

SPIN® Composite Wheels



Admit it. Riding 60 mph on a mountain bike over rocks the size of grapefruits through off camber turns is pretty nuts. So is jumping a BMX bike over a monster triple jump, with no suspension, no clipless pedals and no health insurance. Nuts.

Ride like crazy. Spin has a prescription for your off road madness, and builds tough composite wheels with common sense features. Spin was the first carbon fiber wheel with an aluminum rim that can be replaced if dented or worn out.

Ninety-nine percent of the world is unpaved. If you like to get dirty when you ride, SPIN has a wheel for your dirt addiction.

For 1998, we introduce more firsts - the first internally ribbed carbon fiber downhill specific wheel (molded as a single part, not multiple pieces bonded together). The first ATB hub that works with any disc brake currently made. And the first dent proof BMX wheel with an all composite, hook bead rim. Just a few, very sane reasons why Spin's technology is Light Years Ahead!™





We also make X-Core three- and five-spoke composite wheelchair wheels.

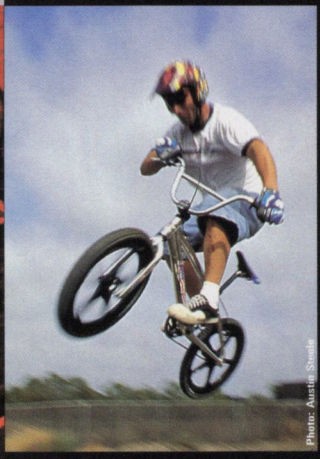


Photo: Austin Steele





Photo: Shebeest Cyclewear

SPIN stands for Single Piece INnovation. Our formula of advanced carbon fibers in a thermoplastic base with single-piece construction is far superior to other composite wheels. Spin wheels, unlike epoxied-together multi-piece wheels, are not sensitive to surface scratches and will not delaminate.

Spin mountain and road wheels feature a replaceable aluminum rim. Spin was the first composite wheel to offer this critical feature and we now offer three discipline-specific rims:

V23 High-leverage cantilever brakes take a toll on your rims. The V23 (23 mm width for all-around XC riding) is designed with reinforced parallel sidewalls for superior brake pad engagement and extended rim life for today's high-powered linear-pull brakes.

A rib, integrally molded in each spoke, adds lateral strength to our downhill-specific DBO35 wheel. Combined with our ultra-wide rim, you have the ultimate downhill wheel.

V23 Ceramic

The same purpose-built rim as our "regular" V23 but with a diamond-hard titania/alumina ceramic coating. If you ride in wet weather or heavy mud conditions, the Ceramic V23 offers the most consistent brake performance.

DBO35 The DBO 35 rim is a "disc brake only" downhill monster! The oversized 35 mm width beefs up the tire profile, improves traction and reduces high-speed "tire-roll." Though tough, the DBO35 makes for one of the lightest downhill-specific wheels available. Lighter weight means easier pedaling, better high-speed control and more consistent suspension performance between high-speed and low-speed sections.

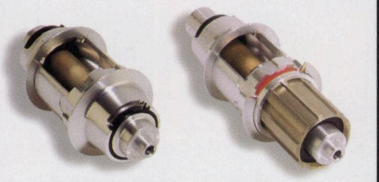
DBO

Disc Brake Only





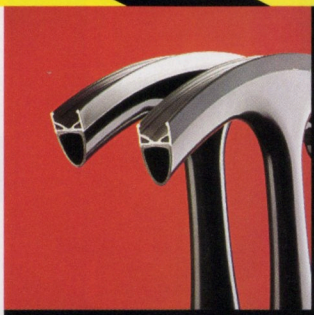
Rim brake users will love our super-precision CNC hubs. Spin hubs are without a doubt the finest on the market and they're improved for 1998 with a knife-edge urethane seal on all outboard bearings. Spin ATB hubs are made in the United States with supertight C2 tolerance bearings.



V23

V23 Ceramic





DISC DRIVE

Spin's exclusive DiscDrive hubs are the world's first universal disc brake hub. DiscDrive featues an easy-to-use adapter system compatible with all current disc brake systems*.

- Choose the right wheel: use only the DB035 for downhill racing.
- Choose the right hub: 100 mm front, 110 mm front for thru-axles, or 135 mm rear.
- Choose the right brake adapter: DiscDrive 100, DiscDrive 110, or DiscDrive Rear

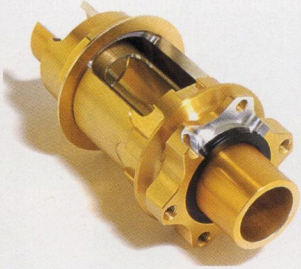
Spin's modular, interchangeable hub system is specifically designed for the extra torque loads of disc brakes. Eight oversized carbon fiber splines engage the hub shell with superior strength.

Standard on the Spin DiscDrive rear hub is the Hope Technology splined interface. However, disc brakes from AMP, Formula, Hayes, Magura, Mt. Cycles, Rock Shox and Sachs all fit with a Spin DiscDrive rear adapter*.

DiscDrive front hubs feature Magura-compatible mounting. Like the rear hub, disc brakes from AMP, Formula, Hayes, Hope, Mt. Cycles, Rock Shox and Sachs all fit with the proper Spin DiscDrive adapter. Note that forks that use standard quick release axles use DiscDrive 100 adapters and 20 mm thru axle forks use DiscDrive 110 adapters.



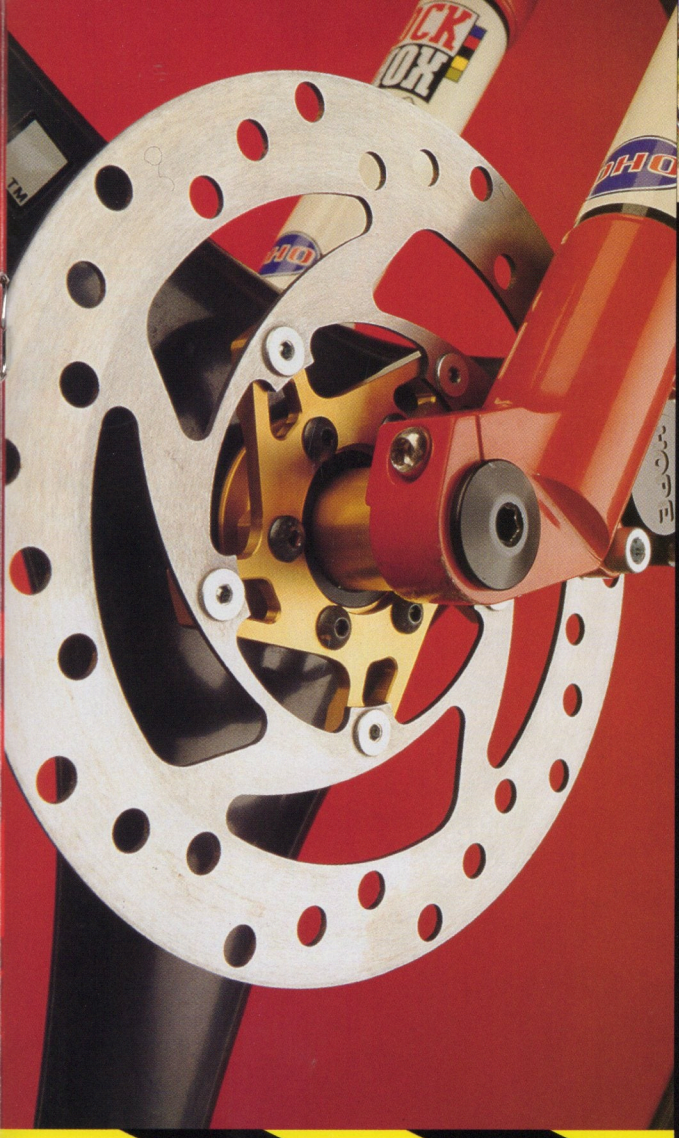
DISC DRIVE 100



DISC DRIVE 110



DISC DRIVE REAR





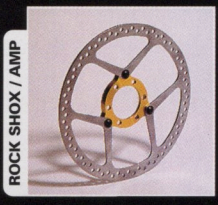
SPIN Disc Drive hub adapters are compatible with all current disc brake systems.



MAGURA



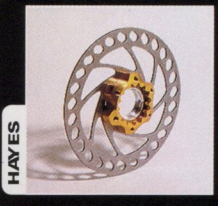
HOPE



ROCK SHOX / AMP



FORMULA



HAYES

SPIN DISC DRIVE

*Call 1-888-YES-SPIN for the latest compatibility information

BMX

Cheap plastic mags don't have a hook bead rim to secure the tire. Without it, your tire could blow right off the rim! With the THUG, the hook is built right into the composite rim to hold the tire securely in place. And, unlike ordinary spoked wheels, the outer rim of the THUG is a supertough thermoplastic composite that won't dent. That's why we call it the THUG: THermoplastic Urban Gear. This tough-as-nails wheel is now the ticket for trail or street thrashing! The THUG is far stiffer than a plastic mag, tougher than a 48-spoke wheel, and weighs less than either.

Racing, trail, or street riding, Spin offers the strongest and lightest composite wheels for BMX.

For racing, light-weight and stiffness are paramount. Spin's three-spoke BMX racing wheels are the best in the business. Choose the 1.75-inch Pro for a wide rim with maximum tire stability, or the 1.5-inch Expert rim for the lightest possible wheel. Both Pro and Expert Spins use our legendary silky-smooth, sealed-bearing hubs.

Photo: Austin Steele

THUG

THUG composite rims are machined parallel for trueness and a superior braking surface.



The THUG - the first all-composite BMX wheel with a hook-bead rim.



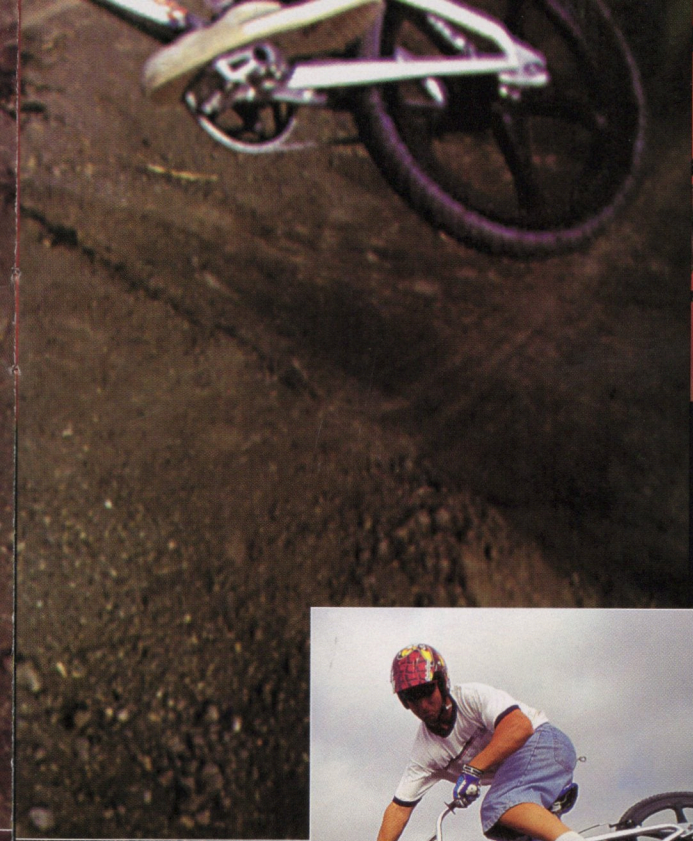





Photo: Austin Steale

SPIN 1.75 Pro and 1.5 Expert wheels roll smooth on sealed cartridge bearings and 16mm OS hollow axles.







SPIN 1.75 Pro and 1.5 Expert rim cross sections

ROAD

SPIN 650C wheels are standard equipment on the '98 GT Vengence.

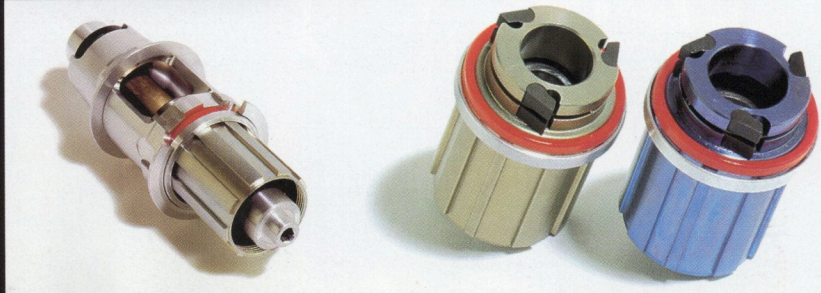


Looking for extra speed without losing your shirt? Spin's 650c road wheel gives you composite-wheel speed at spoke-wheel prices.

The 650c Spin features our improved modular hub with better seals and the tightest precision tolerances. With 130mm, 8-speed spacing, an aluminum 12mm rear axle and a hardened CrMo cassette body, you'll breeze through mile after mile of trouble-free riding.

Blue anodized titanium or hard anodized aluminum cassette bodies (which interchange in 60 seconds) are available separately. Ask your dealer about these modular hub parts.

CNC machined modular road hub with eight speed CrMo cassette body.



Specifications

	DB035	V23	V23 Ceramic	650c	BMX Pro	BMX Expert	THUG
Standard hub	DiscDrive ATB	Spin ATB	Spin ATB	Spin Road	Modular BMX	Modular BMX	THUG
Rear axle	17mm 7075-T6 aluminum	12mm CrMo	12mm CrMo	12mm 7075-T6 alum.	16mm 6061-T6 alum.	16mm 6061-T6 alum.	3/8 x 26 tpi CrMo
Front axle	20mm / not included	16mm 6061-T6 alum.	16mm 6061-T6 alum.	16mm 6061-T6 alum.	16mm 6061-T6 alum.	16mm 6061-T6 alum.	3/8 x 26 tpi CrMo
Standard bearings	6804 sealed cartridge	6001 sealed cartridge	6001 sealed cartridge	6001 sealed cartridge	6901 sealed cartridge	6901 sealed cartridge	1/4 inch loose ball
Optional hub	Disc Drive 100	DiscDrive ATB	DiscDrive ATB	n/a	n/a	n/a	n/a
Rim width	35mm	23mm	23mm ceramic	20mm	1.75 inch	1.5 inch	1.75 inch
Rim replacement	$60	$45	$90	$45	n/a	n/a	n/a
Non warranty replacement	TBA	$125	$175	$125	$80	$60	n/a

Warranty and replacement

Five year limited warranty against defects in material or workmanship for mountain bike and 650c wheels.

One year limited warranty against in material or workmanship for BMX wheels. See owners manual for further details.

Note: all warranty claims must be submitted through IC, Inc. so that a return authorization number can be assigned.

Custom 6061-T6 heat treated aluminum rim extrusion designed by IC Inc. specifically for use on Spin Wheels.

Trueness and hop are 0.020 inch (0.5 mm) or less for ATB and 650c wheels.

ATB and 650c aluminum rims are factory replaceable if worn or dented (in the USA only. Overseas riders contact your local distributor).

Composites may be replaced at low cost under the non-warranty replacement program (prices effective in the USA only).

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