



SAFETY WARNING

DO NOT UN-DO THE SCREWS IN YOUR WHEELS BEFORE DEFLATING YOUR TYRES FIRST. FAILURE TO DO THIS MAY RESULT IN AN EXPLOSION, WHICH POTENTIALLY MAY CAUSE INJURY OR DEATH TO YOURSELF & OTHERS AROUND YOU.

Superstar Wheel - Dis-Assembly

Step 1

Start by removing the protective Anti Dust Cap (A), from the Valve Tube (B) of the Wheel by turning the Dust Cap anti-clockwise. Now deflate the Wheel by pressing in the Valve Stem (C). You can do this very easily by using a blunt "pointy" tool to press against the Valve Stem. Squeeze ALL the air from the Tyre until no "hissing" can be heard coming from the Valve.

Place a 3mm Allen Key (I) into the head of the M4x40mm Bolt (H), hold the Bolt Head steady with the Allen Key, press a finger onto the corresponding Nut (J) & turn the Key anti-clockwise until the Bolt is unscrewed. If you can't pull the Bolt out of the Hub assembly, keep on winding anti-clockwise until you can easily pull it out. The Nut (J) usually stays in its Housing (G) but it happens that single Nuts drop out - so be careful not to lose one! Repeat this for all five Bolts. When all Bolts have been removed clasp the Hub within your fingers from both sides and pull the two Rim Halves (E) apart & away from the Tyre (D). The Bearing Spacer (4) will now fall out of its position - don't lose it! Grab the Inner Tube (L) with your fingers & pull it gently out of the Tyre (D). Finally, carefully pound out the Bearings (3 & 6) from the inside, out of the Bearing Housing (F).

Superstar Wheel - Assembly

Step 2

Insert the Inner Tube (L) into the Tyre (D). Using a bicycle pump, inflate the Tube slightly, just enough so that the Tyre has a little bit of inflated Shape. Adding a little bit of shape will make it easier to assemble the Wheel & prevent the Inner Tube from getting caught in between the two plastic Rims (E) during construction, avoiding unwanted punctures.

Now take the Rim (E), insert the Nuts (J) into the Nut Housings (F), and place it onto a table with the Valve Cut Out (K) positioned at 12 o'clock. Holding the slightly inflated Tyre so that the Valve is also at 12 o'clock + facing towards you, push the Tyre & Tube over the Rim, positioning the Valve Tube (B) into the Valve Cut Out of the Rim (E). Taking the 2nd Rim in your other hand, place the Valve Cut Out over the the Valve Tube & using a little bit of force, push the two Rims of the Hub so that they mate together nicely. If necessary, release some air from the Inner Tube(L) to allow the Rims to stay connected. Be careful not to "pinch" the Inner Tube in-between the two plastic Rims when pushing them together as this may puncture your Inner Tube.

Place the semi-constructed Wheel onto a table or surface, with the Valve Tube (B) facing towards you, push the 5x M4x40mm Bolts (G), into the Bolt Holes of the Spokes, using a 3mm Allen Key to wind them in if they don't push through easily. When you unintentionally pushed out a Nut, wind out the Bolt slightly and re-place the Nut into its Housing (G). Place a finger over one Nut, firmly press it into its housing and use the 3mm Allen Key to wind in the corresponding Bolt. Tighten the Nuts equally & bit-by-bit in multiple steps. There is no need to over tighten these Bolts but tighten them equally! **If you overtighten the Bolts (H), the Nuts (J) may start to slip within their Housings (G), ruin the Housings and you won't be able to disassemble the Hub easily again!** Inflate the Tyre to approx 35-50 PSI & finally screw on the Valve Dust Cap.