



2015

PRODUCT LINE

Stan's **NOTUBES**



2015 PRODUCT LINE
STAN'S NOTUBES



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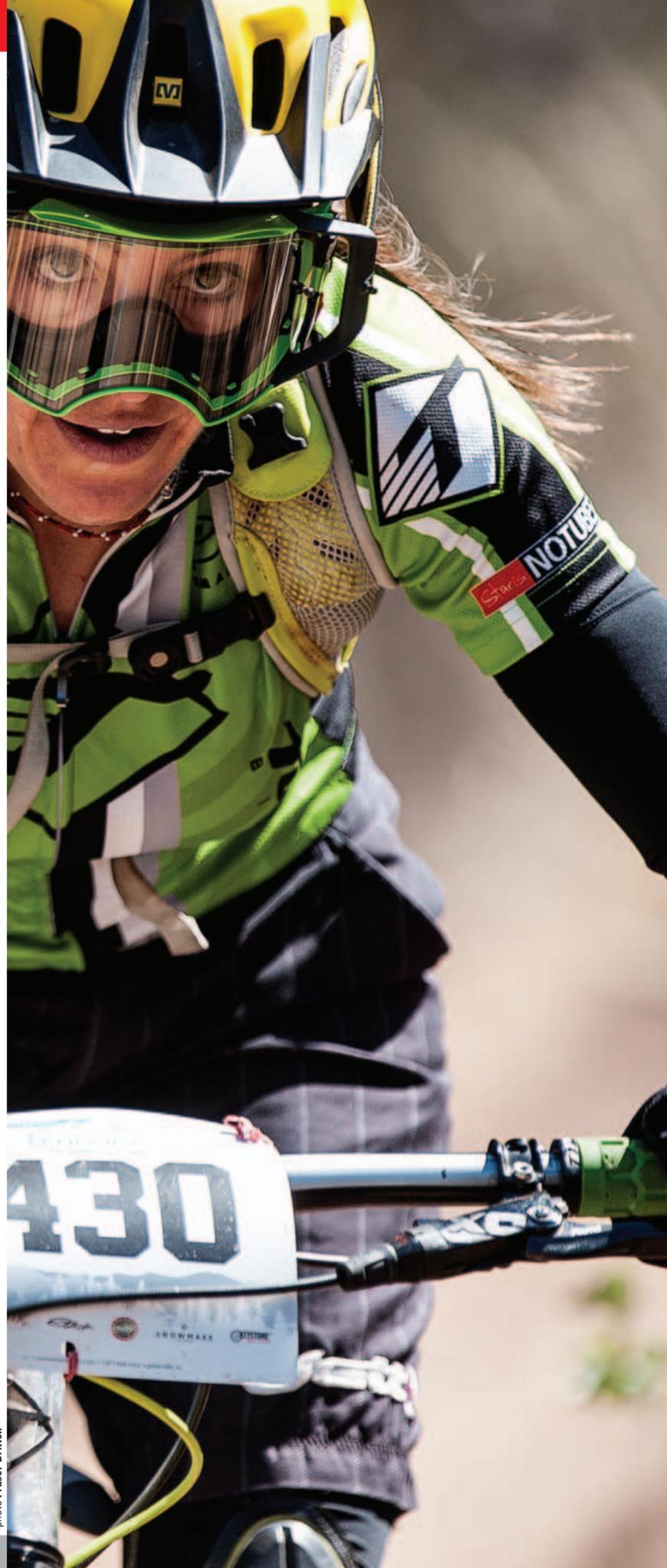


photo Fraser Britton

WELCOME *to* STAN'S WORLD *of* HIGH PERFORMANCE TUBELESS PRODUCTS.

Innovation is what we do. Almost all the tubeless technology being used by riders around the world today began in 2001 with our Sealant and Conversion Kits, and we're still leading the way. Take a closer look at the wider, low sidewall rim designs becoming so popular in 2015, and you'll see a strong resemblance to the rims we've been designing since 2003. The smaller bead hooks appearing on more and more rims these days can also be traced back to the Bead Socket Technology we created over a decade ago. We released our first 29er rim in 2005, and our first 27.5-inch rim in 2008. For the past fifteen years, our products have set entirely new standards for performance, created completely new categories, and redefined what others thought was possible.

And we're just getting started.

Our ultralight, vibration-damping **Valor** wheelset features the first rim to take full advantage of the real benefits of carbon fiber. With almost fifteen years of constant evolution, our Sealant continues to pull further and further away from the imitators. And our most recent innovation—the special profile we developed for our **Hugo** series fat bike rims—is on track to change not just how fat bike rims are designed, but how all rims should be made. Innovation will always be the driving force behind Stan's NoTubes.

How do we do it?

We ride bikes. We ride bikes to test our designs, refine them, and then test some more. But mostly we ride bikes for the ideas. Every innovative product we've created has started out as an idea we had while out on a ride. There's something about riding a bike that makes you want to go even further the next time, even faster. There's something about riding a bike that makes you push the limits.

That's our inspiration.

Constantly looking forward, beyond those limits, that's how we continue to build truly revolutionary products, products that aren't just slightly better in one or two categories but that raise the bar in every way. Our wheelsets and tubeless systems are lighter while being more reliable. They grip better for more control while rolling faster to help you push your own limits.

To us, true innovation means always looking beyond limitations. That's how we develop our products, and that's why we ride.



STAN'S IN THE COMMUNITY



photos Ride 2 Recovery

Ride 2 Recovery

For 2015 Stan's NoTubes is proud to continue our ongoing support of Ride 2 Recovery and their outstanding efforts to help wounded veterans. Each year we provide wheelsets to help create bikes for wounded vets. In addition to lending support to this great cause, we've participated in Ride 2 Recovery events from Tennessee to Alaska, riding beside these amazing men and women.

Launched in 2008 with the belief in cycling as an alternative therapy and rehabilitation for PTSD, Traumatic Brain Injury, and many physical injuries, Ride 2 Recovery channels the power of cycling to help injured veterans overcome obstacles. With a mission to improve the health and wellness of healing heroes worldwide through life-changing experiences, Ride 2 Recovery organizes multi-day cycling events around the world. Through their Challenges and Honor Rides, this very special organization brings heroes and supporters together for rides ranging from ten miles to several hundred. Honor Rides help promote awareness and raise money to support wounded heroes, while Challenge rides cover hundreds of miles, pushing participants to their limits while building the kind of teamwork and mutual support found only in a shared challenge.

...Ride 2 Recovery channels the power of cycling to help injured veterans overcome obstacles.

Ride 2 Recovery has also organized a nationwide team of engineers and mechanics capable of adapting bikes to the specific needs of wounded heroes. The organization provides a wide range of hand cycles, recumbents, tandems, bikes designed to interface with specific prosthetics, and one of a kind bikes designed specifically for particular riders. These bikes are vital to the program, providing heroes with the freedom of mobility and the ability to travel together as a team, riding bikes and facing challenges together.

We're proud to be a key part of this program and to support Ride 2 Recovery in their mission.

RIDE2RECOVERY.COM



photos Ride for Reading

Ride for Reading

Ride for Reading was started in February of 2008 when Matthew Portell, a cyclist and teacher in Nashville, Tennessee became aware that many of his students had no books to read at home. With a mission to promote literacy and a healthy lifestyle by gathering donated books and delivering them by bicycle to children in low-income areas, Ride for Reading has already delivered over 160,000 books.

Ride for Reading has continued to grow and expand as new rides are bringing books to more cities around the country. In 2011, with the help of NoTubes and other great industry sponsors, pro mountain bike racer Dejay Birtch began raising funds for the organization through his participation in the Tour Divide race. This partnership has become Team Ride for Reading, and for 2015 Dejay will be flying the Ride for Reading colors at races and events, helping raise awareness of the organization.

Books and bicycles both have the power to take us anywhere we want to go. Through their emphasis on cycling as a healthy activity and the importance of making books available to children of any economic status, Ride for Reading is a strong force for good, and Stan's NoTubes is proud to help support their efforts.

RIDEFORREADING.ORG



photos Leslie Kehmeier/IMBA

IMBA

No organization does more to protect our trails than IMBA. Since 1988 the International Mountain Bicycling Association has worked tirelessly to build sustainable trails and promote environmental responsibility. Stan's NoTubes is proud to be a corporate supporting member of IMBA, and proud that our employees donate their time and energy to build and maintain the trails that matter so much to us.

Through its network of chapters and clubs around the world, IMBA helps organize the resources necessary to create sustainable trails. Through their Subaru/IMBA Trail Care Crews, Epic Trail designations, mapping initiatives, and trail planning and design services, IMBA mobilizes local riders, offering them the training and support necessary to develop, preserve, and enjoy great trails.

IMBA has also helped build a great community. For over 25 years, the organization has created a clear, strong voice for the mountain bike community, a voice dedicated to preserving the trails that have brought so many of us together and ensuring even more of us will have places to ride in the future. With over 750 chapters, 35,000 members, and a presence in over 30 countries, IMBA continues to be the strongest positive voice for the mountain bike community, and we're proud to be a corporate sponsor of this great organization.

IMBA.COM

TECHNOLOGY

TUBELESS TECHNOLOGY

A tubeless system allows a tire to seal airtight directly on a rim, without the need for an inner tube. Tubeless tires were widely adopted in motorsports in the mid-50s, but it took another 50 years for the technology to start taking over bicycle tires.

Why the delay? For one thing bicycle tires and rims were never manufactured to particularly high tolerances, and the variations from one rim and tire combination to another made inflatable inner tubes a necessity. It's also been traditionally more difficult to keep a tubeless system light enough to work on a bike designed for performance.

The first "Universal Standard" tubeless system appeared in the year 2000 and combined thicker, heavier tires with rims that had valve stems and no spoke holes. The added weight and minimal tire selection of these early systems was frustrating, but many people also found it tough to keep the tires sealed. That's where we came in.

In 2001 we developed a liquid sealant that allowed almost any tire to be used without tubes. We also offered our own more secure valve stems, special rim strips designed to work with conventional rims, and special sealing tape. Our complete tubeless system weighed less, rolled faster, cornered and climbed better, and sealed itself almost instantly when punctured. Word spread fast, and Stan's NoTubes Sealant quickly became a necessity for pro racers and riders around the world.

The knowledge we gained converting countless wheel and tire combinations went directly into the development of our own rim, a radical departure from conventional designs. Lighter, more reliable, and much easier to use without tubes, our Bead Socket Technology rims have become the standard by which all other tubeless systems are judged. Since we developed our first tubeless system and rim designs, so many similar "new tubeless systems" have entered the market that the whole idea of tubeless has started to seem pretty complicated, as if there are many different systems out there.

In fact, there's really only one.

We wrote the book on today's tubeless technology, and it's a quick read. The simple system we developed is made up of five key pieces, and the majority of similar products on the market rely on these same pieces:

- Rim
- Rim strip or sealing tape
- Valve stem for inflation
- Tire
- Liquid sealant

While almost any rim can be sealed to work without a tube, the best tubeless systems rely on a rim specifically designed to help create an airtight seal with the tire. Our rims offer an innovative center channel shape and bead lock area that help guide a tire into place during inflation and ensure an airtight seal. Our rim strips and rim tape are designed specifically to seal the spoke holes found in most rims. While some manufacturers offer rims with no spoke holes, our rim strips and tape allow almost any rim to be sealed.

SELECTING THE RIGHT RIM

- Best Option
- Good Option

WHEELSET	XC RACING	TRAIL	ALL MTN	DH	ROAD	GRAVEL	CX
ZTR Valor	●●●●●	●●					
ZTR Podium/Race Gold	●●●●●						
ZTR Crest	●●●●●	●●●					
ZTR Arch EX	●●	●●●●●	●●●				
ZTR Flow EX		●●●	●●●●●	●●●			
ZTR Hugo 52	●●●	●●●●●					
ZTR Iron Cross						●●●●	●●●●●
ZTR Grail					●●●●	●●●●●	●●●●●
ZTR Alpha 340/400					●●●●●	●●●	●●●

In addition to Bead Socket Technology, Stan's NoTubes rims feature custom widths and interior channels that allow easy inflation without tubes, and extra arches on some models to add structural strength to the rim.

BEAD SOCKET TECHNOLOGY (BST™)

Award winning design and race winning performance are the hallmarks of our Stan's NoTubes rim line. Bead Socket Technology (BST) forms the foundation of our innovative rim designs. Our patented BST bead shape matches the shape of your tire's bead to create a safer and more secure air tight interface. Unlike the secure "socket" of a BST design, conventional rim beads drive the bead of the tire down deeper into the rim and end up putting pressure against the tire's sidewall, causing unwanted volume constriction, friction, and an insufficient seal for tubeless use. BST rims allow more of your tire's sidewall to be outside the rim, where it was meant to be. This creates a rounder, more effective tire profile, and the higher volume that lets BST rims offer more traction and roll much faster than other rims.

RIMS

A BST rim is also stronger and lighter by design. By reducing the sidewall height, material is redistributed from unnecessarily tall rim sidewalls to the spoke bed, rim cavity, and bead seat. The result is amazing durability and much less weight, and with most of the weight savings coming from the edge of your rim, nothing accelerates like our rims.

Thanks to the interface of our Bead Socket Technology, our rims seal airtight easily with our Yellow Rim Tape. A Stan's NoTubes BST rim is better than conventional rims even when used with a tube, but the performance advantages of a higher volume tire become simply incredible once you lose the tube. A more supple ride leads to decreased rolling resistance and more traction. Add the ability to instantly seal most punctures with our tire Sealant, and it's easy to see why our BST-equipped rims are the performance choice of so many riders and racers.

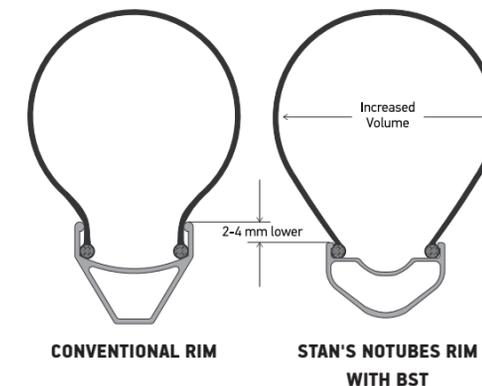


photo Katie Nunnink



TIRE PRESSURE RECOMMENDATIONS

When using Stan's NoTubes tires with our rims, you can find your starting tire pressure with this simple formula:

- A. CALCULATE "BASE WEIGHT"
 $rider\ weight\ (lbs) \div 7 = base\ weight$
- B. CALCULATE TIRE-SPECIFIC PRESSURE (IN PSI)
 $front\ tire = base\ weight - 1$
 $rear\ tire = base\ weight + 2$

WHEELSETS

We believe great wheelsets are more than just lightweight. A great wheelset should also be durable, serviceable, and the best value available. Three simultaneously engaging pawls in our 3.30 series hubs combine with our hardened 30-tooth ratchet ring for quick 12-degree engagement. We believe you shouldn't have to buy a new wheelset any time you upgrade your frame or buy a new fork, so our hubs offer multiple interchangeable axle options. The taller hub flanges on our 3.30 series hubs are designed to help build a stronger, stiffer wheel, and we prefer traditional, high-quality spokes to proprietary, tough to find options. Should you ever damage a spoke on your Stan's NoTubes wheelset, a quick replacement should be waiting at your local shop. Our team of wheel builders makes sure each wheelset is properly prepped, twelve-point checked, and finished with the care and attention only a fellow rider can offer. From the tarmac to the trailhead, our Bead Socket Technology wheelsets have what it takes to elevate your ride.

Mountain Wheels



photo Fraser Britton

Raced to Olympic medals, multiple championships, and countless podiums every weekend, our mountain wheelsets combine traditional design with the most advanced tubeless technology. From the Enduro-ready ZTR Flow EX to our new carbon fiber ZTR Valor and our revolutionary new Hugo series fat bike rims, each Stan's NoTubes wheelset is designed to accelerate quicker, corner harder, and roll faster. One ride, and you'll know. Stan's NoTubes wheelsets are simply faster.

Our Bead Socket Technology creates a lighter, faster-rolling wheel. Featured on every one of our wheelsets, low-profile BST sidewalls eliminate unnecessary rotational weight while being less vulnerable to dents, and structurally stronger in every way. But the real benefit of Bead Socket Technology is speed. Our bead socket design holds your tire's bead more securely and allows your tire to expand to its full volume. The added tire volume created by our BST rims allows your tire to be more supple and better able to

absorb terrain and roll faster. Combine the decreased rolling resistance with improved control and climbing traction, and it's easy to see why our rims are the choice of so many of the best athletes.

Our wheelsets are designed to be fast, but we know a great wheelset also has to be durable and serviceable. That's why you'll find conventional and easily replaceable spokes on our wheels and the kind of build quality that comes from having a dedicated team of pro wheelbuilders. Our wheelsets also feature our 3.30 series hubs. Combining three simultaneously engaging pawls with a 30-tooth ratchet ring makes for quick, 12-degree engagement and excellent durability. Taller hub flanges increase stiffness, and an array of axle conversion kits helps make sure your wheelset easily adapts to your new frame and fork.

Get the BST advantage and roll faster with a genuine Stan's NoTubes wheelset.

RACE REPORT

NoTubes Racers Conquer the Rocks at Trans-Sylvania Epic

Some people think of it as Singletrack Summer Camp. Others know it as the NoTubes Trans-Sylvania Epic mountain bike stage race. Held over seven days through the lush green forests of central Pennsylvania, not far from the NoTubes State College offices, several NoTubes-sponsored racers took on some of the world's best endurance mountain bike stars during seven beautiful days of racing in late May. Representing the NoTubes Women's Elite Team, Vicki Barclay finally broke her streak of bad luck at her hometown race and claimed not only her first-ever Trans-Sylvania Epic stage victory on day 2 but also two more stage wins on days 3 and 5. "I had my first stage win at the Trans-Sylvania Epic. I never felt so good at the end of a stage," said Barclay, who went on to take second overall in the race. "I definitely had the home court advantage. I'd ridden the exact loop minus the final climb, and I knew how much it would hurt and that I'd need a lot of water."

Another outstanding performance came from Trans-Sylvania Epic newbie and Olympian Mary McConeloug of the Kenda/NoTubes team. In her first time riding the infamous rocky singletrack of the central Pennsylvania area, McConeloug not only learned a lot, but also took home the title of Queen of the East Coast Rocks by virtue of winning the all-new East Coast Rocks classification, which featured select timed sections over the raw, rocky singletrack that makes the region famous. "It was a tough week with lots of ups and down. There's been a lot of learning," said McConeloug. "There's so much that goes into the right equipment, the right tires, knowing the trails, etc. It's so difficult. It's so bony here, but it's awesome, and I loved it." McConeloug, who studied opera before she became a professional athlete, described her experience racing trails she was riding for the first time. "It was like sight reading music. One of my favorite things about mountain biking is picking your line on trails you've never ridden, where if you're off by one inch, you might endo. I've done that this week several times!"



photos A.E. Landes



Despite the endos, the World Cup-level cross country racer also earned a stage victory in the Queen stage on day 6 and finished fourth overall.

McConeloug's life and travel partner and teammate Michael Broderick put in an especially impressive ride to win the Enduro stage, comprised of five special, mostly downhill, often quite technical sections of singletrack, on day three. Broderick was the fastest man on the day after flying through some gnarly singletrack to beat even the enduro specialists. "It was nice to break up the race with that enduro kind of atmosphere rather than just cross country stages. I haven't really had a chance to race enduro previously, but I came from racing downhill on my hardtail at Mount Snow," said Broderick, who finished 15th overall in the men's general classification and third overall in the enduro classification. Barclay was joined at the Trans-Sylvania Epic by her NoTubes Women's Elite Teammate Sarah Kaufmann, who made the trip from Park City, Utah.

Kaufmann not only raced to fifth overall, but also found time to blog about her experiences each day. Want to know what it takes to do a race like the Trans-Sylvania Epic? "This race is 'Type 2' fun! While you're doing it, you hate it and swear you'll never do it again. And then you finish and hear yourself describing it as "SO MUCH FUN!" and you can't wait to do it again," said Kaufmann. "It's a drug and we're addicted. See you all next year at Singletrack Summer Camp!"

Last but not least, Ben Sonntag, riding for NoTubes, both started and finished his Trans-Sylvania Epic on the podium. In the stage 1 time trial, he clocked a third place while in the final stage 7, he was second.



ZTR VALOR



photo Fraser Britton

"The Valor wheel set is incredibly light, fast and handles the twists and turns of the trail with impeccable accuracy and control."

– Grant Ferguson (UK National Champion) // BETCH.nl-Superior Brentjens Mountainbike Racing Team

In a sea of carbon copies, our Valor wheelset literally breaks the mold. Our unique carbon fiber lay-up absorbs radial vibrations while being 2-3 times laterally stiffer than our aluminum rims. The result is a wheel that holds its line through the worst conditions while soaking up impacts to roll faster. The first carbon fiber rim to feature true NoTubes Bead Socket Technology, the Valor also sets new standards in carbon fiber manufacturing, exceeding even the exacting tolerances of our aluminum rims and letting us reinforce key areas without adding unnecessary weight. At under 300g for the 26" model, the Valor is the lightest rim we've made, but at 26.4mm wide, it's ready for more than just xc racing. Lighter, stronger, laterally stiffer, and faster-rolling, the Valor brings the tried-and-true speed concepts we developed with our tubeless technology to the next level. The Valor wheelset redefines what carbon fiber can do and sets a new standard for the competition.

FEATURES

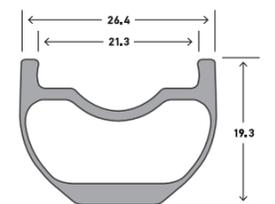
- Designed for xc and xc racing
- Bead Socket Technology rims are wider and have shorter sidewalls than conventional rims, increasing the tire volume for less rolling resistance, better traction, and faster cornering
- Individually reinforced spoke hole areas for improved strength and fatigue resistance
- Engineered vertical compliance for improved ride comfort without sacrificing lateral stiffness



WHEELSETS

SIZE (in)	HOLE #	HUBS	SPOKES	NIPPLES	WEIGHT (g)
26	24/28	Stan's 3.30 Disc Ti	Black 1.8/1.5/1.8mm	Black Secure Lock Alloy	1200
27.5	24/28	Stan's 3.30 Disc Ti	Black 1.8/1.5/1.8mm	Black Secure Lock Alloy	1250
29	24/28	Stan's 3.30 Disc Ti	Black 1.8/1.5/1.8mm	Black Secure Lock Alloy	1310
700c	24/28	Stan's 3.30RDTi Disc	Black 1.8/1.5/1.8mm	Black Secure Lock Alloy	1310

- » Front Axle Options: 9x100mm QR, 15x100mm Thru, or Lefty
- » Rear Axle Options: 10x135mm QR or 12x142mm Thru
- » Cassette Options: Shimano/SRAM, SRAM XD
- » Wheelset weight is with 15x100mm front Thru, 12x142mm rear Thru, and XD driver



ZTR RACE



photo Fraser Britton

There's a reason you see our Podium MMX, Podium 27.5, and Race Gold 29er wheelsets at the front of races. From World Cups to local events, Stan's NoTubes wheelsets offer the most advanced tubeless technology available — meaning they climb better, corner faster, accelerate quicker, and roll more efficiently than anything else out there. It's a difference you can feel almost instantly.

"I really like the NoTubes Gold wheels, they handle smoothly and run fast. They almost made me European Champion."

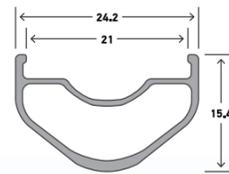
– Blaza Klemenčič (Slovenian National Champion) // Feenstra Felt Bike Team

FEATURES

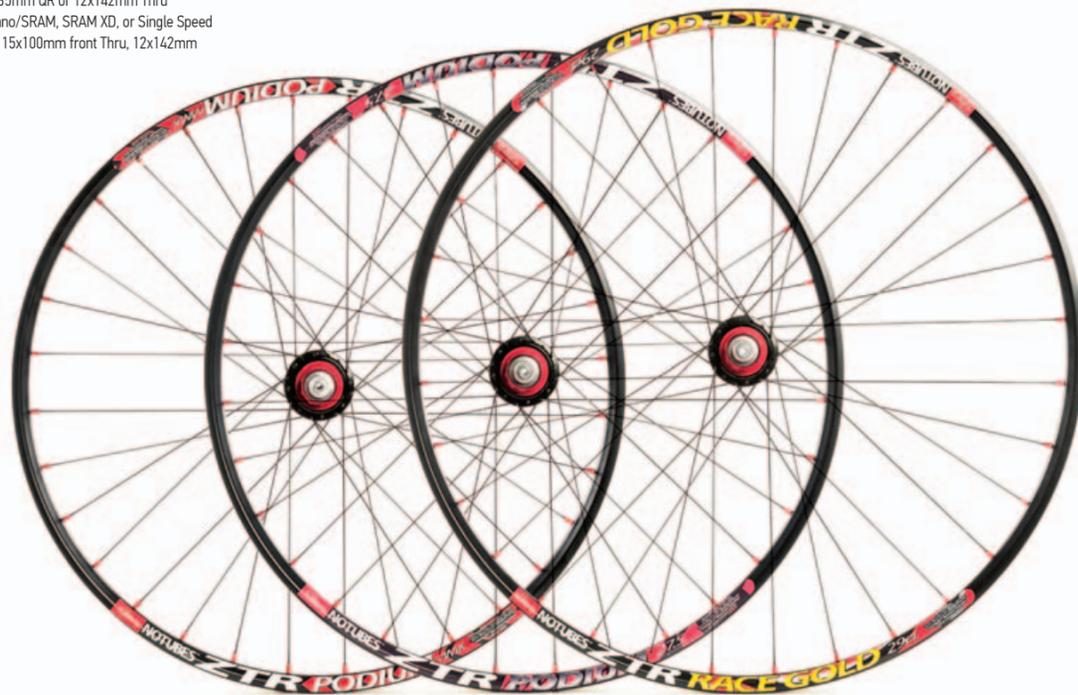
- Designed for xc racing
- Bead Socket Technology rims are wider and lower than conventional rims, increasing the tire volume for less rolling resistance, better traction, and a faster cornering
- 3.30Ti hub with stainless steel bearings, three pawls, and our titanium 30-tooth ratchet ring for instant acceleration
- Easy conversion to fit all popular axle systems and nearly every frame and fork
- Covered by our satisfaction-guaranteed warranty/crash replacement plan

WHEELSETS

STYLE	SIZE (in)	HOLE #	HUBS	SPOKES	NIPPLES	WEIGHT (g)
Podium MMX	26	32/32	Stan's 3.30 Disc Ti	Black 1.8/1.5/1.8mm	Red Secure Lock Alloy	1237
Podium 27.5	27.5	32/32	Stan's 3.30 Disc Ti	Black 1.8/1.5/1.8mm	Red Secure Lock Alloy	1273
Race Gold 29er	29	32/32	Stan's 3.30 Disc Ti	Black 1.8/1.5/1.8mm	Red Secure Lock Alloy	1348



- » Front Axle Options: 9x100mm QR, 15x100mm Thru, or Lefty
- » Rear Axle Options: 10x135mm QR or 12x142mm Thru
- » Cassette Options: Shimano/SRAM, SRAM XD, or Single Speed
- » Wheelset weight is with 15x100mm front Thru, 12x142mm rear Thru, and XD driver



ZTR CREST



After years of refinement and victories in some of the most prestigious events in the world, the Crest's wider, lower-profile rim design has become the new standard in XC performance. At less than 350g for the 26" rim and under 390g for the 29" version, the Crest's lower sidewalls are also stronger than conventional rims. Our Bead Socket Technology seals easily without tubes and holds your tire more securely, allowing it to inflate to its true profile. The result is better traction, more control in the corners, and the low rolling resistance only found with genuine NoTubes rims. Crest wheelsets also feature easy-to-service hubs, interchangeable axle options to fit most frames and forks, and triple butted spokes in sizes readily available at most shops. Light, fast, and easy to own, the ZTR Crest is ready to take you to your own podium.

FEATURES

- Designed for xc racing/riding
- Bead Socket Technology rims are wider and lower than conventional rims, increasing the tire volume for less rolling resistance, better traction and a faster cornering
- Less sidewall also means less rotational weight where it matters most
- Go tubeless with a standard clincher, tubeless ready, or tubeless tire

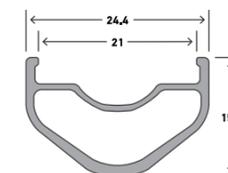
"Maybe the most important parts of your bike are the wheels. Weight, stiffness, performance and rolling resistance are just a few key words which good wheels need to have. The NoTubes Crests have it all."

– Bart Brentjens (Team Manager) // BETCH.nl-Superior Brentjens Mountainbike Racing Team

WHEELSETS

SIZE (in)	HOLE #	HUBS	SPOKES	NIPPLES	WEIGHT (g)
26	32/32	Stan's 3.30 Disc	Black 1.8/1.5/1.8mm	Silver Secure Lock Alloy	1416
27.5	32/32	Stan's 3.30 Disc	Black 2.0/1.7/1.8mm	Silver Secure Lock Alloy	1511
29	32/32	Stan's 3.30 Disc	Black 2.0/1.7/1.8mm	Silver Secure Lock Alloy	1550

- » Front Axle Options: 9x100mm QR, 15x100mm Thru, or Lefty
- » Rear Axle Options: 10x135mm QR or 12x142mm Thru
- » Cassette Options: Shimano/SRAM, SRAM XD, or Single Speed
- » Wheelset weight is with 15x100mm front Thru, 12x142mm rear Thru, and Shimano freehub



RIMS

SIZE (in / mm)	HOLE #	COLOR	WEIGHT (g)
24 / 507	32	Black	310
26 / 559	28,32	Black	340
27.5 / 584	28,32	Black	355
29 / 622	28,32	Black	380



photo Fraser Britton

ZTR ARCH EX



photo Fraser Britton

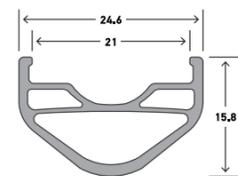
"I didn't get any flats, although my rear tire was completely roasted at the end of the race. When I switched my tires at the end, after 3,000 miles, I still had Stan's in there. I had put a fair amount in before I left, but then I probably put 200 miles on them before the race even started."

- Jefe Branham // 2014 Tour Divide Winner

When it comes to lightweight durability, the Arch EX is the rim by which all others are judged. Combining the reinforced internal arch of our nearly invincible Flow EX rim with the profile of our lightweight Crest, the Arch EX is at home on XC courses and technical trails. Lighter and more durable by design, our Bead Socket Technology sidewalls lock your tire's bead to the rim with an airtight seal, letting the tire expand to its full volume. Higher volume means better traction on the climbs and in the corners, and a more supple ride that rolls faster. When your riding demands performance in all conditions, faster, lighter, and more durable Arch EX rims and wheelsets deliver

FEATURES

- Designed for trail and all mountain
- Tubeless compatible with the 25mm Yellow Tape, a 35mm Universal Valve Stem and Stan's NoTubes Sealant
- Use tubeless with a standard clincher, tubeless ready tire, or tubeless tire



WHEELSETS

SIZE (in)	HOLE #	HUBS	SPOKES	NIPPLES	WEIGHT (g)
26	32/32	Stan's 3.30 Disc	Black 2.0/1.7/1.8mm	Silver Secure Lock Alloy	1635
27.5	32/32	Stan's 3.30 Disc	Black 2.0/1.7/1.8mm	Silver Secure Lock Alloy	1661
29	32/32	Stan's 3.30 Disc	Black 2.0/1.7/1.8mm	Silver Secure Lock Alloy	1742

- » Front Axle Options: 9x100mm QR, 15x100mm Thru, or Lefty
- » Rear Axle Options: 10x135mm QR, 12x135mm Thru or 12x142mm Thru
- » Cassette Options: Shimano/SRAM, SRAM XD, or Single Speed
- » Wheelset weight is with 15x100mm front Thru, 12x142mm rear Thru, and Shimano freehub

RIMS

SIZE (in / mm)	HOLE #	COLOR	WEIGHT (g)
26 / 559	28,32	Black	400
27.5 / 584	28,32	Black	420
29 / 622	28,32	Black	460

ZTR FLOW EX



Light enough for all-day epics, strong enough to have earned multiple DH World Cup wins, the Flow EX is the ultimate rim for Enduro racing and technical trail riding. Our reinforced spoke bed and internal arch add strength without excess weight, making the Flow EX the lightest and most indestructible all-mountain rim available. The shape of the Flow EX rim also helps create an instant airtight seal during inflation, making tubeless conversion quick and easy. Low-profile BST sidewalls offer a more secure connection for your tire, letting it expand to its maximum volume for more traction, more control, and much less rolling resistance. At just over 29mm wide and under 500g for the 26" version, the Flow EX offers the kind of acceleration normally found in lightweight XC wheelsets, while giving you the confidence to take on any trail. The king of Enduro rims is better than ever in 2015.

FEATURES

- Designed for all mountain
- Tubeless compatible with the 25-27mm Yellow Tape, a 35mm Universal Valve Stem and Stan's NoTubes Sealant
- Use tubeless with a standard clincher, tubeless ready tire, or tubeless tire

"The Flow EX allow me to run lower pressure and attack the jumps and rock garden with confidence."

- Krista Park // NoTubes/Turner Enduro Team

WHEELSETS

SIZE (in)	HOLE #	HUBS	SPOKES	NIPPLES	WEIGHT (g)
26	32/32	F: Stan's 3.30HD R: Stan's 3.30 Disc	Black 2.0/1.7/1.8mm	Silver Secure Lock Alloy	1795
27.5	32/32	F: Stan's 3.30HD R: Stan's 3.30 Disc	Black 2.0/1.7/1.8mm	Silver Secure Lock Alloy	1897
29	32/32	F: Stan's 3.30HD R: Stan's 3.30 Disc	Black 2.0/1.7/1.8mm	Silver Secure Lock Alloy	2011

- » Front Axle Options: 15x100mm Thru, 20x100mm Thru, or Lefty
- » Rear Axle Options: 10x135mm QR, 12x135mm Thru or 12x142mm Thru
- » Cassette Options: Shimano/SRAM or SRAM XD
- » Wheelset weight is with 20x100mm front Thru, 12x142mm rear Thru, and Shimano freehub

RIMS

SIZE (in / mm)	HOLE #	COLOR	WEIGHT (g)
26 / 559	32	Black	490
27.5 / 584	32	Black	530
29 / 622	32, 36	Black	545

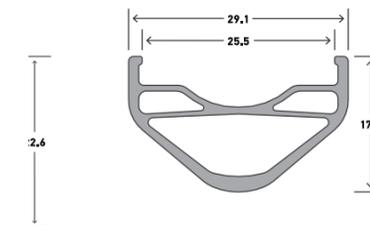


photo Fraser Britton

ZTR HUGO 52



photo Fraser Britton

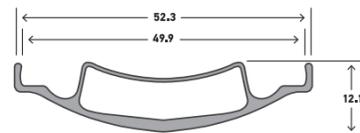
"The most important product I saw at Press Camp in Park City, Utah, was an aluminum rim. Stan's NoTubes was trying to solve the problem of mounting huge tubeless tires to fat bike wheels and in doing so, invented a totally new rim design."

– Richard Cunningham // Pinkbike.com

While their origins can be found in bikes built to tackle such legendary events as the Iditarod Trail Invitational and the Arrowhead 135, today's fat bikes have evolved into much more than sluggish snow crawlers. With the release of the first NoTubes rims designed specifically for this emerging category there are now rims designed to push the boundaries of what a fat bike can do. But we didn't stop there. The innovative profile of our Hugo rims sets an entirely new standard for all tubeless rim designs. Our Hugo series rims and wheelsets are here. Fat just got fast!

FEATURES

- Designed for fat bike/adventure bike
- Tubeless compatible with the 27mm Yellow Tape, a 35mm schrader valve stem, and Stan's Notubes Sealant
- Use tubeless with a standard clincher or tubeless ready tire



WHEELSETS

SIZE (in)	HOLE #	HUBS	SPOKES	NIPPLES	WEIGHT (g)
26	32/32	Stan's 3.30 Disc	Black 2.0/1.7/1.8mm	Silver Secure Lock Brass	1960
27.5	32/32	Stan's 3.30 Disc	Black 2.0/1.7/1.8mm	Silver Secure Lock Brass	2010
29	32/32	Stan's 3.30 Disc	Black 2.0/1.7/1.8mm	Silver Secure Lock Brass	2100

- » Front Axle Options: 9x100mm QR or 15x100mm Thru
- » Rear Axle Options: 10x135mm QR or 12x142mm Thru
- » Cassette Options: Shimano/SRAM or SRAM XD
- » Wheelset weight is with 15x100mm front Thru, 12x142mm rear Thru, and Shimano freehub

RIMS

SIZE (in / mm)	HOLE #	COLOR	WEIGHT (g)
26 / 559	32	Black	560
27.5 / 584	32	Black	585
29 / 622	32	Black	630

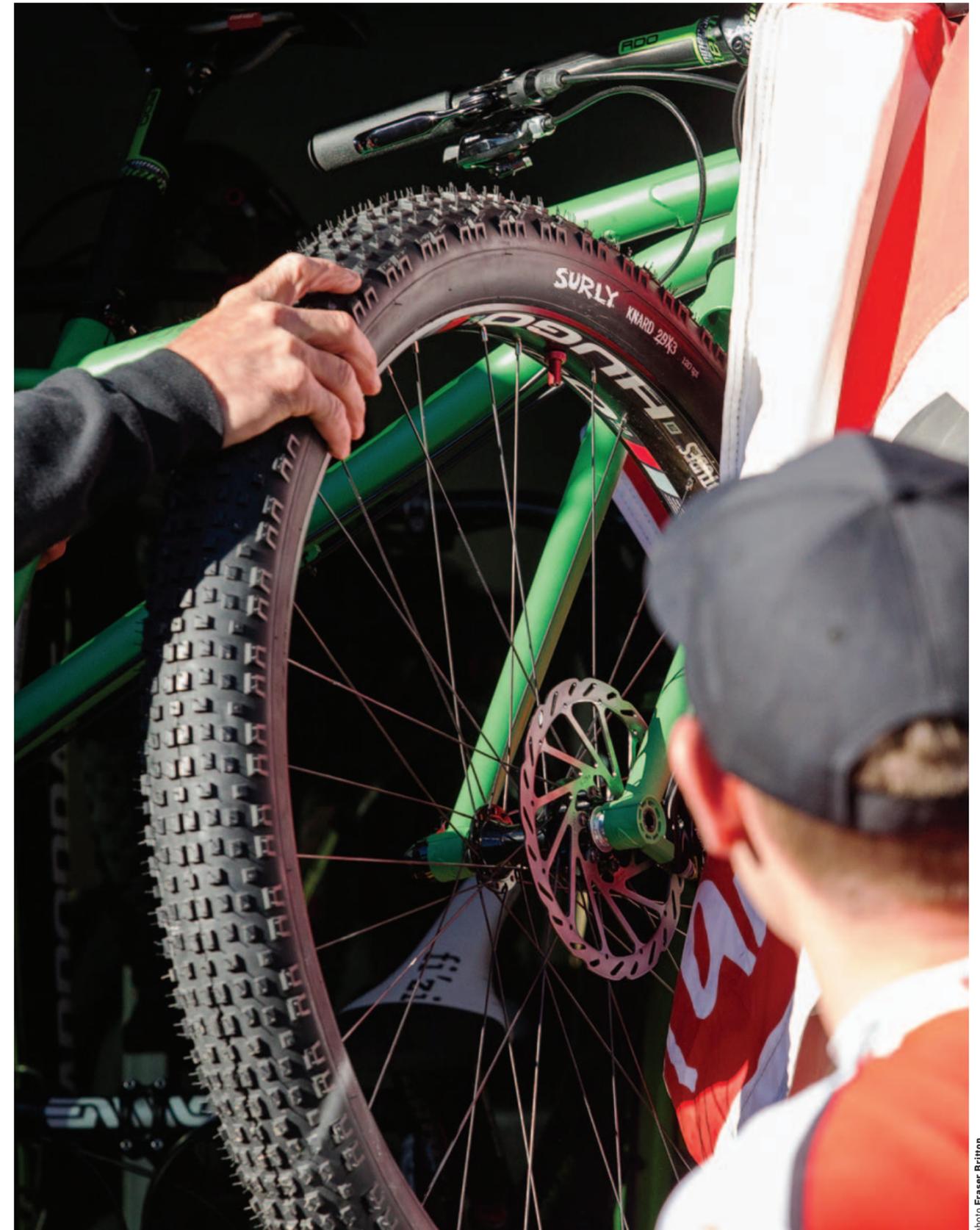


photo Fraser Britton

RIDER PROFILE

2014 TOUR DIVIDE WINNER

Jefe Branham

Sixteen days, two hours and 39 minutes. That's how long it took Jefe Branham to win the 2,745-mile Tour Divide mountain bike race from Banff, Alberta, Canada to Antelope Wells, New Mexico this summer. "A lot of the race is mental. You get to a point where it hurts, and it becomes a mental battle of getting up and getting going and not taking long breaks when you're tired and sore," said the 41-year-old Gunnison, Colorado resident of the grueling race from north to south along the North American Continental Divide. "The mental battle is the hardest part."

Branham won the race on NoTubes ZTR Arch EX rims and with Stan's Sealant filling his tires. "I didn't get any flats," said Branham, "although my rear tire was completely roasted at the end of the race. When I switched my tires at the end, after 3,000 miles, I still had Stan's in there. I had put a fair amount in before I left, but then I probably put 200 miles on them before the race even started."

Branham, who is sponsored by Gregg's Orthopedics, had thought about stopping in Salida to check the level of Stan's in his tires and to perhaps add more, but when he rolled through the town, it was 9:00 pm, and he decided to just keep going.

UNFINISHED BUSINESS

2014 marked the second time Branham did the Tour Divide race, and the first time he ever won it. "I became obsessed with the Tour Divide eight or so years ago, but it took me a long time to do it. I did it in 2011, and it was a dream come true," he said. "I had a ton of fun and enjoyed it. I left with the feeling that I could go faster. I wanted to correct some mistakes I had made. I wanted to have a cleaner run."

After mulling over his experience for a few years, he decided in November of 2013 to do it again. "At the time, my goal was to set a new record, which didn't end up happening," said Branham, who was approximately 10 hours off the record time.

"Knowing the course definitely helped, although when I did it in 2011, it was a heavy snow year, so we didn't ride all of it," he said. "That was another motivator to go back and do it again — I wanted to see the whole thing and we had missed the high country backcountry stuff." On the second attempt, Branham did a better job of managing his supplies. "Especially with food and water re-supply, when it gets sketchy in New Mexico, experience makes a difference. I ran out of food and water the first time, but this time I didn't."

Road and Cyclocross Wheels



photo Fraser Britton

"I had one bottle of Stan's with me just in case, but I never ended up needing to use it."

- Jefe Branham

2014 2,745 MILE TOUR DIVIDE WINNER

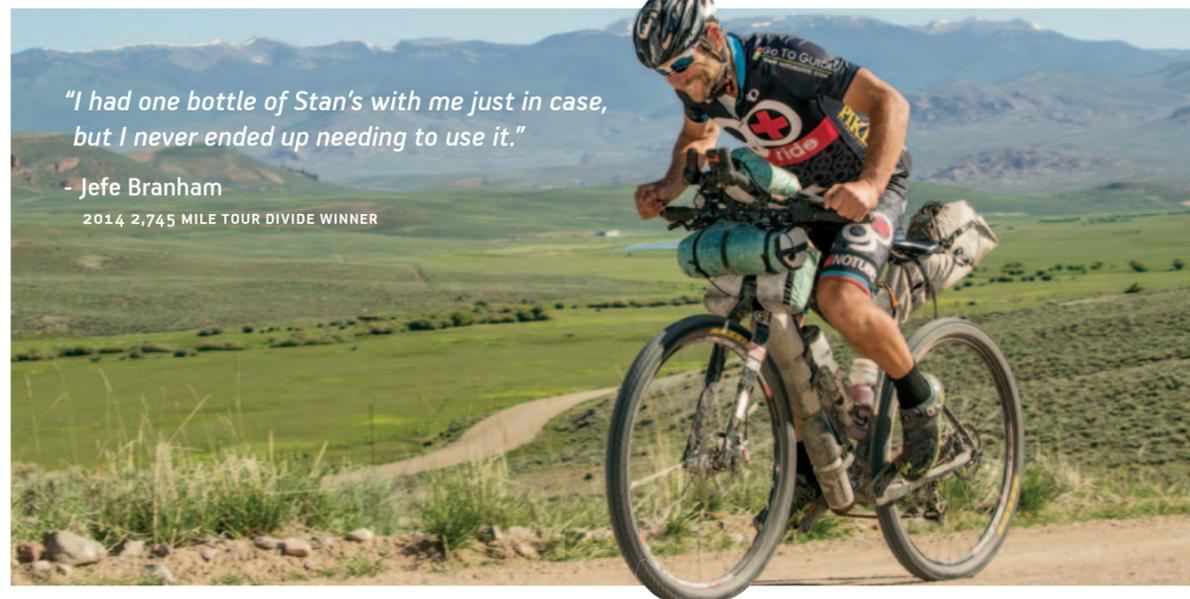


photo Matt Burt

From high mountain passes and criteriums, to cyclocross and gravel adventures, our tubeless road wheelsets and rims are designed to give you the edge. The Alpha series rims are designed specifically to work with tubeless road tires, offering the feel of a tubular, the convenience of a clincher, and the reliability of a self-sealing tire. Designed for lower air pressures, our lightweight Iron Cross rims allow most cyclocross tires to be sealed airtight without a tube, offering a new level of traction and reliability and decreased rolling resistance. The Grail is our most versatile and durable rim. Wider, deeper and compatible with both higher-pressure road tires and tubeless cyclocross tires, the Grail is also the most aerodynamic we offer. Whether you prefer tubes or not, all of our road series rims and wheelsets feature our BST rim profile, allowing your tire to expand to its true size and volume. The result combines

the supple, comfortable and controlled ride of a tubular, with noticeably less rolling resistance. And nothing accelerates like our low-profile BST rims.

With less rotational mass and overall weights starting at less than 1400g, our tubeless road wheelsets are simply faster, but we believe a racing wheelset should be durable, too. Our wheelsets combine the most advanced tubeless technology with the durability only found in a classic wheel build. That's why our wheels are still built with reliable and readily available stainless steel spokes. The classic design of our lightweight wheels is complemented by our gifted team of wheelbuilders, riders like you who finish building each of our wheels by hand.

We it comes to performance on the road, in the gravel, and over the barriers, our Alpha, Iron Cross and Grail rims and wheelsets are your performance advantage.



ZTR IRON CROSS



photo A.E. Landes

"I love how easy the Iron Cross is to set up. You'd never be able to make a tire change minutes before your race with tubulars!"

– Mical Dyck // Stan's NoTubes Cyclocross Team

The rim that brought true tubeless performance to cyclocross offers the convenience of a clincher with the feel and low pressures of a tubular. Disc-specific Bead Socket Technology sidewalls increase tire volume for a more supple ride, superior traction and less rolling resistance. The 20mm interior width of the Iron Cross reduces tire flex and maintains tire stability. The 17.5mm deep profile of the Iron Cross sheds mud and creates a stiffer, stronger all around wheel. Each Iron Cross rim is fully tubeless compatible using our Yellow Tape, Universal Valve Stem, and Stan's NoTubes Tire Sealant. At only 385g, The Iron Cross is ready to take you over barriers and onto the top step.

FEATURES

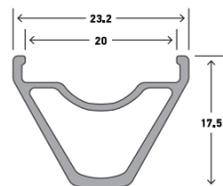
- Designed for cyclocross racing
- Bead Socket Technology rims are wider and lower than conventional rims, increasing the tire volume for less rolling resistance, better traction and a faster cornering
- Less sidewall also means less rotational weight where it matters most
- 3.30RD or 3.30RDTi hub with stainless steel bearings, three pawls and our titanium 30-tooth ratchet ring for instant acceleration
- Easy conversion to fit quick release or 15mm Thru
- 9-,10-,11-speed compatible Shimano or Campagnolo



WHEELSETS

BUILD	SIZE	HOLE #	HUBS	BEARINGS	SPOKES	NIPPLES	WEIGHT (g)
Pro	700c	24/28	Stan's 3.30RDTi Disc	Stainless Steel	Black 1.8/1.5/1.8mm	Red Secure Lock Alloy	1430
Team	700c	24/28	Stan's 3.30RD Disc	Chrome Steel	Black 2.0/1.7/1.8mm	Silver Secure Lock Alloy	1475
Comp	700c	32/32	Stan's 3.30RD Disc	Chrome Steel	Black 2.0/1.7/1.8mm	Silver Secure Lock Alloy	1560

- » Front Axle Options: 9x100mm QR or 15x100mm Thru
- » Rear Axle Options: 10x135mm QR or 12x142mm Thru
- » Cassette Options: Shimano/SRAM or Campagnolo
- » Pro Set comes with a wheel bag.
- » Wheelset weight is with 9x100mm front QR, 10x135mm rear QR and Shimano freehub



RIMS

SIZE (mm)	HOLE #	COLOR	WEIGHT (g)
700c/622	24, 28, 32	Black	385

ZTR GRAIL



Put to the test in gravel endurance events and cyclocross races, the new Grail has quickly proven itself the ultimate rim for wider road tires. Rivaling much deeper rims in the wind tunnel, the 24mm wide Grail rim is also one of the strongest available. Designed to handle disc brakes and higher tire pressures than our Iron Cross rim, the Grail is built to last. Variable wall thickness adds strength to the spoke bed while keeping weight low for faster acceleration. Bead Socket Technology sidewalls offer additional strength and create a tire profile that corners quicker, offers better traction and rolls faster in all conditions. The ultimate rim for wider road tires has finally arrived.

FEATURES

- Designed for cyclocross, gravel and road riding
- Bead Socket Technology rims are wider and lower than conventional rims, increasing the tire volume for less rolling resistance, better traction and a faster cornering
- Designed for low and high pressure applications
- Less sidewall also means less rotational weight where it matters most
- Easy conversion to fit quick release, 15mm or 12x142 Thru
- 9-,10-,11-speed compatible Shimano or Campagnolo

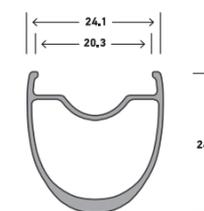
"All in all, I believe that these are your best road wheels yet. I am impressed."

– Clayton Barrows // Stan's NoTubes P/b Proferin

WHEELSETS

BUILD	SIZE	HOLE #	HUBS	BEARINGS	SPOKES	NIPPLES	WEIGHT (g)
Team	700c	24/32	Stan's 3.30RD Disc	Stainless Steel	Black 1.8/1.5/1.8mm	Silver Secure Lock Alloy	1625
Comp	700c	32/32	Stan's 3.30RD Disc	Chrome Steel	Black 2.0/1.7/1.8mm	Silver Secure Lock Alloy	1770

- » Front Axle Options: 9x100mm QR or 15x100mm Thru
- » Rear Axle Options: 10x135mm QR or 12x142 Thru
- » Cassette Options: Shimano/SRAM or Campagnolo
- » Wheelset weight is with 9x100mm front QR, 10x135mm rear QR and Shimano freehub



RIMS

SIZE (mm)	HOLE #	COLOR	WEIGHT (g)
700c/622mm	24, 28, 32	Black	460



photo Fraser Britton

ZTR ALPHA 340

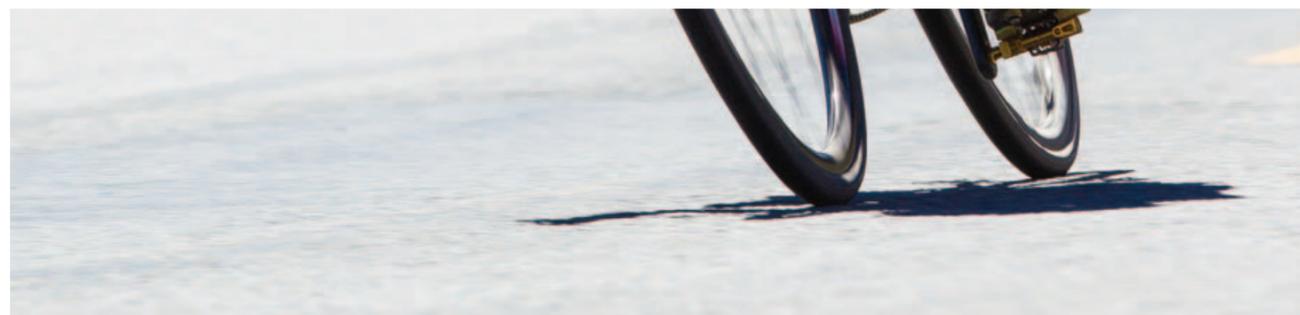


photo Fraser Britton

"I have been racing for 20+ years and could not imagine ever going back to running tubes. My Alpha 340's allow me the confidence of running tubeless in a lightweight quick wheel."

– John Loehner // Stan's NoTubes P/b Proferrin

Under 385g and featuring reinforced spoke holes and sidewalls, the Alpha 340 is equally at home on climbs and cobblestones. Combined with tubeless-specific road tires, the Alpha 340 offers a ride normally found only with tubulars but maintains the convenience and versatility of a clincher. Thanks to our lightweight, low-profile BST sidewalls the Alpha 340 accelerates instantly. Once up to speed, the higher tire volume created by the Alpha 340's rim design lets you drive harder into corners and keeps you rolling faster with less resistance. Lighter, stronger, faster, and more affordable, the Alpha 340 gives you the edge.

FEATURES

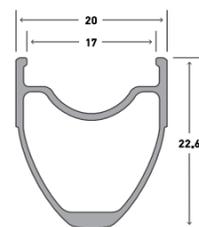
- Designed for road or cyclocross
- Bead Socket Technology rims are wider and lower than conventional rims, increasing the tire volume for less rolling resistance, better traction, and a faster cornering
- Less sidewall also means less rotational weight where it matters most
- 3.30R or 3.30RTi hub with stainless steel bearings, three pawls, and our titanium 30-tooth ratchet ring for instant acceleration
- 9-,10-,11-speed compatible Shimano or Campagnolo



WHEELSETS

BUILD	SIZE	HOLE #	HUBS	BEARINGS	SPOKES	NIPPLES	WEIGHT (g)
Pro	700c	18/24	Stan's 3.30RTi Road	Stainless Steel	Black 2.0/0.9/2.2/2.0mm	Silver Secure Lock Alloy	1330
Team	700c	24/28	Stan's 3.30R Road	Stainless Steel	Black 2.0/1.7/1.8mm	Silver Secure Lock Alloy	1435
Comp	700c	28/32	Stan's 3.30R Road	Stainless Steel	Black 2.0/1.7/1.8mm	Silver Secure Lock Alloy	1485

- » Front Axle Options: 9x100mm QR
- » Rear Axle Options: 10x130mm QR
- » Cassette Options: Shimano/SRAM or Campagnolo
- » Pro Set comes with a wheel bag.
- » Wheelset weight is with 9x100mm front QR, 10x135mm rear QR and Shimano freehub



RIMS

SIZE (mm)	HOLE #	COLOR	WEIGHT (g)
700c/622	18, 20, 24, 28, 32	Black	385

ZTR ALPHA 400



Light, fast, and built to last, the Alpha 400 is designed for the added demands of longer rides, bikepacking and cyclocross. Sharing the same dimensions and BST profile as our 340, the Alpha 400 adds the internal arch and triple channel design of our heavy duty Arch EX and Flow EX mountain rims. The result is the perfect road rim for larger and more aggressive riders, or anyone looking for maximum durability and value in a tubeless-ready road rim. Bead Socket Technology ensures lower rotational weight and higher tire volume for less rolling resistance in all conditions. Go far. Go fast. Explore. The Alpha 400 is built to take you there.

FEATURES

- Designed for road or cyclocross
- Bead Socket Technology rims are wider and lower than conventional rims, increasing the tire volume for less rolling resistance, better traction and a faster cornering
- Less sidewall also means less rotational weight where it matters most
- 3.30R or 3.30RTi hub with stainless steel bearings, three pawls and our titanium 30-tooth ratchet ring for instant acceleration
- 9-,10-,11-speed compatible Shimano or Campagnolo

"If you have ever ridden in NYC you know why I choose to run my Alpha 400 Pros. Potholes, glass, missing pavement, bricks, small children, cabbies and whatever else you can imagine I encounter on every ride. Great to know that I have a set of wheels that can handle anything the city throws at them."

– Dan Zmolik // Stan's NoTubes P/b Proferrin

WHEELSETS

BUILD	SIZE	HOLE #	HUBS	BEARINGS	SPOKES	NIPPLES	WEIGHT (g)
Pro	700c	18/24	Stan's 3.30RTi Road	Stainless Steel	Black 2.0/0.9/2.2/2.0mm	Silver Secure Lock Alloy	1400
Team	700c	24/28	Stan's 3.30R Road	Stainless Steel	Black 2.0/1.7/1.8mm	Silver Secure Lock Alloy	1495
Comp	700c	28/32	Stan's 3.30R Road	Chrome Steel	Black 2.0/1.7/1.8mm	Silver Secure Lock Alloy	1565

- » Front Axle Options: 9x100mm QR
- » Rear Axle Options: 10x130mm QR
- » Cassette Options: Shimano/SRAM or Campagnolo
- » Pro Set comes with a wheel bag
- » Wheelset weight is with 9x100mm front QR, 10x135mm rear QR and Shimano freehub

RIMS

SIZE (mm)	HOLE #	COLOR	WEIGHT (g)
700c/622	18, 20, 24, 28, 32	Black	425

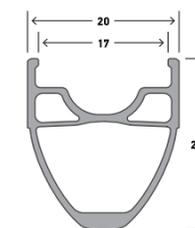


photo Marilyn K. Cullinane



photo A.E. Landers

HUBS

All of our wheelsets include our 3.30 hub systems.

Our hubs feature reinforced flanges, forged and CNC machined shells, aluminum cassette bodies, and sealed cartridge bearings. The 12-degree engagement system of our hubs combines a 30-tooth ratchet ring with three simultaneously-engaging pawls for quick and positive engagement. Sixteen distinct 3.30 hub models can be found on our wheelsets, and feature quick and easy axle conversions for maximum adaptability.

FEATURES

- Lightweight
- Quick engagement
- Easy to convert
- Easy to maintain

Mountain

STAN'S 3.30 HUB (MTN)	WEIGHT (g)	9x100mm QR	9x100mm THRU	15x100mm THRU	20x100mm THRU	10x130mm QR	10x135mm QR	10x135mm THRU	12x135mm THRU	12x142mm THRU	12x150mm THRU	12x150mm THRU	MTN 11-10-9 SP	SRAM XD	BEARINGS	SKEWER TYPE	HOLE COUNT
3.30Ti Disc Front	127 (15mm)	X	X	X											Stainless Steel	Tubular chromoly/carbon lever	24, 28, 32
3.30Ti Disc Rear	235 (12x142mm)						X	X	X	X			X	X	Stainless Steel	Tubular chromoly/carbon lever	28, 32
3.30 Disc Front	140 (15mm)	X	X	X											Chrome Steel	Steel/alloy lever	28, 32
3.30 Disc Rear	260 (12x142mm)						X	X	X	X			X	X	Chrome Steel	Steel/alloy lever	28, 32
3.30HD Disc Front	174 (20mm)	X	X	X	X										Chrome Steel	N/A	32
3.30HD Disc Rear 12x142mm	305						X	X	X	X			X	X	Chrome Steel	N/A	32
3.30HD Rear 12x150mm	325										X	X	X	X	Chrome Steel	N/A	32
3.30SS Disc Rear	252 (QR)						X		X	X					Chrome Steel	Steel/alloy lever	32

Road and Cyclocross

STAN'S 3.30 HUB (ROAD\CX)	WEIGHT (g)	9x100mm QR	9x100mm THRU	15x100mm THRU	20x100mm THRU	10x130mm QR	10x135mm QR	10x135mm THRU	12x135mm THRU	12x142mm THRU	12x150mm THRU	12x150mm THRU	ROAD 11-10-9 SP	CAMPAGNOLO	BEARINGS	SKEWER TYPE	HOLE COUNT
3.30RTi Road Front	79	X													Stainless Steel	Tubular chromoly/carbon lever	18
3.30RTi Road Rear	230					X							X	X	Stainless Steel	Tubular chromoly/carbon lever	24
3.30R Road Front	79	X													Stainless Steel	Steel/alloy lever	24
3.30R Road Rear	240					X							X	X	Stainless Steel	Steel/alloy lever	28
3.30R Road Front	79	X													Chrome Steel	Steel/alloy lever	28
3.30R Road Rear	240					X							X	X	Chrome Steel	Steel/alloy lever	32
3.30Ti Disc Front	127 (15mm)	X	X	X											Stainless Steel	Tubular chromoly/carbon lever	24, 28, 32
3.30RTi Road Disc Rear	250						X			X			X	X	Stainless Steel	Tubular chromoly/carbon lever	28
3.30 Disc Front	140 (15mm)	X	X	X											Chrome Steel	Steel/alloy lever	28, 32
3.30RD Road Disc Rear	262						X			X					Chrome Steel	Steel/alloy lever	32

TIRES



Mountain

Our Crow and Raven tires are designed to be the lightest, fastest-rolling tires available. When used tubeless, these tires offer excellent traction, instant acceleration and very little rolling resistance. Their dual-compound tread is optimized to maximize cornering traction without sacrificing straight line speed. The Crow has won both the World Cup Marathon series and the Leadville 100. Our lightest tire, the 26" version weighs only 390g, and our 29er model, with reinforced folding bead, weighs only 480g. When conditions demand added traction, our Raven tire features larger side knobs but maintains the low-profile center tread and ultralight 120tpi casing of the Crow. Only 10g more than the Crow, the Raven features the same non-directional tread pattern ideal for front or rear use. The Raven is also offered in a tubeless-compatible 360g, dual-compound, 120tpi casing 700x35mm cyclocross model.

THE RAVEN TIRES

SIZE	TPI	PSI	WEIGHT (g)
26x2.0 (559-50) folding bead	120	20-43	400
26x2.2 (559-54) folding bead	120	20-43	510
29x2.0 (622-50) folding bead	120	20-40	500
29x2.2 (622-54) folding bead	120	20-40	550
700x35c (622-35) folding bead	120	20-45	360

THE CROW TIRES

SIZE	TPI	PSI	WEIGHT (g)
26x2.0 (559-50) folding bead	120	20-43	390
29x2.0 (622-50) folding bead	120	20-43	480

Road Tubeless

Our selection of Road Tubeless Kits, featuring our legendary Stan's NoTubes Sealant and the best tubeless road tires from Hutchinson, gives you the advantages of a tubular with the convenience of a clincher. Convert your current clincher wheels to a tubeless system, and you'll corner faster, ride longer, and all but eliminate flats. But the real benefit to going tubeless is the decreased rolling resistance that comes from lower tire pressures. Nothing rides as supple or rolls as fast as a tubeless road tire.

AVAILABLE IN FOUR PERFORMANCE LEVELS, EACH ROAD TUBELESS KIT INCLUDES:

- Two road tubeless tires
- Two 2oz bottles of Stan's NoTubes Sealant
- Two Stan's 44mm Universal Road Valves
- One 21mm wide 10-yard roll of Yellow Tape
- Detailed installation instructions

ROAD TUBELESS TIRES

PRODUCT	SIZE	WEIGHT (g)	USE
Sector	700x28	290	Dirt roads/touring
Intensive	700x25	320	Long distance/training
Fusion 3	700x23	290	Training/race
Atom	700x23	270	Race



SEALANTS



"There are many tire sealant brands, but for me there is only one."

– Bart Brentjens // BETCH.nl-Superior Brentjens Mountainbike Racing Team

TIRE SEALANT

SIZES

- Stan's Tire Sealant 2 oz
- Stan's Tire Sealant Pint
- Stan's Tire Sealant Quart

After fourteen years of development and refinement, our game-changing Stan's NoTubes Sealant formula is better than ever. It's no exaggeration to say our Sealant redefined tubeless technology and changed cycling forever. Often imitated but never equaled, our specially formulated crystals and low-viscosity solution coat the interior of your tire, allowing it to seal and inflate without a tube. Much lighter than a tube, our Sealant responds immediately to any areas of air loss, sealing holes up to a quarter inch—often so quickly that you can just keep riding. Tires treated with our Stan's NoTubes Sealant are simply lighter and more reliable, but the advantages don't stop there. Our Sealant offers the performance edge that lets wheels accelerate more quickly, handle better, and roll faster with less effort. The product that launched a revolution in tubeless technology, Stan's NoTubes Sealant is now the performance advantage demanded by professional racers and preferred by riders everywhere.

FEATURES

- Lowest cost per serving of any sealant
- Seals holes up to a quarter inch almost instantly
- Environmentally-friendly, non-toxic, non-reactive, and non-corrosive
- Works with tubes and tubulars that have removable valve cores
- One treatment lasts up to seven months
- Can be used in environments as cold as -30°F
- Arid conditions may require more frequent replacement

CONVERSION KITS

Our conversion kits helped launch the tubeless revolution. Each kit combines our Stan's NoTubes Sealant, one roll of our Universal Kit Tape, and two Molded Rim Strips to help you create your own customized tubeless system. Our kits deliver better traction, improved reliability, and much less rolling resistance.

Find the right system for you at help.notubes.com

BENEFITS

- More reliable and virtually flat-proof
- Reduced rolling resistance
- Increased traction
- Improved cornering
- Added comfort

TUBELESS KIT CONTENTS

- Two molded rim strips with integrated valve
- One pint of Stan's NoTubes Tire Sealant with 2 oz scoop
- One roll of 12mm Universal Kit Tape
- Detailed installation instructions
- Stan's NoTubes decals

AVAILABLE TUBELESS KITS

- Standard Tubeless Kit
- Downhill Tubeless Kit
- Freeride Tubeless Kit
- Enduro Tubeless Kit
- All Mtn. 29er Tubeless Kit
- XC 29er Tubeless Kit
- Cyclocross Tubeless Kit
- Flow Tubeless Kit



TAPE AND VALVES



TOOLS AND ADAPTERS

Presta Removable Valve Core

We offer a replacement core for our presta valve stems and presta valve equipped rim strips.

Presta-Schrader Adapter

Easily adapt presta valves for use with standard schrader pumps with this simple adapter.

Valve Core Remover

Life's better when you own a truly great, CNC machined, anodized and laser etched Valve Core Remover that actually fits between spokes for quick and easy core removal.

Threaded Valve Extender

Our 40mm effective length threaded valve extensions include presta valves with our removable core and allow deep section rims to be converted to tubeless use by way of external threads that secure a presta nut.



STAN'S YELLOW RIM TAPE

Designed to easily create an airtight seal in the spoke bed of any of our Bead Socket Technology rims, our Yellow Tape can also be used as ultralight rim tape for rims used with tubes. Other brands of rims that lack our BST generally also require a tubeless conversion kit to be properly sealed for tubeless use. Available in 21mm, 25mm and 27mm widths. One ten-yard role tapes five 26-inch rims or four 29ers.

Universal Kit Tape

An economical choice for use under rubber rim strips or with a tube. The 12mm wide Universal Kit Tape is the same lightweight tape included with our Tubeless Kits.



VALVE STEMS

Our Valve Stems feature a presta valve with removable core for easy injection of Sealant and a molded rubber base that helps seal your rim airtight. The 35mm model is compatible with our BST-equipped mountain rims as well as many other brands of tubeless rims. Our 44mm model is designed for our 24.5mm deep Grail and other slightly deeper section road rims. Rims with depths greater than 44mm require the use of our Valve Extensions.

All of our Valve Stems and Valve Extensions are sold in pairs.

TUBELESS TAPE AND VALVE COMPATIBILITY

WHEELSET	TAPE			VALVE	
	21mm	25mm	27mm	PV	SV
ZTR Valor		●		●	
ZTR Podium/Race Gold	●	●		●	
ZTR Crest	●	●		●	
ZTR Arch EX		●		●	
ZTR Flow EX		●	●	●	
ZTR Rapid 25	●	●		●	
ZTR Rapid 28		●	●	●	
ZTR Rapid 30		●	●	●	
ZTR Hugo 52			●		●
ZTR Iron Cross	●			●	
ZTR Grail	●	●			●
ZTR Alpha 340/400	●				●

All wheelsets come with Stan's Yellow Tape and Universal Valve Stems.
PV = Presta SV = Schrader



OEM



photo ©2013 Cannondale Bicycles



A tubeless wheel belongs on every mountain bike being made in 2014 and with Rapid we are working to make that idea a reality.

Consistently voted one of the best brands by consumers, our mission has always been to make products that exceed our customers' expectations and are affordable for all riders. Stan has come very far from selling wheels out of the trunk of his car at races, and today we're proud to say you'll find Stan's wheels on some of the finest bikes in the world.

Stan's wheels can be seen on bikes by:

BULLS / CALOI / CANNONDALE / ELLSWORTH / FEZZARI / G SPORT / GT / IBIS / INTENSE / JAMIS / KHS / KNOLLY / KOBAYASHI / LYNSKEY / MOMSEN / NINER / NORCO / ORANGE / PIVOT / ROCKY MOUNTAIN / SCAPIN / SILVERBACK / TRANSITION / TURNER / VENTANA / YETI.

Specifically for these customers we developed a new rim in 2013. Unlike other companies who give their OEM products an obscure number and hide their products from their company catalog we are proud of this product and want you our dealers and loyal customers to know about it. The rim name is Rapid and it is a sleeved, rather than welded, rim built with eyelets to make it easier to build with a wheel building machine. It is available in 25mm, 28mm, and 30mm widths. The rims come in all three popular diameters: 26", 27.5", and 29". Rapid is not available to the aftermarket but we can supply replacement rims if one is damaged. Bikes equipped with Rapid rims will most likely come with tubes installed, but Rapids are true tubeless rims and, like all of our rims, can be easily converted.

FEATURES

- Designed for cross country 25mm, trail 28mm and all mountain 30mm
- Tubeless compatible with the Yellow Tape, a 35mm Universal Valve Stem and Stan's NoTubes Sealant
- Use tubeless with a standard clincher, tubeless ready tire, or tubeless tire



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