



7
For a start point, lay out the rim on some sort of spacers so it can be centered on the hub. A two-by-four is about the right width.



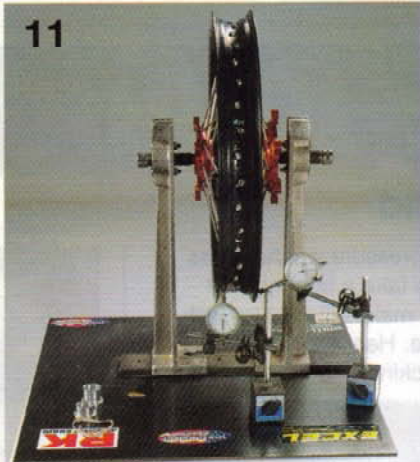
8
Here's the secret: grease the spoke threads before you start. That will make your torque readings more accurate at the end and also work to keep water out of the nipples. Use a good waterproof bearing grease.



9
Next secret: outside spokes first. If you start with the inside spokes, you'll have to bend the outer ones to reach the proper holes. Remember also that any wheel can have up to four different spoke lengths. Make sure you have the right ones.



10
Here's the sequence for spoke installation: outside left, inside left, outside right, inside right. For starters, tighten them all the same number of turns. There should be about four threads showing on each spoke.



11
Here's where you have to break out the truing stand. Don't have one? Join the vast majority. Just use your imagination to get the wheel off the ground. If nothing else, put your bike on a tall stand and use the swingarm.



12
With the wheel vertical, measure the offset to see where you are and where you have to go. Get used to doing this. You'll remeasure after every step.



13
Now you have to make a trip around the wheel tightening only the left or right spokes, depending on the offset. At this point, you can get away with two full turns per spoke on the first lap. Once the offset is in the ballpark, tighten the spokes the same amount on every full lap.



14
Now that the wheel is beginning to tighten up, a little light oil under the heads of the nipples will make things go together so much more smoothly.



15
Your service manual lists the proper torque, usually around 2.9 lb.-ft. If you don't have a spoke torque wrench don't stress too much. You know a loose spoke when you see it. □

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