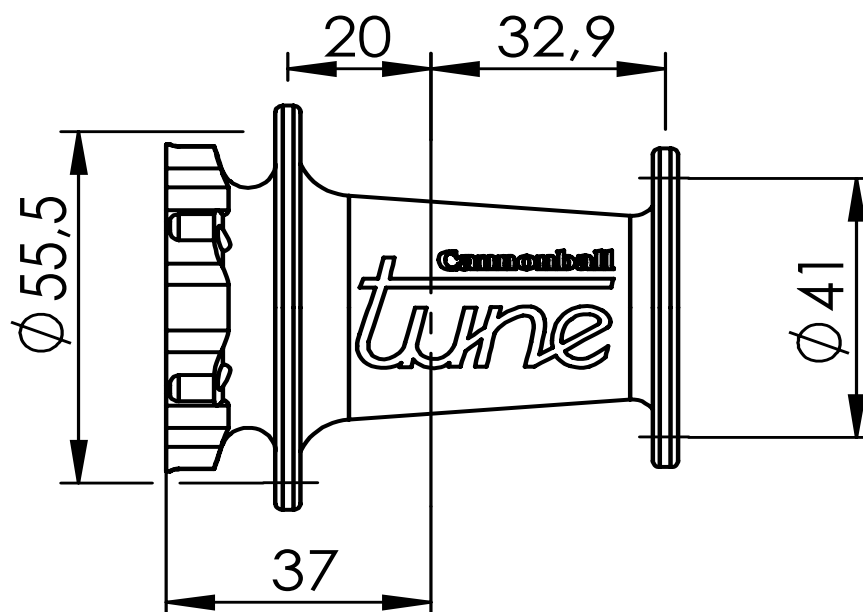


Specifications:

Number of holes	24 / 28 / 32
Disc mount	6-hole (IS2000)
Colours	black, silver, red, gold, blue, green, orange, froggy-green and white (powder-coated, Cannonball SL not in white)
Bearings	2 specific Tune grooved ball bearings (61805 & 61802)
Weight limit	none

Material:

Hub body	aluminium, CNC machined Cannonball SL: carbon weight-optimized flange
Cover cap	aluminium, CNC machined
Clamping bolt	aluminium, CNC machined



Instructions

General:

- Only use the Cannonball hub with original Cannondale-Lefty-forks. It is possible to adapt the hub to the new axle standard (Lefty 2.0 and Lefty Supermax) by using the extra Adapter (NZ1900). Modifying the hub for other clamping methods is not possible.
- Mount the hub with the included fixing bolt (right-hand thread) on the fork. The fixing bolt should be mounted with bolt lock (e.g. 3M Scotch-Weld TL43).
- The cover cap should be screwed in hand-tight (left-hand thread). With the cover cap and the clamping bolt the wheel can be removed from the fork.
- Before every ride, make sure that your tune product is in a good condition and functioning properly. If there seems to be any irregularities the product should not be used. Contact your retailer for help.
- Never clean your Tune products directly with high water pressure (pressure cleaner) and do not use aggressive detergents.
- Only use tires that suit the rim, pay attention not to exceed the maximum tire pressure of the rim and tire.

Maintenance:

The hub should be maintained at least once a year. If used in extreme conditions (rain, mud, salted streets, transport in the rain) regularly, the hub should be maintained more often. A regular service supports the technical condition, as well as the durability of the hub.

What does the regular maintenance include?

- The mounted hub, with removed brake disk, should be cleaned. Afterwards it should be undertaken a detailed visual and technical examination.
- When disassembled, the bearings should be examined. The maintenance is described in detail below.

Installation of the brake disc:

- The disc brake must be mounted with a tension of 4-5 Nm.
- Possible old thread-locking remains must be removed before mounting the brake disc.

Lacing:

The Tune hub must not be laced radially. Triple crossed spokes are optimal, however they must be crossed at least twice. It's allowed to tie the spoke crossings with carbon. The construction of twisted laced or tied and soldered spoked wheels is forbidden.

You need a truing adapter for lacing and centring. The adapter can be ordered separately. You can also use the original Cannondale truing adapter. There to you have to shim the opposite side of the disc-side with a 2mm distance (inside \varnothing 15-16 mm; outside \varnothing < 24 mm) before putting the original distance onto the truing adapter.



Cannonball:

The highest permitted spoke tension is **1100 N**.



Cannonball SL:

The highest permitted spoke tension is **1200 N**.

Pitch circle diameter (l/r) \varnothing	55,5 / 41,0 mm
Distance hub flange to wheel center line (l / r)	20,0 / 32,9 mm
Spoke hole diameter \varnothing	2.4 mm

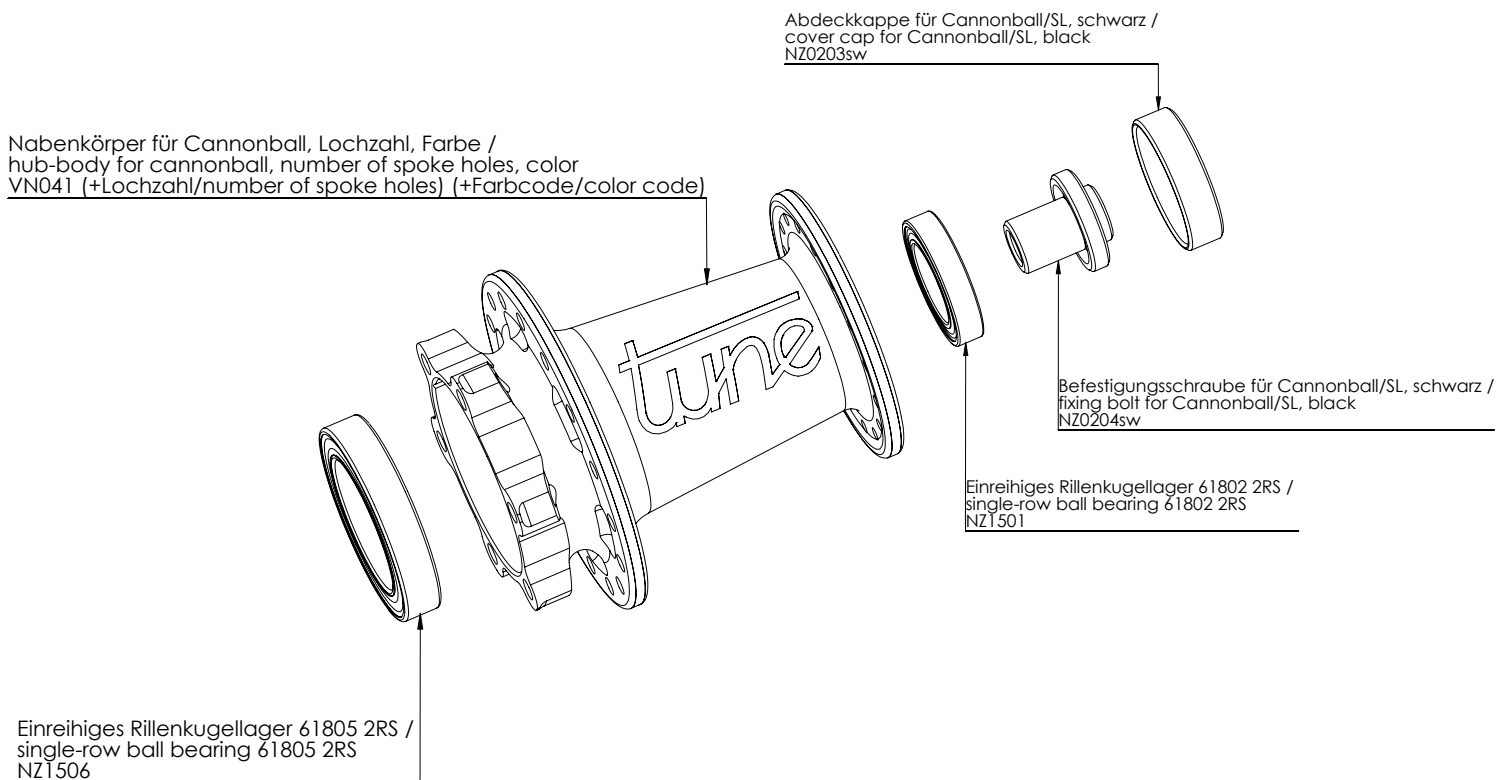
Maintenance

Construction of the hub:

This hub is built up from firmly connected parts, i.e. the axle goes all the way through, with endcaps at both sides, and all parts are fixed exactly in place.

Tune uses specific bearings not available from any other manufacturer. The bearings distinguish themselves by their unusual high amount of special grease and a radial play adjusted for the use. The bearings have a double slid sealing, the hub therefore will run comparatively sluggishly when new. This will change after the first rides, when the grease has been dispersed evenly in the ball-bearings and the seals are working optimally.

Spare parts can be ordered through your local Tune retailer.



Demontage und Montage der Nabe:

The Cannonball (SL) hub is easy to maintain. The bearings can already be inspected and the hub cleaned, when the hub is removed from the fork.

The manual describes the complete process of disassembly and assembly of the hub.



Important notes:

- All contact surfaces, except between the bearings and the hub body, should be greased.
- Always remember the exact position of all parts.
- Please contact your dealer, if you feel insecure, don't have appropriate skills or the needed equipment.



Needed tools / material:

- tool kit **Tune Tool 08** (No. BWZ0000)
- plastic hammer
- hot air blower
- **Tune Tool 03** (removal tool for cap)
- ① Glue (e.g. 3M Scotch-Weld TL-70, Loctite 641)

The pictures in this manual show a King hub. The process is identical for both hubs.

1 Removing the cover cap

First the cover cap on the right side must be removed. It can be removed with the **Tune Tool 03**, pay attention to the left-hand thread.

2 Removing the bearings

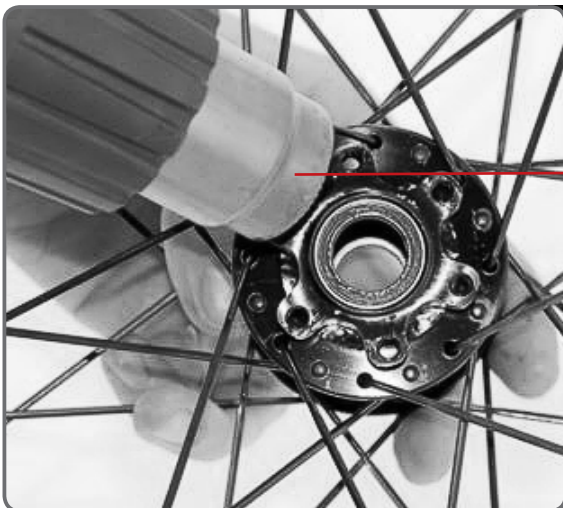


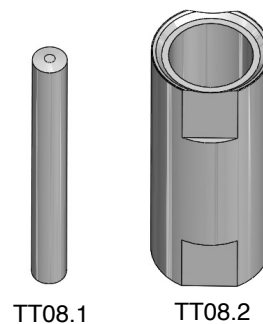
fig.1



fig.2

Needed tools:

- hot air blower
- TT08.1
- TT08.2



For easy removal of the bearing heat the hub body slightly. This loosens the glue and the aluminium expands. **fig. 1**

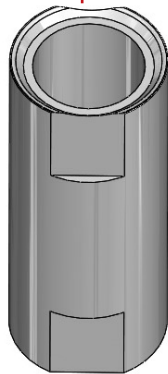
Place the hub on the main tool TT08.2, the bearing that has to be removed should face down. Now the bearings can be pushed out using the tool TT08.2 and a plastic hammer. Always dispense the force all around the bearing to not damage both the bearing and the hub body. **fig. 2**

3 Reassembling the hub



Needed tools:

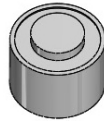
- TT08.1 Article No. WZ0200
- Depending on the bearing size:
 - TT08.13 Article No. WZ0211 /
 - TT08.17 Article No. WZ0221
- plastic hammer
- Glue ①



TT08.1



TT08.13



TT08.17

fig.3

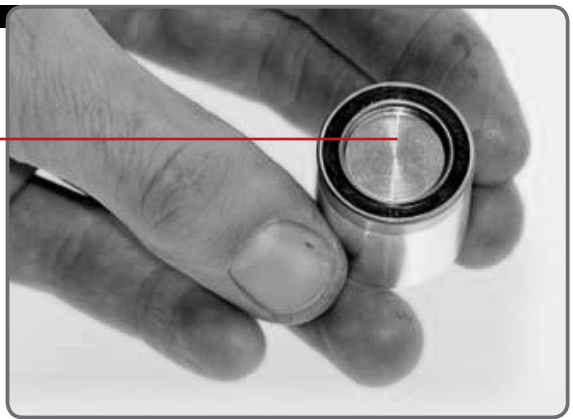


fig.4



Tip:

Let the glue ① dry before installing the axle and freewheel body. By doing so the bearings can not move while assembling.

The cleaned bearing seat gets covered with a thin layer of glue ③. The bearing gets pressed in with some light hits from a hammer **fig. 4**, using the correct sized fitting stamp **fig. 3**.

Pay attention to not cant the bearings and always only strain the outer ring of the bearing.

4 Mounting the cover cap

Concluding the cover cap gets screwed in hand-tight (left-hand thread). Afterwards the wheel is usable again.

Warranty:

Tune grants a two year warranty from the date of purchase on material defects and production errors. On bearings, rims and spokes we grant a one year Warranty, as these are wear parts. Claims can only be made if a copy of an original dealer invoice is presented.

There is no claim for warranty services in case of:

- normal wear
- improper use or careless treatment
- disregard of service instructions
- inappropriate repair, assembly, or maintenance works or negligence
- defects caused by wrong wheel building (spoke patterns, spoke crossings, spoke tension, etc.)

Warranty claims have to be sent to the local Tune distributor and are subject to the assessment of Tune. Based on this warranty, the company Tune is not liable for compensation, especially not for indirect damage caused by accidents, collateral damage and consequential damage. All anodized parts can bleach in sunlight.

Crash Replacement:

Tune offers a Crash Replacement in addition to the legal warranty. The service can be engaged if your Tune product is damaged and not be rideable any more, due to a crash, accident or overload .

Conditions:

- Due to our huge products variety, the discount we can give, is assessed individually for every case.
- The damaged part is replaced by the same model. Tune reserves the right to replace the damaged part with an equal alternative.
- The damage has to affect the functionality of the component (optical damage is excluded).
- Damaged parts pass into the ownership of Tune.
- The Crash Replacement offer does not cover the costs of transport and labour.

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Outside of Germany please contact your local distributor.



BORN IN THE BLACK FOREST BUILT TO ENJOY NATURE