

LACING INSTRUCTIONS

Reeg MX Front Hub shown in photographs below.

SPOKES: Use Reeg Spec spokes or spokes that are the correct length for a Bombshell or Sano 28 hole rear hub.

RIM: Use an aftermarket 10" or 12" heavy-duty 28 hole aluminum rim that are compatible with the spokes listed above.

STAINLESS STEEL vs. ZARTAN NIPPLES: If using stainless steel spokes with stainless steel nipples, be sure to apply spoke oil to the thread of every nipple before assembling. Although spoke oil isn't required for zartan nipples to prevent seizing, it will help ensure that you meet the proper torque requirements after truing the wheel.

STEP 1) First, separate your spokes into 2 groups. One group for the "inside" (less dramatic bend) spokes, and the other for the "outside" (more dramatic bend) spokes.

STEP 2) Lace the new hub and wheel using a cross 2 spoke pattern versus a stock hub's cross 1. Start on the non-rotor flange, and insert one "inside" spoke into every other hole. Lay out the rim and hub to determine the correct spoke position. The angle of the rim holes should line up with the angle of the spokes. Once you've lined up the spokes to every fourth rim hole correctly, partially thread a nipple onto each spoke.

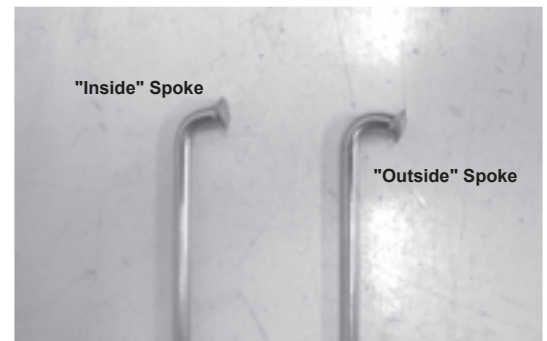
STEP 3) Once all of the non-rotor flange "inside" spokes have nipples partially threaded on, flip the wheel over and repeat the process for the rotor flange. The spokes on this side of the wheel line up slightly in front or slightly behind the other flange's spokes. In the example pictured, the rim hole with the correct angle for the spokes on this side of the wheel is slightly in front of the spoke on the other side. This means that the spokes on this side of the wheel will be inserted into the corresponding hub hole that is slightly in front of the spoke on the opposite flange.

STEP 4) Insert the "outside" spokes in the opposite direction on one flange, and partially thread each with a nipple. Due to the high tolerances of the hub's manufacturing process, you may need to start each of the "outside" spokes by threading them through the hub's spoke holes.

STEP 5) Flip with wheel over and repeat the process once more.

STEP 6) Loosely tighten all nipples until a few threads of each spoke can still be seen.

STEP 7) True the wheel using a truing stand or have a professional do it for you. Per Fasst Co's torque wrench spec's, each nipple should be torqued to 41 ft. lbs.



STEP 1



STEP 2



STEP 3



Correctly Laced Rear Wheel



STEP 4



STEP 5