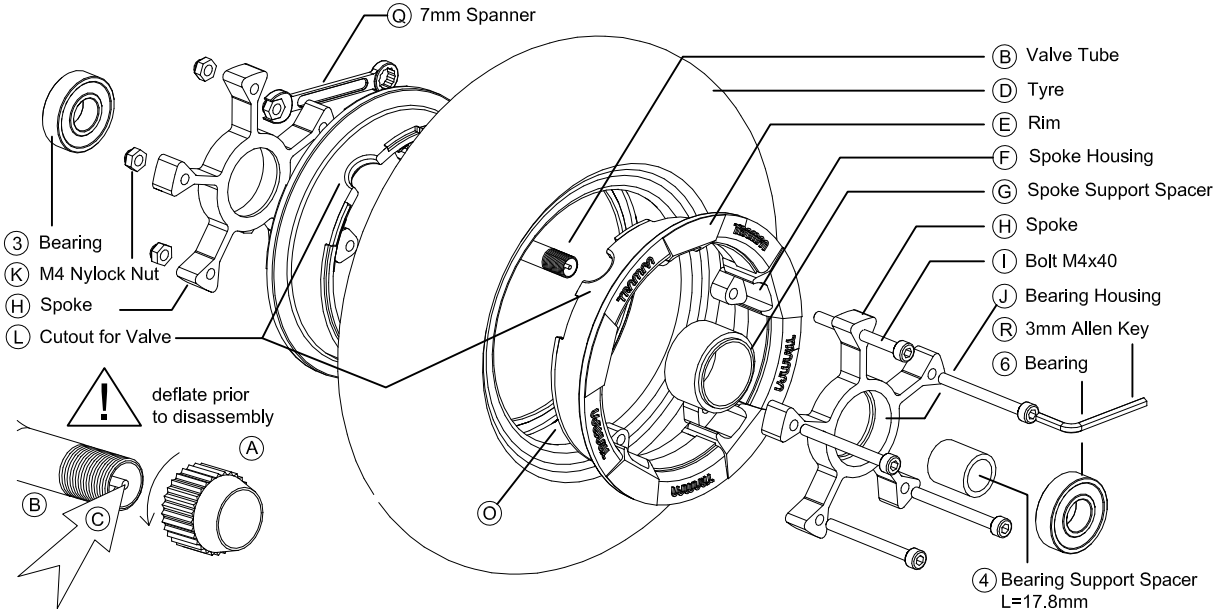
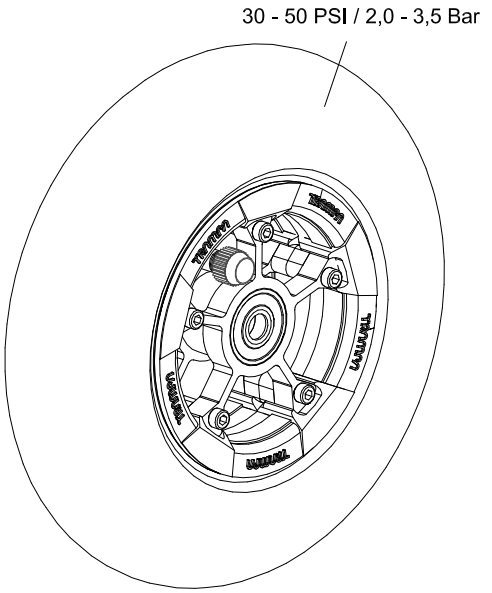
Superstar Wheel 8"





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 herd coming from the Valve.

Place a 3mm Allen Key (R) into the head of the M4x40mm Bolt (I) & a 7mm Spanner (Q) or a Ratchet Drive/Socket Spanner, onto the correlating M4 Nut (K) on the other side of the Wheel, hold the Bolt Head steady with the Allen Key & turn the Spanner/Ratchet anti-clockwise until the Nut is removed. When the Nut is removed simply push the Bolt through its location & out of the Wheel Assembly. Repeat this for all 5 Nuts & Bolt. When all 5 bolts have been removed use your fingers to pull the Spoke (H) out of the Rim (E) assembly. The Spoke Support Spacer (G) will still be fitted onto one of the Spokes & the Bearing Support Spacer (4) located inside the Spoke Support Spacer, should now fall away, so be careful not too loose this on the floor. Pop out the Spoke Support Space & remove the final Spoke from the other half of the Rim, then clasping the Hub within your fingers from both sides pull the 2 Rim halves apart & away from the Tyre. Grab the Inner Tube (O) with your fingers & pull it gently out of the Tyre (D). Finally pick up the Spokes & using your fingers push the Bearings (3 & 6) from the inside, out of the Bearing Housing (J) of the Spoke.

Superstar Wheel - Assembly ***Step 2***

Insert the Inner Tube (O) 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 (C) during construction, avoiding unwanted punctures.

Place 1 of the Rims (E) onto a table with the Valve Cut Out (L) positioned at 12 o’clock. Holding the semi inflated Tyre so that the Valve is also at 12 o’clock, push the Tyre & Tube over the Rim, positioning the Valve Tube (B) into the Valve Cut Out of the Rim. 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 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.

Next, take 1 of the Spokes (H), ensuring the Bearing Housing (J) is facing outwards to accept the Bearing, (which will be fitted later) push the Spoke into the Spoke Housing (F). Make sure this Spoke is pushed in evenly & is sitting flat within the Housing. From the spoke-less side of the Wheel, reach inside & insert the Spoke Support Spacer (G) into the rear of the Bearing Housing. This should fit semi tight & not fall from position, then place the 2nd Spoke, ensuring the Bearing Housing (J) is facing outwards again, into the Spoke Housing, aligning it up with the Spoke Support Spacer that’s already in position. You should hear a little click of Quality when the Spoke Support Spacer fixes in to the Spoke.

Place the semi-constructed Wheel onto a table or surface, with the Valve Tube (B) facing towards you at 12 o’clock, push the 5x M4x40mm Bolts (G), into the Bolt Holes of the Spoke, using a 3mm Allen Key to wind them in if they don’t push through easily. When all 5 Bolts are in position turn over the construction & using your fingers hand-tighten the M4 Nuts (I) onto the Bolts. Use the 3mm Allen Key to hold the Bolt steady & the 7mm Ratchet Drive/Socket Spanner (Q) to tighten the Nuts onto the Bolts. Tighten the Nuts equally & bit-by-bit in multiple steps. There is no need to over tighten these Bolts but tighten them equally! Inflate the Tyre to approx 35-50 PSI & finally screw on the Valve Dust Cap. After Inflation re-check all Nuts & Bolts again as the air pressure in the Wheel will have caused your hub to get slightly slimmer allowing slightly more room for tightening.