**).
- Push the lever to the closed position and check that the wheel is blocked. The word «closed» should be visible (**Figure 1 or 2**).
- If it is possible to put the lever in the closed position easily, the closing force is insufficient: Put the lever in the open position, screw the nut up 1/4 turn and return the lever to the closed position.

- Conversely, if you find that it is impossible to close the lever fully (**Figure 7** shows the lever properly closed and the **Figure 6** shows that the lock is not closed properly), this means that the closing force is too high: Put the lever in the open position, unscrew the nut by 1/8 of a turn and close the lever.

WARNING

Remember that as little as half a turn of the nut can make the difference between proper locking and locking that is too loose. Excessive tightening can damage or break the quick release skewer.

- If necessary repeat the adjustment.
- When you close the quick release skewer's lever, position it as shown in Figures 1 and 2 so that it is easily accessible to open it.
- Practice using the quick release skewer until you can achieve proper closing easily.

2/FITTING THE WHEEL IN THE FRAME

2-1-2 / MAINTAINING THE QUICK RELEASE SKEWER

After several washes or rides in the rain, remove the quick release skewer from the hub and grease it over its entire length to prevent any type of oxidation.

Use grease that resists oxidation and ageing and provides good protection against corrosion, such as Kluber Isoflex LDS Super18.

- After an accident replace the quick release skewer by a new one, immediately.

WARNING

Never close the quick release skewer by simply using the lever as a nut (figure 8): Tightening is done by pushing the lever from the open position to the closed position as shown previously.

2-2 SYSTEM WITH THRU AXLE

2-2-1 / ADJUSTING THE THRU AXLE

- Fit the wheel in the dropouts of the frame or the fork and check that it is correctly positioned in the lugs.
- Check the centering of the wheel in relation to the frame, the fork and the braking system (brake pads on the wheel rim or disc brake (see Figure 9)).
- Lock the wheels with the thru axle system system by referring to the manufacturer's instructions.

2-2-2 / THRU AXLE MAINTENANCE

- After several washes or rides in the rain, remove the thru axle from the hub and grease it over its entire length to prevent any type of oxidation. Use grease that resists oxidation and ageing and provides good protection against corrosion, such as Kluber Isoflex LDS Super18.
- After an accident replace the thru axle by a new one, immediately.

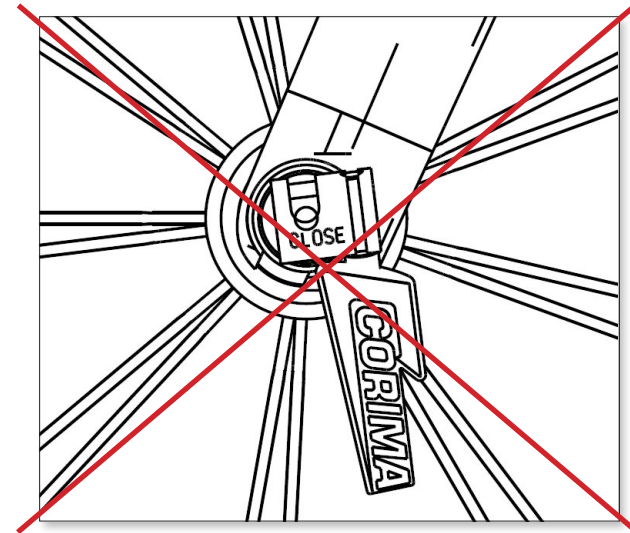


Figure 8

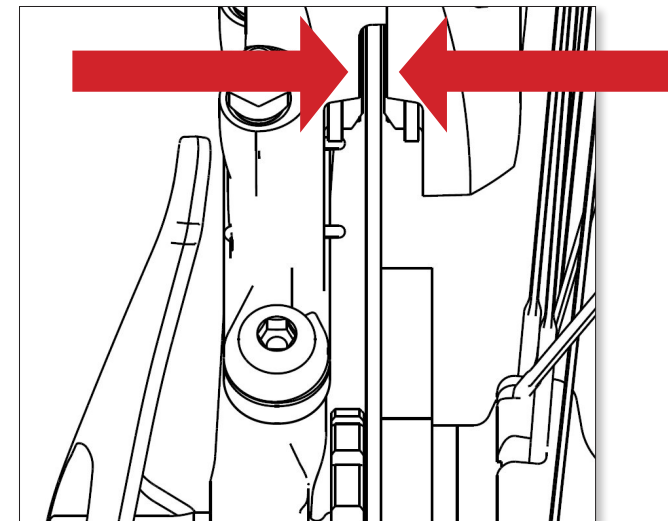


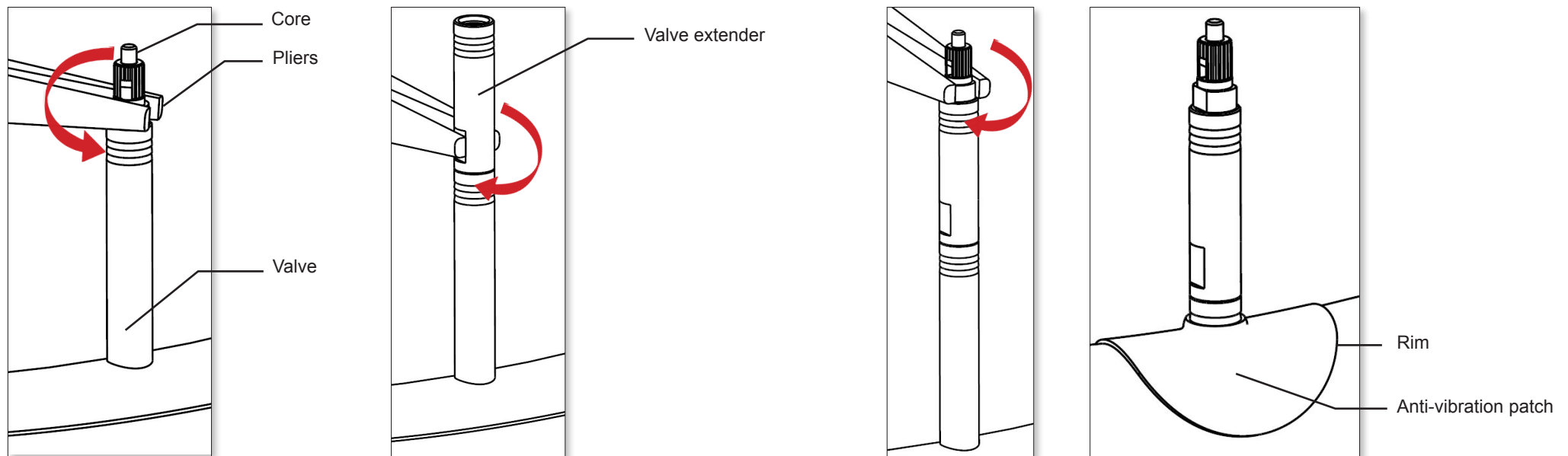
Figure 9

3/USING THE VALVE EXTENDER

3-1 SETTING THE VALVE EXTENDER FOR REMOVABLE VALVE (REF: 270153 (4.2 CM) OR 270106 (6.8 CM))

This extender can only be fitted to valves with removable valves.

- Unscrew the upper part (core) of the valve using a pair of pliers.
- In the place of the core, screw in the valve extender and tighten with pliers.
- Screw the core removed previously to the end of the extender and tighten with pliers.



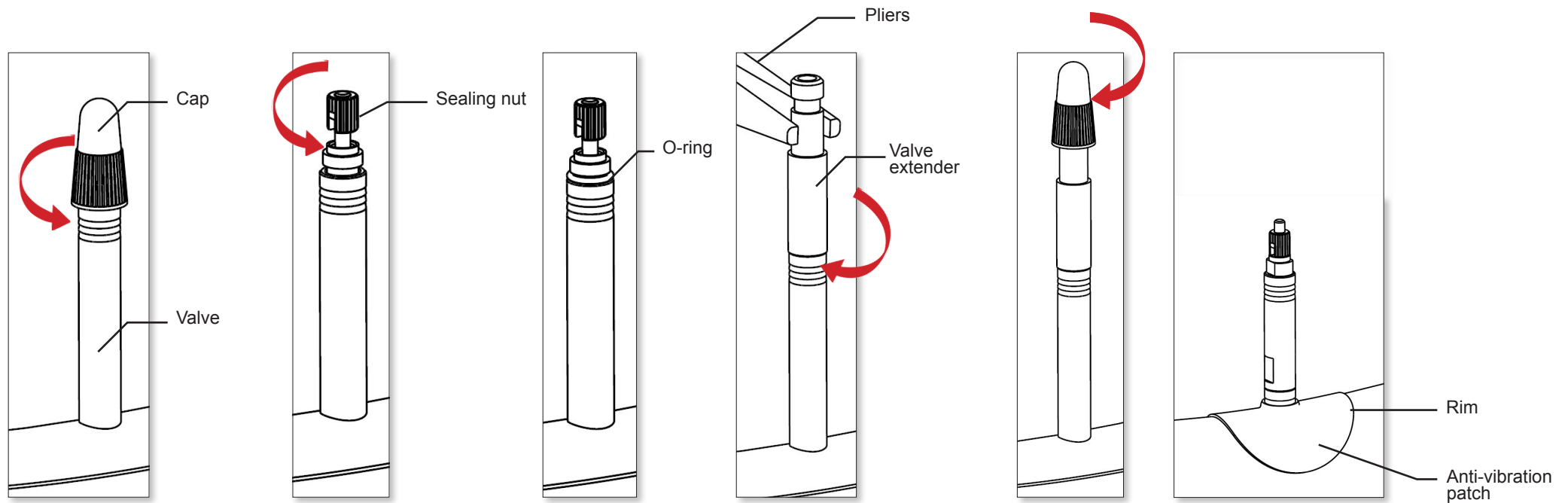
Once the tubular tire or the clincher tire is inflated, you can install the anti-vibration patch on the valve (Ref: 270132).

3/USING THE VALVE EXTENDER

3-2 SETTING THE A VALVE EXTENDER FOR A NON-REMOVABLE VALVE (REF: 270154 (2.9 CM) OR 270107 (8.5 CM))

This extender can be fitted to valves with non-removable valves.

- Remove the valve cap
- Unscrew the sealing nut completely
- Place the O-ring at the base of the valve thread
- Screw on the valve extender and tighten it with flat nose pliers
- Fit the cap and tighten it by hand

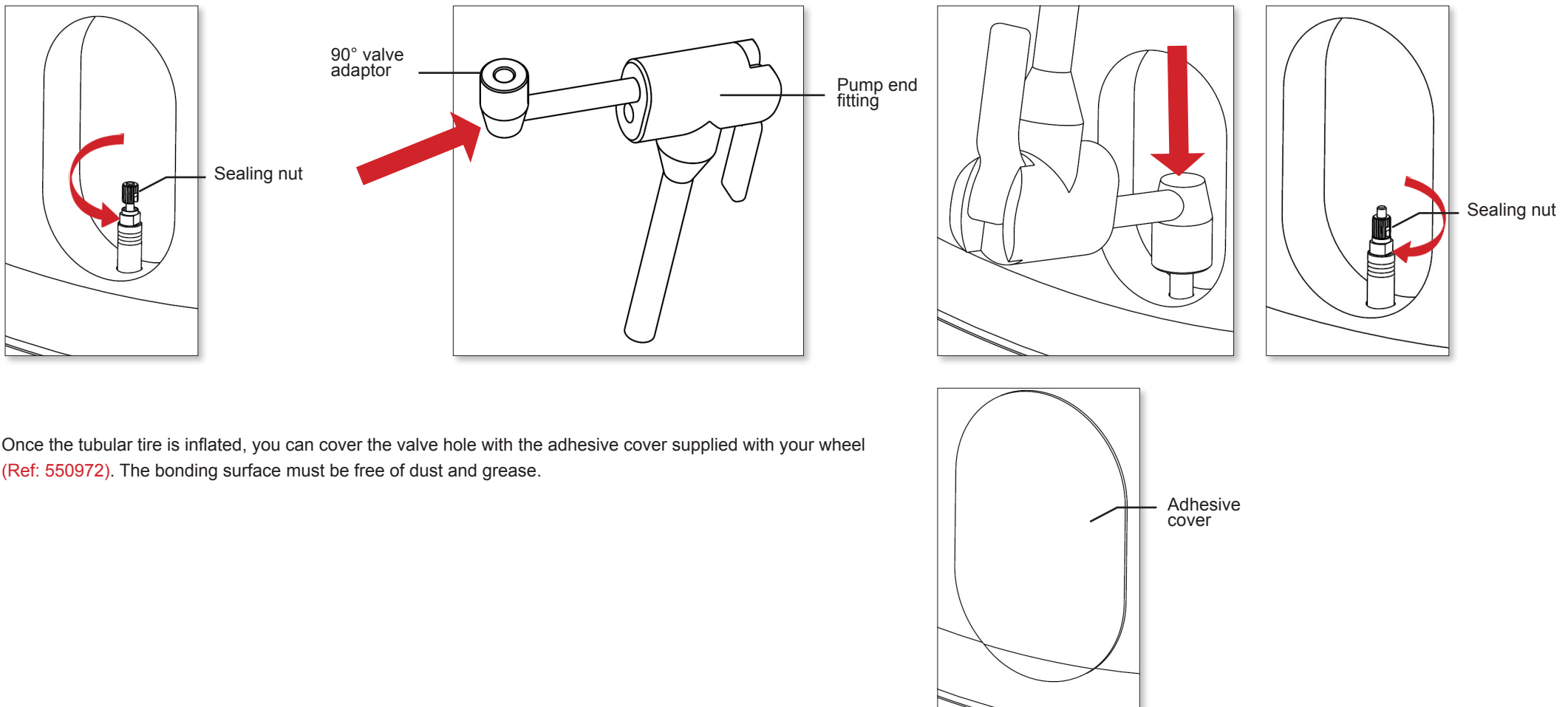


Once the tubular tire or the clincher tire is inflated, you can install the anti-vibration patch on the valve (Ref: 270132)

3/USING THE VALVE EXTENDER

3-3 USING THE 90° VALVE ADAPTOR FOR DISC AND LENTICULAR WHEELS (REF: 900042)

- Unscrew the sealing nut
- Fit the 90° valve adaptor to the end of the pump
- Fit it at the end of the valve
- Inflate to the recommended pressure (**see chapter 4**)
- Remove the valve adaptor and tighten the sealing nut.



Once the tubular tire is inflated, you can cover the valve hole with the adhesive cover supplied with your wheel (Ref: 550972). The bonding surface must be free of dust and grease.

4/TIRE AIR PRESSURE

Check the pressure and condition of your clincher tires or tubular tires; make sure that the pressure is correct for the type of tires and wheels you are using. See below.

4-1 FOR CLINCHER TIRE WHEELS

Refer to the table below for the tire pressures in relation to the section marked on the tyre.

Tire section (mm)	max. pressure (bar)	max. pressure (psi)
23	7,8	113
24	7,5	109
25	7,3	106
26	7,0	102
27	6,8	99
28	6,6	95
29	6,3	92
30	6,1	88
31	5,8	85
32	5,6	81

Do not remove the tire with any metal tool.

The minimum tire section is 23 mm and the maximum 32 mm.

For comfort and performance we recommend fitting 23 mm section tires on our 22.6 mm wide rims and 25 mm section tires on our 26 mm wide rims.

The original CORIMA braided rim tape is mandatory. If it is damaged it must be replaced.

CORIMA clincher wheels are not compatible with tubeless conversion kits.

Only tires with inner tubes are acceptable (except latex inner tubes).

Co2 cartridge inflation systems are only allowed if their flow rate is adjustable.
Instant inflation cartridges are prohibited with CORIMA wheels.

WARNING

If the tire manufacturer indicates a pressure lower than that in the table, use this lower value.

4-2 FOR TUBULAR WHEELS

The maximum air pressure allowed for tubular wheels is the one recommended by the manufacturer of the tubular tire you fit on your wheel.

For comfort and performance we recommend fitting 23 mm section tubular tires on our 22.6 mm wide rims and 25 mm section tubular tires on our 26 mm wide rims.

5 / BRAKING / BRAKE PADS / DISC BRAKES

5-1 BRAKING

- Check that the cables of your bike, handbike or athletics wheelchair are in good condition and operate perfectly (see manufacturer's instructions).
- Check that the mandatory CORIMA brake pads, are in good condition and operate perfectly.
- Make sure that the brake pads are properly adjusted on the rims to avoid damaging the rim.
- Regularly check the wear status of the pads and replace them when they are worn.
- In rainy weather or on wet roads, braking distances are increased. Remember this and time your braking accordingly!
- When using aerodynamic handlebar extensions or time-trial bars remember to allow for the extra time needed to operate the braking.

To enjoy the exceptional characteristics of your CORIMA wheel for as long as possible, we recommend you to **strictly observe the following precautions for use:**

- The resin used to the manufacture the rim and more particularly the part on which the tire is set on, resists under load at a high temperature (180°C), **the tire pressure must be correct for the section of the tire, see chapter 4.**
- The user must master the two phenomena, which can damage the geometry of the rim, especially its braking surface:
 - **avoid tire pressures**, higher than those recommended,
 - **avoid excessively long or repeated brakings** which would subject the rim to temperatures higher than that indicated above.

The characteristic damages caused by either one, or a combination the two phenomena above, are not the result of a hidden fault in the manufacture of the product and therefore does not justify a replacement of the wheel under warranty.

Concerning the wearing status of the rims, have a check performed once a year. CORIMA will assess the degree of wear and can advise you on the reliability level of the rims.

WARNING

To ensure smooth and precise braking and also to avoid premature wear of the rims, the use of CORIMA BRAKE PADS is mandatory with CORIMA wheels.

5 / BRAKING / BRAKE PADS / DISC BRAKES

5-2 BRAKE PADS

The use of CORIMA brake pads is mandatory with the whole range of CORIMA wheels, except for disc brakes.

Specifically designed for braking on carbon composites, the CORIMA composite brake pad is the result of tests carried out in laboratories and by cyclists in conditions of extreme braking with good results for the essential parameters that are:

- The efficiency of braking: in the wet and the dry, this pad allows cyclists to be safe with progressive and controlled braking.
- Temperature resistance: this brake pad is resistant to heat and reduces the risk of wheel seizure.
- Wear resistance: this brake pad has longer life thanks to the selection of appropriate materials.
- Noise: elimination of noise associated with braking. However, the contact of new CORIMA brake pads on a new rim can cause noise when braking. This noise will diminish after a running-in period.

The composite CORIMA brake pad combines performance and using comfort.

Ref: 270010 Blister of 4 CORIMA brake pads for Shimano®/Sram® brake pad holders

Ref: 270012 Blister of 4 CORIMA brake pads for Shimano® Direct Mount brake pad holders

Ref: 270011 Blister of 4 CORIMA brake pads for Campagnolo® brake pad holders

See Diagram 1

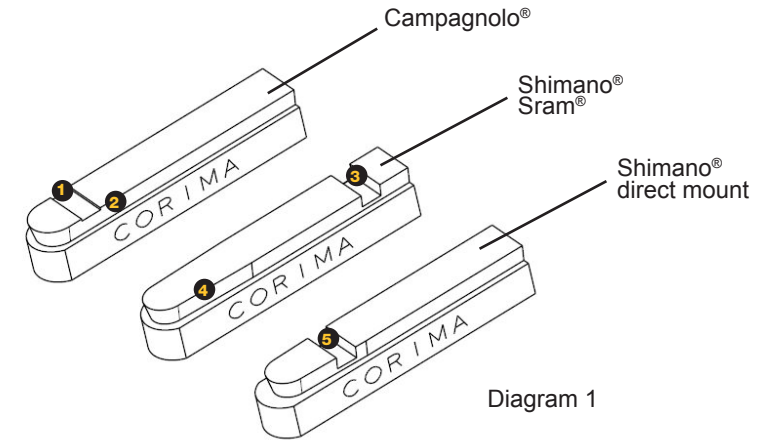


Diagram 1

REPLACING BRAKE PADS

- Remove the pad locking screws, if any.
 - Remove the worn brake pad by sliding it out of the holder by the open (rear) end.
 - Install the new brake pad by sliding it into the holder from the rear (open part) towards the front until it bottoms against the closed end.
 - Tighten all screws according to the tightening torque recommended by the brake manufacturer.
 - Adjust the brake pad so that it is parallel to the braking surface of the rim
- (Diagram 2)**
- Make sure that the brake pad is aligned at least 1 mm from the top of the rim **(Diagram 2)**.

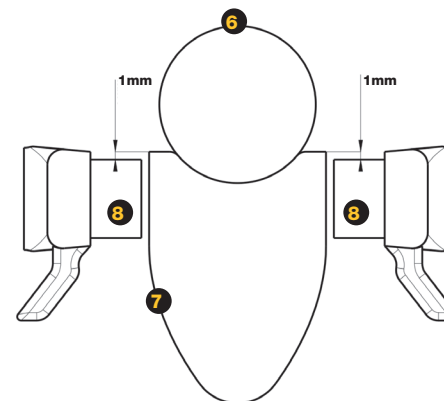


Diagram 2

- 1 A shallow groove at the rounded end
- 2 Surface with an even width
- 3 A deep groove at the straight end
- 4 Tapered surface
- 5 A deep groove at the rounded end
- 6 Clincher tire or tubular tire
- 7 Carbon rim
- 8 Brake pads
- 9 Wear limit

5 / BRAKING / BRAKE PADS / DISC BRAKES



Diagram 3

9 Wear Limit

- Before each ride, check the wear status of the brake pads and replace them when the wear limit shown in diagram 3 is reached.
 - Check the condition of your brake pads to make sure that they do not contain any foreign matter (gravel, pieces of metal, etc.) that could damage the rim.
 - Remove any traces of oil or grease on the braking surfaces of your rim.
- Never lubricate brake pads.
- **Cleaning brake pads:** These brake pads need regular maintenance. To remove glazing on your CORIMA brake pads, clean them regularly with a sand paper.
 - Check the degree of wear of the braking surfaces of your rim regularly. If they are worn or damaged, return the wheel to CORIMA for inspection.

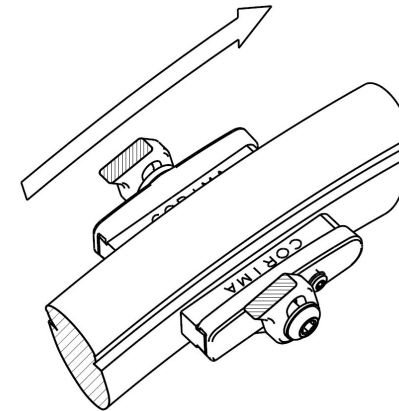


Diagram 4

WARNING

Always check that the closed part of the brake pad holder is positioned towards the front, in the direction of travel. Incorrect mounting of the brake pad holder can cause the brake pad to come out of the holder. It will then be impossible to brake (diagram 4).

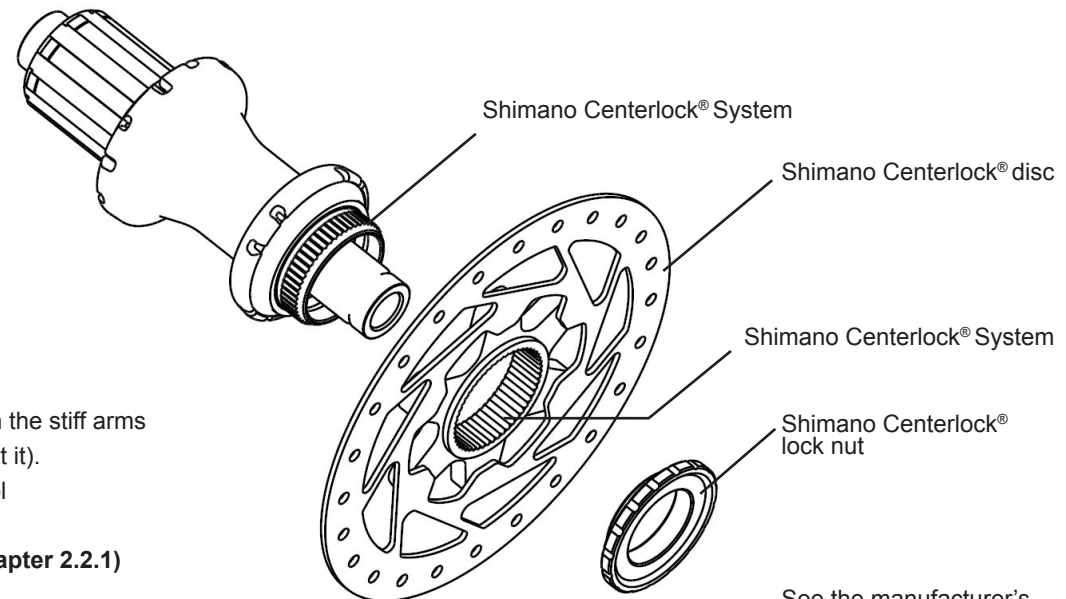
5-3 DISC BRAKES

5-3-1 / SHIMANO CENTERLOCK® DISC

WARNING

Follow the fitting instructions provided by the disc manufacturer, especially the lock nut tightening torque.

- Fit the disc with the Shimano Centerlock® system making sure you position it in the right direction
- If the setting of the disc is a little bit hard, you need to push it with your fingers on the stiff arms of the disc (do not push it with your fingers on the braking surface as you may twist it).
- Tighten the lock nut to the torque indicated by the disc manufacturer. Use the tool recommended by the manufacturer.
- Check the condition of the disc brake pads and the centering of the disc (see chapter 2.2.1)



See the manufacturer's tightening torque

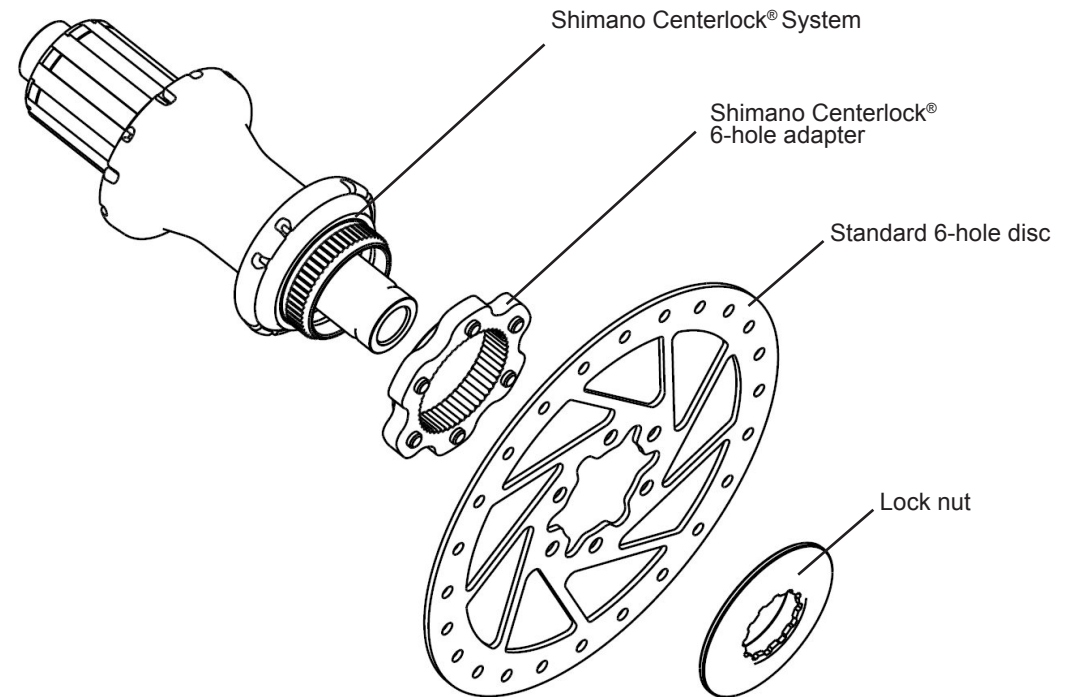
5 / BRAKING / BRAKE PADS / DISC BRAKES

5-3-2 / STANDARD 6-HOLE DISC

WARNING

Follow the fitting instructions provided by the disc manufacturer and the 6-hole/Shimano Centerlock® adapter, including the tightening torques for the lock nut and the disc mounting screws

- Place the 6-hole/Shimano Centerlock® adapter on the hub taking care over the direction of fitting
- Place the disc with the standard 6-hole system on the adapter making sure you fit it in the right direction
- If the setting of the disc is a little bit hard, you need to push it with your fingers on the stiff arms of the disc (do not push it with your fingers on the braking surface as you may twist it)
- If the adapter has 6 screws, tighten them to the torque specified by the disc manufacturer
- Tighten the lock nut to the torque indicated by the disc manufacturer. Use the tool recommended by the manufacturer.
- Check the condition of the disc brake pads and the centering of the disc (**see chapter 2.2.1**)



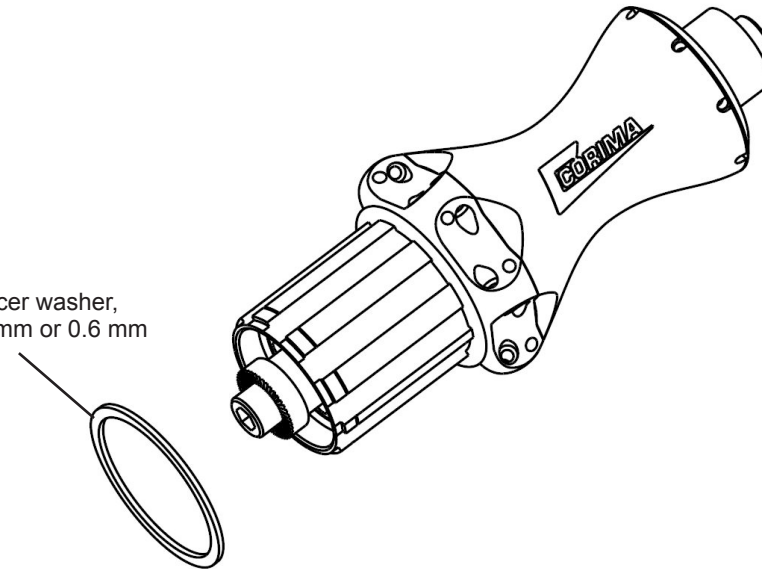
See the manufacturer's tightening torque

6/MOUNTING THE PINIONS ON THE CASSETTE BODY

6-1 CASSETTE BODY COMPATIBLE FOR SHIMANO® 9/10/11 SPEED-SRAM®

Your rear wheel with a Shimano 9/10/11 speed-Sram cassette body is supplied with three spacer washers, two of 0.6 mm (ref: 400135) and one of 1.2 mm (ref: 400136), which may be necessary to block the sprockets properly between each other when assembling the cassette. If these washers are needed, they must be positioned on the freewheel body before assembling the cassette. To assemble the sprockets, refer to the manufacturer's instructions. Respect the specified torque for tightening the lockring.

Spacer washer,
1.2 mm or 0.6 mm

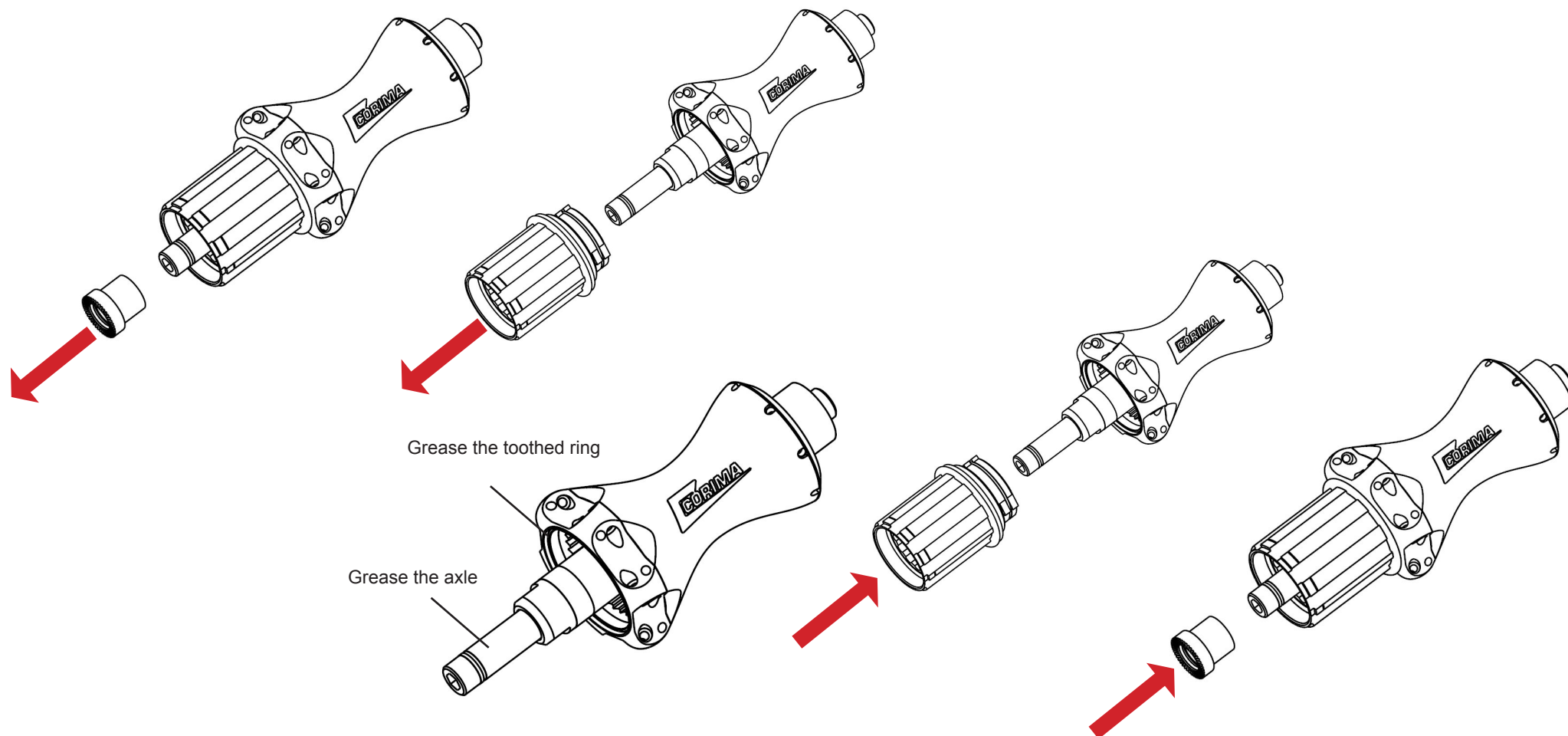


6-2 CASSETTE BODY COMPATIBLE FOR CAMPAGNOLO® 9/10/11 SPEED

To assemble the sprockets refer to the manufacturer's instructions.
Respect the specified torque for tightening the lockring.

7/CHANGING THE CASSETTE BODY: «S1», «S» AND «S+»

- Remove the external plug
- Remove the cassette body
- Clean the axle and the toothed ring with a dry cloth
- Apply standard cycle grease on the axle and the toothed ring
- Slide the desired cassette body on the axle (which must be clean, and the pawls greased)
- Set the external plug again, taking care over the direction (marked «Ext» on the outside)



8/GLUING AND REMOVING A TUBULAR TIRE ON A CARBON RIM

8-1 GLUING A TUBULAR TIRE ON A CARBON RIM WITH A TUBULAR GLUE

You should also refer to the tubular glue manufacturer's instructions. Use a standard glue intended for this purpose. Before applying the tubular glue, clean the rim contact area with a dry cloth and acetone to obtain good adhesion of the glue. Do not sand the rim. Use enough glue on the tubular tire and the rim and follow the glue manufacturer's instructions. Make sure the tubular tire is properly centered on the rim. You can remove any glue runs on the rim with acetone. Always check the bonding of your tubular tires before starting out. Respect the direction of rotation of the tubular tire.

8-2 REMOVING A TUBULAR TIRE GLUED ON A CARBON RIM WITH TUBULAR GLUE

You should also refer to the tubular glue manufacturer's instructions. The tubular tire must be deflated to remove it from the rim. With both hands, pinch the tubular tire between the palms of your hands and your fingers, with the palms turned away from you. Push the tubular tire off the rim with your fingers. If the bonding is too strong, search the rim for the place that is the easiest to detach. When the tubular tire starts to come off, continue the operation all the way round. Take care to detach the tubular tire from the rim surface and not to tear the stitch protection base tape off the tubular tire.

8-3 GLUING A TUBULAR TIRE ON A CARBON RIM WITH A RIM TAPE

You should also refer to the rim tape and tubular tire manufacturer's instructions. Use a rim tape for bonding on carbon rims (e.g.: Jantex 14 Vélox or Tufo). Before applying the rim tape, clean the rim contact area with a dry cloth and acetone to obtain good adhesion by the adhesive tape. Do not sand the rim. Refer to the manufacturer's instructions. Always check the bonding of your tubulars before starting out. Respect the direction of rotation of the tubular tire.

8-4 REMOVING A TUBULAR TIRE GLUED ON A CARBON RIM WITH A RIM TAPE

You should also refer to the rim tape and tubular tire manufacturers' instructions. The tubular tire must be deflated to remove it from the rim. With both hands, pinch the tubular between the palms of your hands and your fingers, with the palms turned away from you. Push the tubular tire off the rim with your fingers. If the bonding is too strong, search the rim for the place that is the easiest to detach. When the tubular starts to come off, continue the operation all the way round. Take care to detach the tubular tire from the rim surface and not to tear the stitch protection base tape off the tubular tire.

9/ADJUSTING SPOKE TENSION AND WHEEL CENTERING

The tension of your spokes is set at the factory. After a certain time of use, depending on the type of user, the conditions of use and the care given to your wheel, it will sometimes be necessary to readjust the tension of the spokes using the spoke wrench provided with the wheel (Ref: 520021).

WARNING

Do not over tension the spokes; you could damage the rim or the hub. Due to the high spoke tension on the cassette side of the rear wheel, tightening/loosening the nipples may be difficult. If it is necessary to adjust the trueing, it is preferable to adjust the spokes on the opposite cassette side to avoid damaging the nipples. Haven a check performed each season in our workshops to ensure the best possible adjustment in terms of trueing, spoke tension and wheel centering.

9-1 MAXIMUM AUTHORIZED SPOKE TENSIONS

CORIMA front wheels with radial spokes, maximum authorized tension = 85 kg

CORIMA front wheels for disc brakes, maximum authorized tension = 115 kg disc side

CORIMA rear wheels, maximum authorized tension = 160 kg cassette side

The tensions given were obtained with a SAPIM tension meter.

10/WHEEL MAINTENANCE

- Check the spoke tension and wheel centering periodically

Spoke tension adjustment is done from the inside of the rim (spoke nipple inverted) with the specific spoke wrench supplied with your wheel (ref: 520021).

WARNING

Spoke tension must never exceed that of factory assembly (see 9.1) otherwise the rim may be damaged irremediably.

Due to the high spoke tension on the cassette side of the rear wheel, tightening/loosening the nipples may be difficult. If it is necessary to adjust the truing, it is preferable to adjust the spokes on the opposite cassette side to avoid damaging the nipples. (see chapter 9).

MCC S+ wheels do not require any tension adjustment, however the hub / spoke connection should be inspected visually before every use.

- Any violent shock may cause damage which may or may not be visible and which is often repairable by our composites after-sales service department, on a chargeable basis. The financial responsibility for such damage is not imputable to our company. In the event of any violent impact it is essential to have your wheel checked by our technicians.
- Check the wear status of your wheels and rims regularly. Do not use your wheels if there are cracks on the rim and/or the hub, or if the rim is chipped, or out of shape or if the braking surface is irregular or worn.
- Concerning the wear status of the rims, we recommend having the rims inspected annually. CORIMA will assess the degree of wear and can advise you on the reliability level of the rims. Before every use, check the tire pressures, chapter 4. Before every use, check the condition of your brakes, chapter 5.
- Do not remove the tire with any metal tool
- When cleaning your wheel, do not use high pressure water devices, especially for cleaning the hub as the water under pressure could penetrate and damage the bearings or the components of your cassette body for the rear wheel.

Clean or mildly soapy water is quite sufficient; do not use any product that could chemically damage the epoxy resin of the composite. To dry your wheel, use a cloth.

- Every 2000-3000 km or more frequently if used in bad weather, grease your hub axle and the pawl housings of the pawl's holder of the cassette body as well as the toothed ring (refer to chapter 7). Use grease that resists oxidation and ageing and provides good protection against corrosion, such as Kluber Isoflex Super LDS18. Do not use oil; it could dilute the grease in the bearings. Also grease the external locking screws.
- The time and mileage given are an indication and may change significantly depending on the conditions of use and the intensity of your activity (e.g.: competition, rain, salted roads, etc.).
- You can find a list of spare parts for your wheel on www.corima.com

If the bearings of your wheel need to be replaced the work must be done by the CORIMA factory or your CORIMA distributor.

Failure to observe the instructions for maintenance and use could damage your wheel or cause it to malfunction or cause a serious, or even fatal, accident.

10/WHEEL MAINTENANCE

10-1 TRANSPORT AND STORAGE

Carry your wheels in the protection wheelbags provided to this purpose, protect them from shocks.

Avoid exposing your wheels to high temperatures (in the sun, behind car windows, on a bike carrier too close an exhaust outlet, etc.).

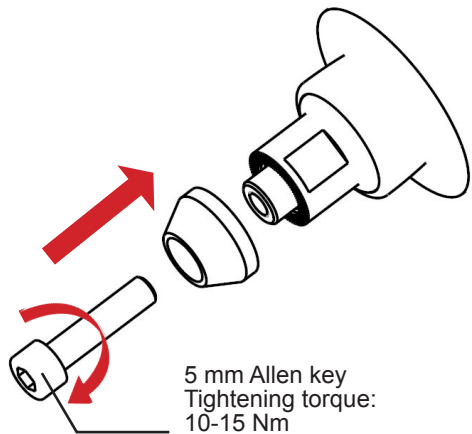
At the end of each season, we advise you to remove the wheel axle and dry the inside of the hub thoroughly in order to prevent residual moisture damaging the bearings or components of your cassette body of your rear wheel.

Let your wheels winter in a dry place and reassemble your wheel's axles for your first ride at the beginning of the cycling season.

Never hang your bike directly by the rim or the spokes.

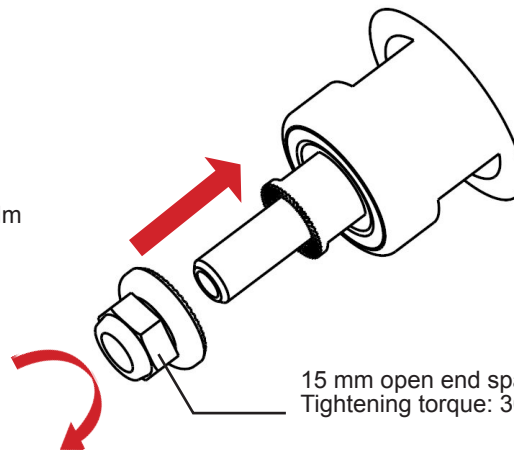
MCC S+, Disc and Lenticular wheels are fragile to shocks and pressures, transport them carefully in their wheelbags. Do not fit these types of wheels on a bike carrier.

11/ TRACK WHEELS: 47 MM "S", 3, 4 AND 5 SPOKE, DISC AND LENTICULAR TUBULAR WHEELS



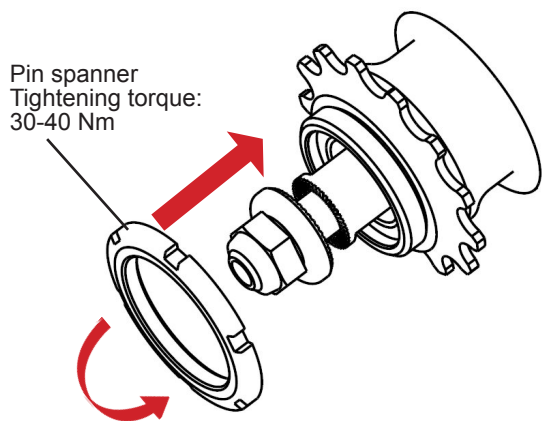
5 mm Allen key
Tightening torque:
10-15 Nm

The tightening torque of the blocking bolts + screws (ref: 400161) is between 10 and 15 Nm max.
Use a 5 mm Allen key.



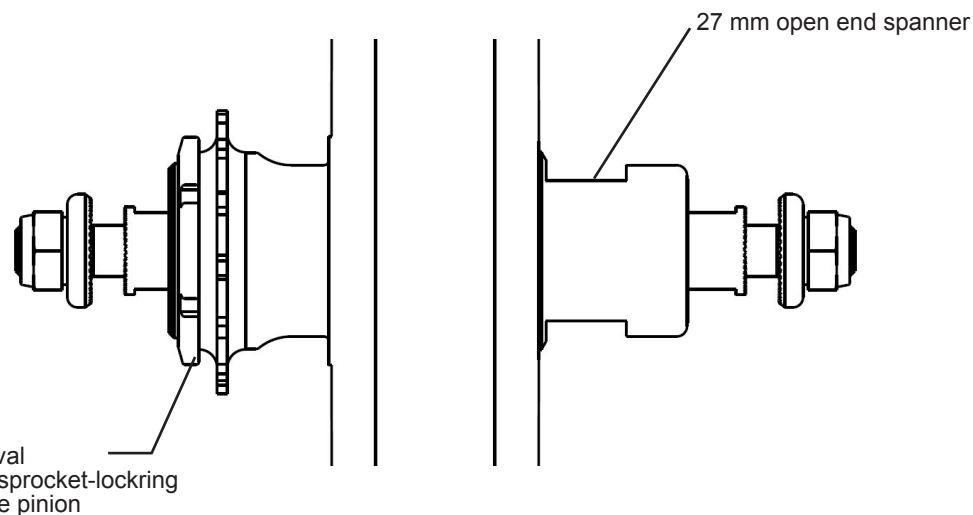
15 mm open end spanner
Tightening torque: 30-40 Nm

The tightening torque of the rear track screws (steel) (Ref: 400160) is between 30 and 40 Nm max.
Use a 15mm open end spanner.



Pin spanner
Tightening torque:
30-40 Nm

Our rear track wheels are supplied with a sprocket-locking (Ref: 400147), which has a thread of 33.6 X 24TPI (1.32" x 24 TPI). The thread of the track sprocket is 1.375" x 24 TPI. These 2 components should be mounted, greased and tightened between 30 and 40 Nm.



Removal of the sprocket-locking and the pinion

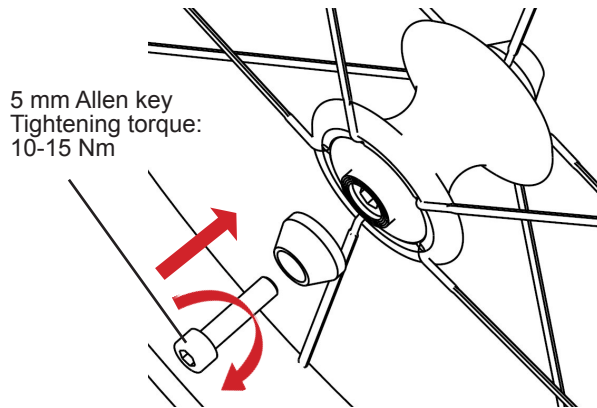
WARNING

When unscrewing the fixed pinion from the hub, hold the hub's body with a 27 mm spanner on the flats provided.

12/WHEELS FOR ATHLETIC WHEELCHAIRS

Athletic wheelchair wheels must only be used on roads or tracks with a smooth surface.

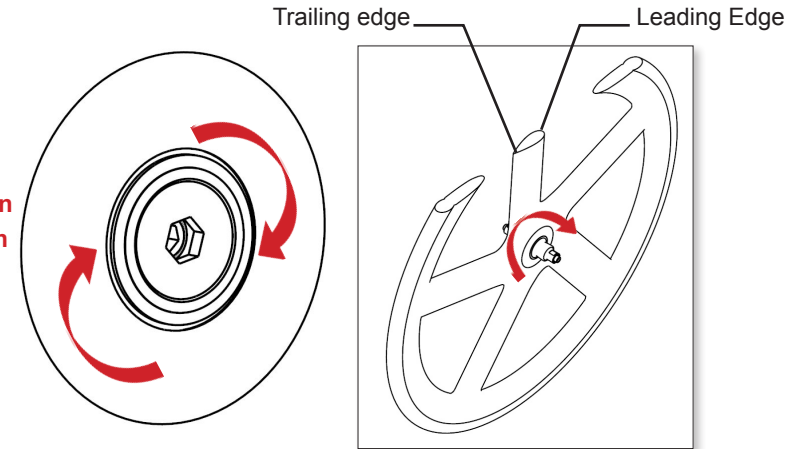
For the front CORIMA 40 mm 20" (500C) wheel, the tightening torque of the blocking bolts + screws (ref: 400161) is between 10 and 15 Nm max. Use a 5 mm Allen key. The use of CORIMA brake pads is mandatory.



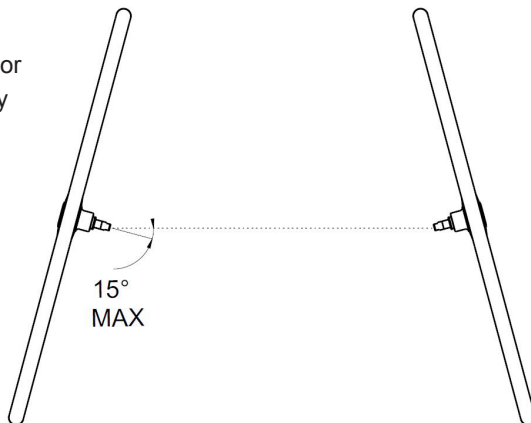
5 mm Allen key
Tightening torque:
10-15 Nm

WARNING

Respect the direction of rotation of the wheel shown by the sticker on the hub.

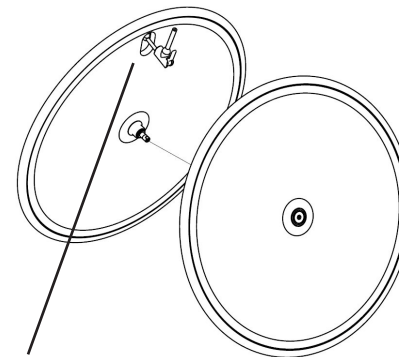


Rear CORIMA 4 SPOKE or DISC wheels are perfectly suited for fitting with a maximum camber angle of 15°.



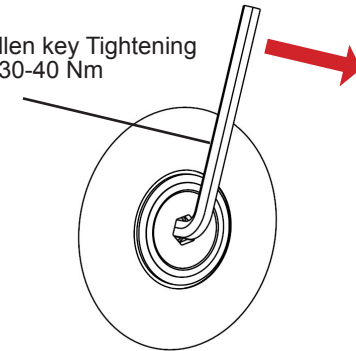
15°
MAX

WARNING



For DISC wheels, tubular tire inflation is done by the inside face.

6 mm Allen key Tightening torque: 30-40 Nm



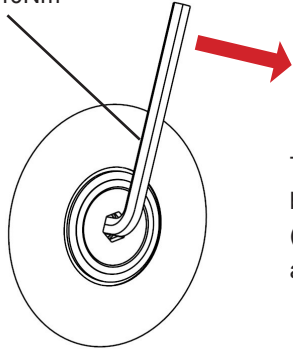
The tightening torque of the rear wheels must be between 30 and 40 Nm maximum. The 6 mm Allen key (not supplied) should be completely inserted into the axle when tightening.

Athletic wheelchair wheels are not intended to be hit, struck or "boxed". The sides of the wheels can be irreparably damaged if the athlete uses «boxing» of push rims as a driving technique. It is not possible to use hard gloves with this type of wheels. Do not handle the loaded wheelchair by lifting the front wheel.

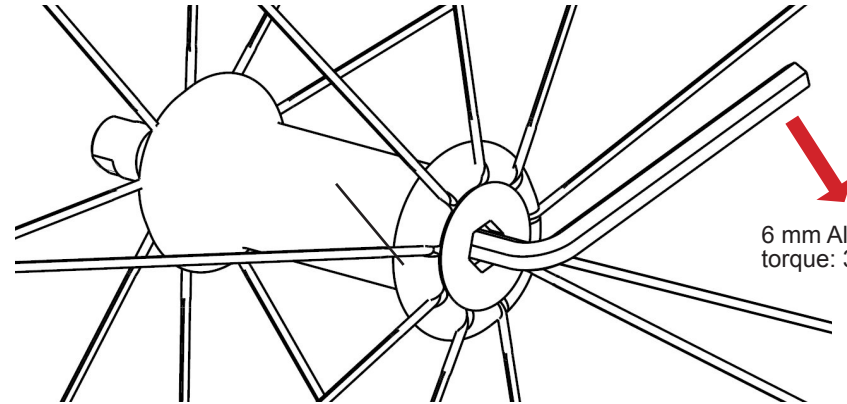
13/HANDBIKE WHEELS

CORIMA handbike wheels with rim braking must not be used on hilly routes of 4th, 3rd, 2nd, 1st and HC categories. They must only be used on roads or tracks with a smooth surface. The use of CORIMA brake pads is mandatory for the front wheel.

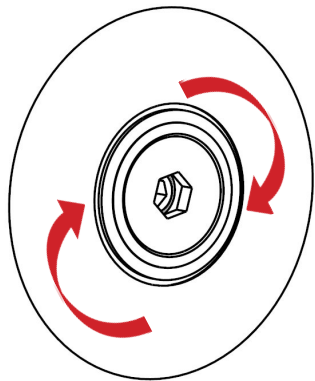
6 mm Allen key Tightening torque: 30-40Nm



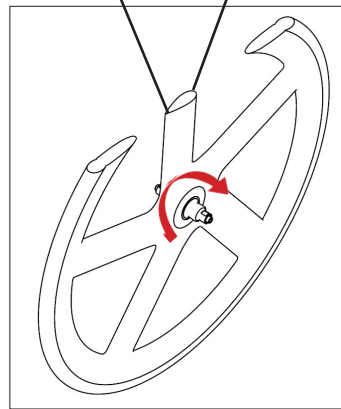
The tightening torque of the rear wheels must be between 30 and 40 Nm maximum. A 6 mm Allen key (not supplied) should be completely inserted into the axle when tightening.



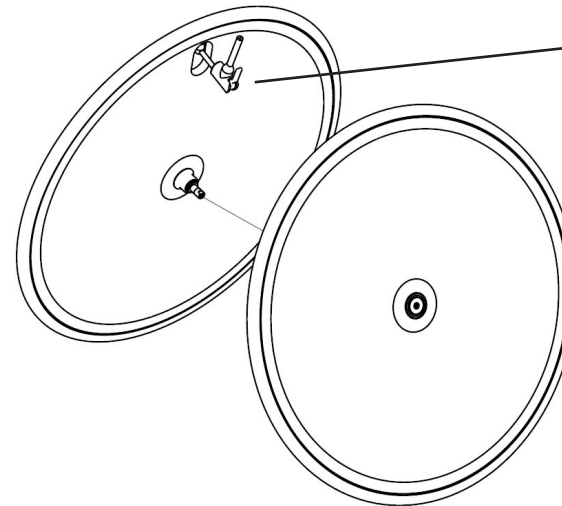
6 mm Allen key Tightening torque: 30-40Nm



Trailing edge — Leading Edge



Check the direction of rotation of your front 4 SPOKE wheel to profit from its aerodynamic advantage (leading edge and trailing edge).



For DISC wheels, tubular tire inflation is done by the inside face.

WARNING

Respect the direction of rotation of the wheel shown by the sticker on the hub.

14/TENNIS WHEELCHAIR'S WHEELS

CORIMA tennis wheels must only be used on tennis courts. The hub is compatible with wheelchairs with 12 and 12.7 mm diameter axles.

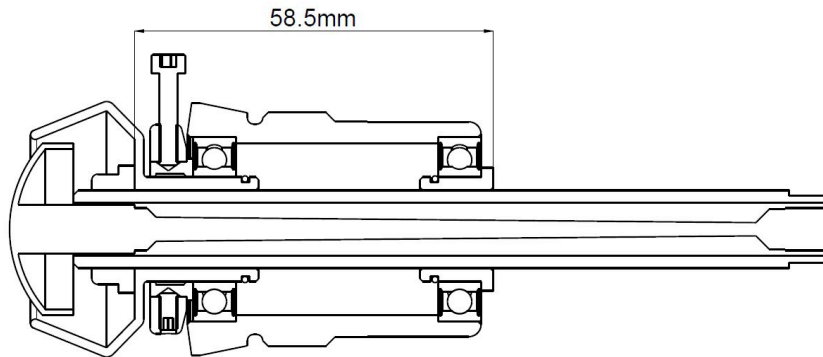


Figure 1

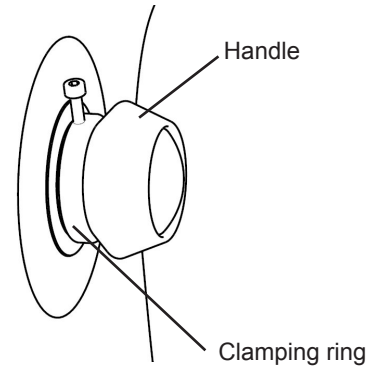


Figure 2

Make sure that the clamping ring is in contact with the handle.

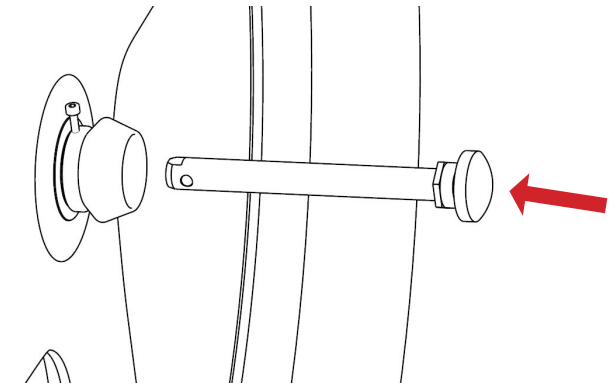


Figure 3

Insert the axle in the hub.

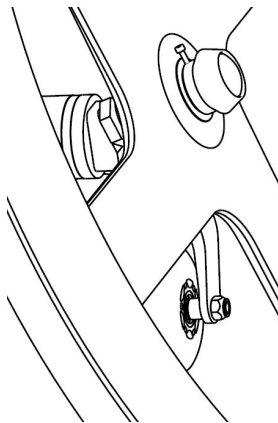


Figure 4

Fit the wheel on the wheelchair.
Make sure that the pull axle is engaged completely and that it is locked.

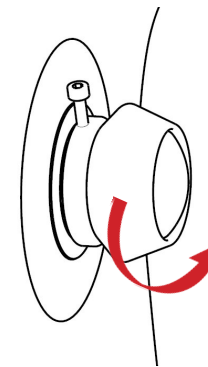


Figure 5

Hold the clamping ring and unscrew the handle to eliminate the play (the athlete must not be seated in the wheelchair for this operation).
Apply a maximum tightening torque of 4 N.m.
The play should be adjusted every time the wheel is fitted.

14/TENNIS WHEELCHAIR'S WHEELS

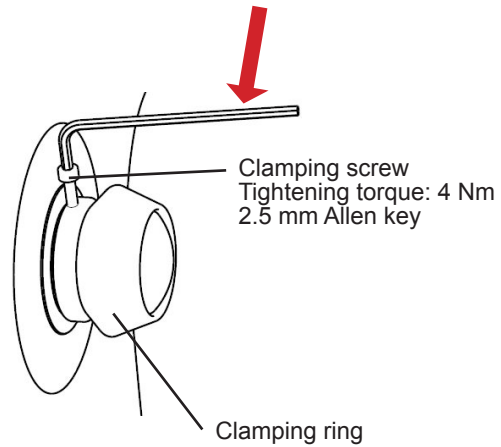
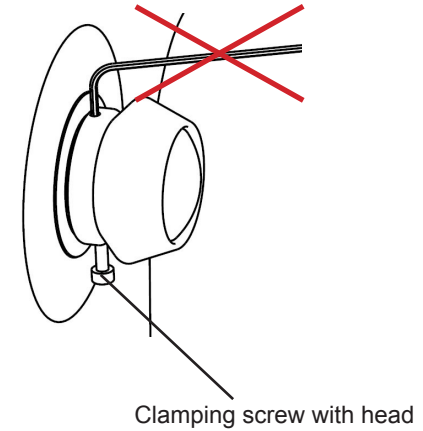


Figure 6

Tighten the clamping ring screw using a 2.5 mm Allen key to lock the position.
The tightening torque is 4 N.m.



WARNING

Figure 7

Caution: Do not screw or unscrew the grub screw.

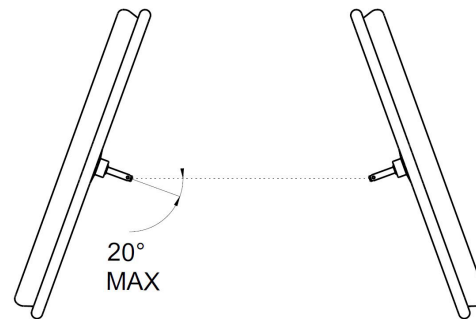


Figure 8

CORIMA tennis wheelchair's wheel are perfectly suited for fitting with a maximum camber angle of 20°.

15 / LIFETIME

The lifetime of CORIMA wheels depends on the sporting activities of each of our customers and of the specific conditions they impose on their wheels.

In normal conditions of use and maintenance, in the absence of shocks or excessive constraints, our wheels maintain their mechanical characteristics several years beyond the contractual deadline of the warranty. However, we recommend our customers to replace their wheels by new ones every 5 years.

Certain components such as bearings, spokes and brake pads are considered as consumables to which the contractual warranty does not apply. Trueing and spoke tension are not part of the warranty.

Concerning the wear status of the rims, we recommend having the rims inspected annually. CORIMA will assess the degree of wear and can advise you on the reliability level of the rims.

16 / WARRANTY

16-1 THE CORIMA SALES WARRANTY

16-1-1 / THE WARRANTY

CORIMA covers all its products by a commercial warranty, parts and labour, against any manufacturing fault for a period of two (2) years from the date of invoicing of the product. The time taken for repairs covered by the commercial warranty on the products does not extend the duration of the warranty, except if the product is immobilized for more than seven (7) days. In this latter case, this period of immobilization is added to the duration of warranty remaining.

16-1-2 / LIMITATION OF THE WARRANTY

The CORIMA warranty covers, only and exclusively, faulty manufacture of the products and notably excludes from its scope of application any injury, any prejudice and, more generally, any direct or indirect consequence resulting from improper use or failure to comply with the instructions for use, of a lack of maintenance or non-compliant use of the product. To keep the warranty and for your safety do not perform any intervention on, or modify, your CORIMA wheel (drilling, sanding, etc.).

16-1-3 / WARRANTY'S APPLICATION

In order to have the CORIMA sales warranty apply, the buyer should return the product for examination to the CORIMA Company. The product must be accompanied with its invoice.

The CORIMA Company will then proceed to examine the product. Depending on the results obtained, the following will be suggested:

- If the product has a manufacturing defect, CORIMA will decide either to repair or replace the product or a part of the product in question.
- If the product does not have a manufacturing defect, CORIMA will suggest to the buyer to repair or replace the product at the buyer's expense.

Any return to CORIMA for examination will be handled by the customer who will ensure that the product's packaging is appropriate, that the product is insured, if necessary, and that the shipping costs are paid.

This sales warranty applies without prejudice to the legal guarantees, particularly the guarantee of conformity provided by Article L.211-1 and subsequent articles of the French Consumer Code and the guarantee against latent defects provided for by Articles 1641 to 1649 of the French Civil Code.

16/WARRANTY

16-2 THE LEGAL WARRANTIES

16-2-1 / THE LEGAL WARRANTY OF CONFORMITY

In accordance with the provisions of Articles L.211-1 to L.211-14 of the French Consumer Code, from which extracts are given below, the consumer benefits from a legal guarantee of conformity:

Article L.211-4 : The seller is obliged to deliver goods in conformity with the contract and will be responsible for the lack of conformity at the delivery time. He will also be responsible for the lack of conformity resulting from the packaging, mounting instructions or installation when the contract stipulates that the seller is in charge of the installation or the installation is performed under his responsibility.

Article L.211-5 : In order to conform with the contract, the goods must :

1- be specific for the customary usage expected from comparable goods and, if necessary :

- correspond to the description given by the seller and have the qualities that the seller presented to the buyer in the form of a sample or model;

- have the qualities that a buyer can legitimately expect on account of the advertisements made by the seller, by the producer or by his representative, particularly in terms of publicity or labeling ;

2- Or have the characteristics defined by common agreement by the parties, or be specific to any special usage sought by the buyer, indicated by the buyer to the seller, and for which the seller has thereby agreed to.

Article L.211-12 : The legal guarantee of conformity shall be valid for two (2) years as of the goods delivery date.

16-2-2 / WARRANTY AGAINST LATENT DEFECTS

In accordance with the provisions of Articles 1641 to 1649 of the French Civil Code, from which extracts are given below, the buyer benefits from a guarantee against latent defects:

Article 1641 : The seller is obliged to guarantee the item sold against latent defects which render it unsuitable for its intended usage, or reduce this usage to such an extent that the buyer would not have purchased the item, or that he would have purchased it only at a lower price if he had known the latent defects existed.

Article 1648 al. 1 : The buyer shall have two (2) years as of the discovery date of the latent defect(s) to apply the guarantee against latent defects.

17/THE “COMPLETE SATISFACTION OR REFUND” RULE

The customer has a period of fourteen (14) days to return all or part of an order (except for tailored or customized products) to obtain its exchange or reimbursement. For this, the products, in **NEW condition i.e. UNUSED**, will need to be properly protected in their packaging and accompanied by their invoice.

The exchange or refund will only take into account the original price of the product without carriage, provided the products are returned in new condition, i.e. unused to the company in the original packaging, carriage paid.

18/RETURNING A PRODUCT TO THE CORIMA AFTER-SALES DEPARTMENT

Any return to the company for inspection must be organized by the customer who shall ensure the quality of the packaging, the insurance if any, and cover the cost of carriage. Remember to include with the wheel, the purchase invoice as well as all your contact information, name, first name, address, phone number and email address.

WARNING

If you wish to return your wheel to the CORIMA After-Sales department, we kindly ask you to return it to us without clincher tire, inner tube, tubular tire, without sprockets (cassette) or quick release skewer.

CORIMA IN BRIEF

CORIMA was founded in 1973 by Pierre MARTIN and Jean-Marie RIFFARD and is located at Loriol sur Drôme (26) in France.

CORIMA means COoperation Riffard MArtin.

Its original activity was mechanical moulding, and making moulds and models for the foundry, automotive and aeronautical sectors.

In 1988, CORIMA diversified into the manufacture of carbon composite parts and launched its first product for the bike sector, the DISC wheel. The 4 SPOKE wheel, the PUMA monocoque frame, the AERO wheel, the Ellipse seatpost, the AERO+ Tubeless, MCC, and «S» and «S+» wheel ranges and many others followed, thus achieving a complete range of carbon parts for bikes.

In addition to the production site, CORIMA has 1200 m² for the Sales and Research and Development departments. A very spacious show-room has been created to welcome you in the best conditions and help you discover our range of products.

These premises are on the current site at the Loriol exit (exit n°16) of the A7 motorway.

If you are part of a club and want to arrange a visit to CORIMA with the members of your club, we invite you to contact us by phone to organize this visit; we shall be very happy to welcome you.

CORIMA congratulates and thanks all the athletes who ride on CORIMA products, road, track and cyclo-cross cyclists, triathletes and athletes in wheelchair sports and handbike.

Bravo to all our customers, famous or less well known, who win throughout the year with our products.

CORIMA

Sortie Autoroute A7 - F-26270 LORIOL SUR DROME - FRANCE

Phone: 33 (0) 4 75 63 85 37 - Fax: 33 (0) 4 75 63 93 03

corima@corima.com - www.corima.com

WHERE ARE WE LOCATED ?



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