Following Fulcrum Road wheels My 2018

**RACING 4 DB**
**RACING 5 DB**
**RACING 6 DB**
**RACING 7 DB**
and original equipment bike wheels (custom colors)

**RACING 400 DB**
**RACING 500 DB**
**RACING 600 DB**
**RACING 700 DB**
can be converted into 2-Way Fit™ Ready.

Only SCHWALBE tyres of the TUBELESS EASY type for E-Road, Road and Gravel applications (only the products in the tables on page 6) have been tested and approved for Tubeless Easy conversion with the Fulcrum 2 Way Fit Ready profile. Any other type of Tubeless and Tubeless Ready tyre is not allowed.

This conversion is permitted only with the following components and tires:

1. **TUBELESS EASY-type SCHWALBE** for E-Road, Road and Gravel applications (only the products included in the table on p. 6)
   - Schwalbe Rim Band models 10 m x 21 mm, Art.-No. 887021 for rim width 17c, Racing 4 DB, Racing 5 DB, Racing 6 DB (and original equipment bike wheel models Racing 400 DB, Racing 500 DB, Racing 600 DB) and
   - 10 m x 23 mm, Art.-No. 887023 for rim width 19c: Racing 7 DB (and original equipment bike wheel model Racing 700 DB)

2. **Fulcrum Tubeless valve code - Valve code : KIT-2WFR**

3. **Sealing liquid Schwalbe Doc Blue** (in the quantity recommended by Schwalbe)

**PLEASE FOLLOW THE SPECIFIC FITTING PROCEDURE HERE BELOW:**
This procedure transforms Racing 4/5/6/7 DB and Racing 400/500/600/700 DB wheels (designed to be used with a clincher tyre and inner tube) into Tubeless Ready wheels (i.e. with a Tubeless Easy tyre, no inner tube and compulsory use of a sealant liquid).

To ensure the correct transformation of the wheels, it is obligatory to respect the procedure explained below, using the following components:

- **Tyres:** TUBELESS EASY-type SCHWALBE for E-Road, Road and Gravel applications

  (only the products included in the table on p. 6)

- **Schwalbe Rim Band:**
  - 10 m x 21 mm, Art.-No. 887021 for 17c rims - Racing 4 DB, Racing 5 DB, Racing 6 DB (and Racing 400 DB, Racing 500 DB, Racing 600 DB)
  - 10 m x 23 mm, Art.-No. 887023 for 19c rims - Racing 7 DB (and Racing 700 DB)

- **Fulcrum tubeless valve:** code KIT-2WFR

- **Sealant liquid:** Schwalbe Doc Blue

**DANGER!**

If this procedure is not followed, the tyre may break away from the rim and cause accidents, injury or even death.

**Please note**

In the event of a puncture consequently requiring the use of an inner tube, for the tyre to be correctly mounted you cannot use a portable mini-pump but must use a CO2 canister.

- Remove the original rim tape from the wheels, if present, using a screwdriver to separate it from the rim (Fig. 1).
### 2-Way Fit™ READY TRANSFORMATION PROCEDURE

#### PRODUCTS TO WHICH THIS PROCEDURE APPLIES

<table>
<thead>
<tr>
<th>UNIT</th>
<th>REVISION</th>
<th>DESCRIPTION</th>
</tr>
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<tbody>
<tr>
<td>ROAD WHEELS - DISC BRAKE</td>
<td>02 - 09/2018</td>
<td>PROCEDURE FOR TRANSFORMING THE WHEELS INTO THE TUBELESS READY VERSION</td>
</tr>
</tbody>
</table>

**Using a cloth and some isopropyl alcohol, clean and degrease the wheel rim thoroughly, cleaning along the entire inner well and the inner walls of the rim, which will be in contact with the tyre beads (Fig. 2).**

**Start applying the tape between the second and third spoke nipples (A - Fig. 3) after the valve hole (X - Fig. 3). Start applying the tape from A and move towards the valve hole.**

**Apply the tape carefully, ensuring that the entire length including the initial part adheres fully to the rim, pressing well with the fingers or with a plastic tool (Fig. 4). If necessary, cut off the initial part of the tape if it is not correctly adhered to the rim.**

**Gradually unroll the tape, applying it around the circumference of the rim. Keep the tape taut and press it into the centre well, ensuring it is properly centred between the inner walls of the rim (Fig. 5).**

**WARNING!**

It is extremely important that the full length of the tape applied adheres completely to the centre and does not cover any part of the inner walls of the rim, which will be in contact with the tyre beads. This is to prevent the tyre bead detaching from the wheel during inflation or use, which could cause accidents and lead to severe or even fatal injury (Fig. 6 / Fig. 7).
• Using a cutter, make an X cut on the valve hole without reaching the edge of the hole itself (Fig. 10).

**WARNING!**

Be very careful not to damage the rim surface with the blade of the cutter in order to conserve the anodization rim treatment. This prevents oxidation, which can reduce the life of the rim due to fatigue.

• Insert the valve in the hole and, inserting the asymmetrical spacer (not applicable to Racing 4 DB / Racing 400 DB) suitably placed on the rim, block it using the knurled nut (Fig. 11).

• Observe the rotation direction on the tyre (Fig. 12).
## 2-Way Fit™ READY TRANSFORMATION PROCEDURE

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### Procedure

- Fit a tyre bead into the central channel of the rim (Fig.13).
- Fit a second tyre bead, starting from the opposite side of the valve (Fig.14).
- Dip a brush (diameter approx. 2 cm) in a container of water and neutral soap, and apply plenty of water to the tyre beads (Fig.15).
- Check the valve is fully open (Fig.16).
- Inflate the tyre without exceeding the maximum pressure indicated on the tyre, using a compressor or a pump, so the tyre bead is seated on the edge of the rim.

**DANGER!**

Never exceed the maximum pressure indicated on the tyre. Pressure above this level could cause the wheel to burst suddenly, causing accidents, physical injury or death.

- Carefully check that the tyre beads are correctly placed on the rim in a uniform manner along the entire circumference of the wheel.
- Deflate the tyre by pressing on the top part of the valve and prepare the tyre sealant liquid according to the manufacturer’s instructions.
**2-Way Fit™ READY TRANSFORMATION PROCEDURE**

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**PRODUCTS TO WHICH THIS PROCEDURE APPLIES**

- RACING 4 DB
- RACING 5 DB
- RACING 6 DB
- RACING 7 DB
- RACING 400 DB
- RACING 500 DB
- RACING 600 DB
- RACING 700 DB

- Prop up the wheel, holding it in a vertical position with the valve on the uppermost point (Fig.17).

- If you are able to insert the liquid using a syringe: remove the central part of the valve using a suitable tool, insert the quantity of liquid suggested by the manufacturer and reinstall the central part of the valve (Fig.18).

- If you do not have a syringe, unseat the beads on one side of the tyre, pour in the liquid, inserting the quantity suggested by the liquid manufacturer, and reposition the bead in the central channel of the rim (Fig. 19).

- Reinflate the tyre without exceeding the maximum pressure indicated on the tyre and carefully check that the tyre beads are correctly placed on the rim in a uniform manner along the entire circumference of the wheel.

> **DANGER!**

Never exceed the maximum pressure indicated on the tyre. Pressure above this level could cause the wheel to burst suddenly, causing accidents, physical injury or death.

- Rotate and shake the wheel so the liquid can seal all its inner surface. Apply water and soap on the cover and check for any bubbles, which would indicate air leaking from the cover. Position the wheel so that the liquid will flow to the area of the air leak, so the liquid can block it (Fig.20).
# Table of Schwalbe tyres approved for the 2-Way Fit Ready procedure

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