

# CyberDisc 339 Clincher

## Hookless tubeless ready rim

info@extralite.com



### HUBS MAINTENANCE

Refer to CyberFront SPD-3 and  
CyberRear SPD-3 owner manuals

### IMPORTANT SAFETY NOTES

#### Sealant Tape (or Flap Thickness) on both Tubeless & Classic Tube assemblies.

Sealant tape thickness (or flap thickness) and width play an extremely important role on keeping the tire safely onto the rim. Unfortunately ETRTO (European Tire and Rim Technical Organization) recommendations aren't well complete yet since do not clearly cover the influence of sealant tape nor tire beading pressure. Consequently every tire model has slightly different diameters and fitting properties such as wire material and anti-stretch ability.

Thereafter any combination of tire+rim assembly (of any type and brand) requires proper attention applying the tubeless sealant Tape in the right number of turns. That because the tipical/nominal 622mm rim bead diameter is significantly influenced by the sealant tape turns and thickness.

### TUBELESS SEALANT TAPE

Minimum requirement for any road clincher assembly: 2 full turns of 0.15mm thick tubeless tape, width 21-22mm. Depending on the fitting of your specific tire model, one or more turns of 0.15mm sealant tape may be required.

#### Correctly tune sealant tape turns or thickness to achieve a sufficiently tight fitting between tire and rim.

For safety reasons sealant tape installation is necessary also for inner tube assemblies.

### TIRE BEADING

Carefully lube with soapy water the full circle @360° of both sides of the tire and of the rim.

Install tire, if necessary use specific plastic pliers but never use metal levers (these may easily break the rim walls). Inflate to 3 Bar (40psi) and wait few minutes checking if the tire starts to sit onto the rim bead partially, then gradually increase pressure. The correct tire beadding should happen between 3.5Bar and 4.5Bar. If the tire beads below 3.5Bar it requires 1 or more additional turn of sealant tape.

MAX beading pressure 5 Bar, never exceed it!

High beadding shock can damage carbon fiber rims.

CyberDisc 339 Clincher accept tubeless/hookless 700C tyres (with or without inner tube). Tyre width range: C25-C28-C32

Tire size	Max Pressure	
700 x C25	6.5 Bar	95 PSI
700 x C28	5.5 Bar	80 PSI
700 x C32	4.5 Bar	65 PSI

### SPOKE REPLACEMENT / TENSION

After intensive use the wheels spokes may need retensioning and eventually an entire retruing.

The operation above requires the following tools and must be executed by a skilled wheel-builder:

- Megalite/Hyperlite spoke holder (equivalent to DT TTSXXXXR05641S - red)
- DSN 3.25mm square socket tool (insert it from rim chamber)
- 3.25mm semi-closed square tool (outer side, for emergency use only)

#### Maximum spoke tension:

Front disc side 120 Kgf  
Rear drive side 130 Kgf

## WARNING

Correctly tune tape thickness  
Never use metal levers  
Fully lube with soapy water  
MAX beading pressure 5 Bar  
The violent shock caused by tyre beading can seriously damage carbon fiber structure.  
Most rim damages are caused by excessive air pressure during beading process and/or insufficient soapy water lubing.



### IMPORTANT SAFETY NOTES

#### Tape/Flap Thickness on both Tubeless & Classic Tube assemblies.

The amount of tape (or flap thickness) plays an extremely important role. **A loose tyre can get off the rim** and that's all depending on the ratio between inner tire diameter / final bead diameter plus the anti-stretch ability of the installed tire.

Tubeless Tape requirements: width 21-22mm - thickness 0.15mm.

Minimum wraps: 2 full turns.

Max tyre pressure: (C25mm 6.5 Bar - 95 Psi) (C28mm 5.5 Bar - 80 Psi) (C32mm 4.5 Bar - 65 Psi)

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See list of compatible tyres.

## OUR TYRE TESTS

**The following tire models have been positively tested on hookless tubeless rims.**

Due to the different production tolerances of each of each tire model is always necessary to check tire-to-wheel fitting of each individual assembly and to execute a correct tire beading test under controlled pressure.

The operation requires a specific experience but is a necessary measure for the rider safety.

Bontrager R3 TLR Hard Case Lite TLR –24 26 28mm  
Bontrager AW2 Hard Case Lite TLR –28mm  
Cadex Race TL – 25mm  
Continental GP5000 S TR (Fits very loose, requires at least 2-3 extra turns of sealant tape)  
Giant Fondo 1 Tubeless - 28 32mm  
Giant Gavia AC 0 Kevlar Tubeless –28mm  
Giant Gavia AC 1 TLC Tubeless –28mm  
Giant Race 1 TLC Tubeless – 28mm  
Goodyear Eagle All-Season – 28 30 32mm  
Hutchinson Fusion 5 Performance Storm TR – 25mm  
Hutchinson Sector – 28mm  
IRC Formula Tubeless Light – 25 28 mm  
IRC Formula Pro Tubeless RBCC – 28mm  
IRC Formula Pro Tubeless Light – 28mm  
Kenda Valkyrie – 28mm  
Kenda Valkyrie Pro TLR – 30mm  
Mavic Yksion Elite Allroad UST – 30mm  
Maxxis Padrone TR – 25mm  
Maxxis Padrone – 28mm  
Maxxis Re-Fuse – 32mm

Panaracer Gravel King TLC Folding/Semi/Slick – 32mm  
Pirelli PZero Race TLR (may require 1-2 extra turns of sealant tape)  
Schwalbe One TLE 25 28-622  
Schwalbe Pro One TLE 25 28-622  
Schwalbe Pro One TT TLE 25 28-622  
Schwalbe G-One Speed – 30-622  
Specialized Sworks Turbo Rapidair – 26mm  
Specialized Turbo RapidAir (2020) –28mm  
Specialized Roubaix Pro 2Bliss Ready – 30/32mm  
Specialized Turbo 2Bliss (2023)  
Teravail Rampart All-Road Durable TR– 28 32mm  
Teravail Rampart All-Road Light/Supple TR – 28mm  
Teravail Rampart All-Road Light/SuppleTR (black sidew. only)  
Veloflex Corsa EVO TRL  
Vittoria Rubino Pro TLC – 28 30mm  
Vittoria Corsa Pro (may require 1-2 extra turns of sealant tape)  
WTB Exposure – 30 32mm  
Zipp Tangente RT28 – 28mm

### Important notes

Tire bead diameter and its anti-stretch resistance are the most critical safety factors of hookless and tubeless tires. Remind that tire production is way less precise than rim manufacturing, thereafter the bead-diameter of each tire unit may significantly differ from another unit of that same brand and model of tire.

The lists of tested tire models is not intended to be complete nor exhaustive and is subject to revision and modification.