



# 2014

PRODUCT LINE

Stan's **NOTUBES**®



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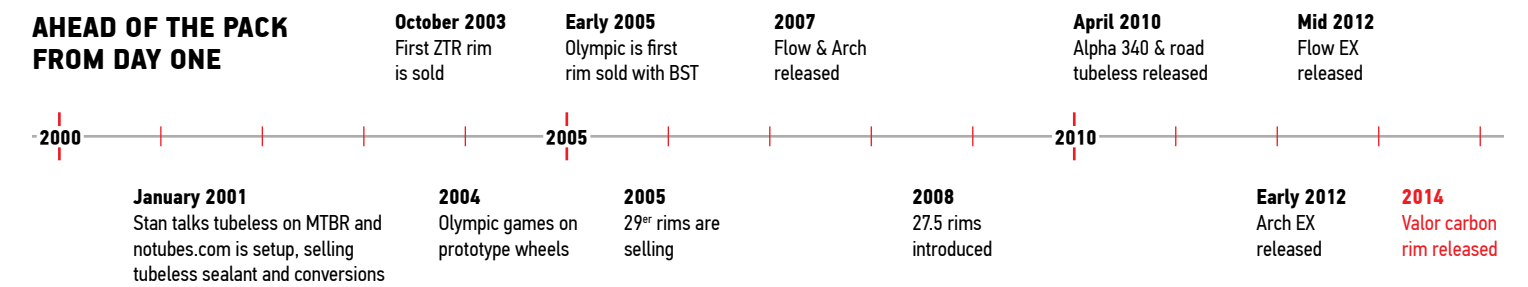


# STAN'S NOTUBES // PLAYIN' LEAD SINCE 2001

In 2001, we launched a revolution with our tubeless conversion kits. Today, our products include wheelsets, rims, hubs and tires that perform better than anything else on the market—tubeless or not. Our innovative, light, stiff and strong products all but eliminate flats, dramatically reduce rolling resistance and result in a faster, more comfortable ride. Stated simply, we are the leader.

Here at our home in Big Flats, NY, we know that not all tubeless products are created equal and our passionate customers are always eager to proclaim the truth. From Olympic XC podiums to the world's trailheads, twilight crits and endurance events, Stan's products are race-proven, battle-tested and zealously embraced by millions.

## AHEAD OF THE PACK FROM DAY ONE



## STAN'S LENDS A HELPING HAND

When we're not riding or developing new products, Stan's NoTubes makes a point to support many of the various organizations devoted to bettering people's lives with cycling and the greater cycling community. This year, among others, we stand behind:

### Ride for Reading

Ride For Reading's mission is to promote literacy and healthy living through the distribution of books via bicycle to children from low-income neighborhoods. This year we were proud to ride with them in Philadelphia and support Dejay Birch and Team Ride for Reading.

### International Mountain Bicycling Association

We are proud to be a corporate member of IMBA and support their work to build new trails, maintain riding areas and improve access to the public.

### Ride 2 Recovery

Ride to Recovery adapts bikes for injured veterans so they can heal from the horrible effects of war. We were happy to provide them wheels. We rode with the veterans in Las Vegas, NV and Leadville, CO.

# TUBELESS DEMYSTIFIED //

## WHAT IS A TUBELESS SYSTEM?

Simply put, a tubeless system allows a tire to seal air tight directly to a rim without the need for an inner tube. Far from a new idea, tubeless tires became a standard in the world of motorsports in the mid-1950s, 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.

With no inner tube necessary, a simple valve stem is required in order to inflate the tire. We offer valve stems with removable valve cores, making it easier than ever to inject sealant into your tire.

While original tubeless-specific tires were heavy and inflexible, today's "tubeless-ready" tires are lighter and far easier to seal. Freedom of choice was one of our original design goals in creating the NoTubes system, and our system is compatible with the widest range of tires available.

The heart of our tubeless system remains our NoTubes Sealant. Because bicycle tires are thinner and lighter than those on cars and motorcycles, sealant is the key ingredient that makes tubeless bike tires airtight and self-sealing. While many similar products have entered the market since, our liquid sealant continues to offer the best sealing capability and the longest life. Lighter than an inner tube, true tubeless sealant remains liquid inside the tire, but is drawn to the friction of escaping air and can plug even fairly large rips and holes almost instantly.



# BST TECHNOLOGY //

Our Bead Socket Technology creates the rim your tire's been looking for—literally.

## LOCKED-IN. AIRTIGHT. SAFE. SECURE.

Let us explain: Your tire's bead was designed to lock onto a ridge at the top of your rim, but conventional rims are so deep that the bead ends up nowhere near that ridge. The lower sidewalls and unique shape of our BST rims ensure that your tires securely lock into place. We designed BST to form an airtight seal under any condition, which means BST rims are also safer and more secure, even when used with a tube.

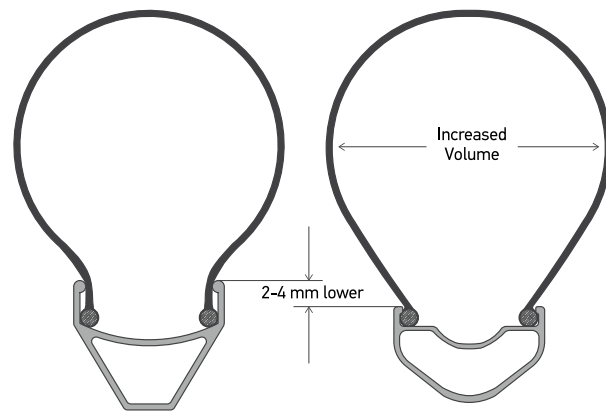
## LOWER ROTATIONAL MASS

The low-profile shape of our BST rims makes them much lighter than conventional rims for less rotational mass. It's a weight savings where it matters most. You'll feel the benefits of a lighter Stan's NoTubes rim with every rotation of your wheel.

## THAT LEGENDARY STAN'S RIDE QUALITY + FLAT RESISTANCE

Bead Socket Technology also means more tire volume, for better traction, improved cornering and faster rolling. Unlike rims that trap the sides of your tire in a deep channel, our Bead Socket lets your tire expand to its full size (see that nifty diagram down below). The increase in volume means lower pressure. A tire on a Stan's NoTubes rim can require 30% less pressure to be just as firm, and even more resistant to pinch flats. Reduced pressures let your tire function more efficiently, increasing traction and comfort, improving cornering and reducing rolling resistance. Your tires roll faster on BST rims.

Experts will often tell you that the single largest upgrade you can make to your bike is the wheelset. Our BST Technology makes that upgrade even more meaningful. All of our rims and wheelsets feature BST and that's no BS.



## TUBELESS COMPATIBILITY

WHEELSET	21MM YELLOW TAPE	25MM YELLOW TAPE
ZTR Valor		●
ZTR Podium MMX	●	●
ZTR Podium 27.5	●	●
ZTR Race Gold 29 <sup>er</sup>	●	●
ZTR Alpine	●	
ZTR Crest	●	●
ZTR Arch EX		●
ZTR Flow EX		●
ZTR Alpha 340	●	
ZTR Alpha 400	●	
ZTR Iron Cross	●	

All wheelsets come with Universal Valve Stems and Stan's Yellow Tape.

## SELECTING THE RIGHT RIM

Our wheelsets are designed to be durable, serviceable, and the best value you'll find in a true performance wheel system. Every wheelset comes tubeless ready with valve stems and tape but each one is specifically crafted for a different purpose. Now for the easy part: take a look to the right and select the wheel that fits your desired use and head on down to the product pages to find out more about each one.

WHEELSET	XC RACING	XC	ALL MTN	DH	ROAD	CX
ZTR Valor	●●●●●	●●●●●				
ZTR Podium MMX	●●●●●	●				
ZTR Podium 27.5	●●●●●	●				
ZTR Race Gold 29 <sup>er</sup>	●●●●●	●				
ZTR Alpine	●●●●	●●●				
ZTR Crest	●●●●	●●●●				
ZTR Arch EX	●●	●●●●●	●●●			
ZTR Flow EX		●●	●●●●●	●●●		
ZTR Alpha 340					●●●●	●●●
ZTR Alpha 400					●●●	●●●●
ZTR Iron Cross						●●●●●

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.

# MOUNTAIN WHEELS



# ZTR VALOR // CARBON HAS ARRIVED. THE MOST ADVANCED WHEELS WE'VE EVER MADE.

The truth is we could have made a carbon fiber rim years ago, but it wouldn't have been a genuine NoTubes rim. From the first discussions, Stan had set down the rules about what a NoTubes carbon fiber rim had to be, and in true NoTubes style, it quite literally broke the mold.

The first challenge was precision and consistency. Take a closer look at the bead of carbon fiber rims available today and you'll find major inconsistencies. High spots of extra resin, ragged seams and overlaps, and shape and width deviations have somehow become acceptable on wheelsets costing several thousand dollars, but we require much higher tolerances. It took years for us to find a technology and manufacturer able to consistently produce this rim. Lighter and

stronger than our lightest aluminum rim, the Valor still features our distinct profile and proven Bead Socket Technology. Higher manufacturing standards and our proven rim profile make the Valor the first carbon fiber rim truly designed for tubeless conversion.

But the Valor's innovations are more than skin deep. While most companies like to talk about the stiffness of their carbon fiber rims, the reality is that it's much more difficult to build a carbon fiber rim that *isn't* ridiculously stiff. When designed correctly, carbon fiber is not only lighter and stronger than other materials, but also better able to dampen vibrations. Unfortunately, the emphasis on stiffer and stiffer deep section carbon fiber designs has created rims that don't function

like rims, and wheels that no longer perform the basic function of wheels. The specific lay-up process of the Valor allows us to create a rim that's two to three times laterally stiffer than our aluminum rims, while still offering better radial compliance. Simply put, this rim absorbs impacts to roll faster. With less rolling resistance, our more compliant tubeless systems continue to dominate races around the world. The design of the carbon fiber Valor rim brings this performance advantage to wheel design. Lighter, stronger, laterally stiffer, and faster rolling, the Valor sets a new standard in tubeless technology and redefines what a carbon fiber rim can do.

### 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 area 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	DT Revolution Black	Black Double Square Alloy	1,170
27.5	24/28	Stan's 3.30 Disc Ti	DT Revolution Black	Black Double Square Alloy	1,200
29	24/28	Stan's 3.30 Disc Ti	DT Revolution Black	Black Double Square Alloy	1,230

Wheelset weight is with 15mm front, 12x142 rear and XD driver. Wheelsets include Stan's NoTubes tape and valve stems for tubeless use.





## HANDS-ON // THAT'S HOW WE ROLL

Ironically, we reside in a little place called Big Flats, NY where we have a great diversity of mountain and road riding and a group of some of the most talented bike people in the world. We're in the middle of nowhere and we like it that way—it enables us to think freely and focus on engineering and crafting the most absurdly exceptional bike products available.

Most of our stock wheels are built right here in New York, where our team of wheelbuilders makes sure each wheel is properly prepped, checked for tension shifts during lacing and initial build, and finished with the care and attention that only a professional wheelbuilder can offer.

Our facility hums with mad-genius, norms-be-damned energy and a helluva lot of pride in our work. We know that a lot is riding on the work of our skilled hands, and we can't thank you enough for being a part of what we do.



## ZTR RACE WHEELS //

Our line of Race Wheels—Podium MMX, Podium 27.5 and Race Gold 29<sup>er</sup>—have quickly become the weapon of choice for World Cup, regional and local XC racers around the globe.

They climb better, corner faster, accelerate quicker and offer the most advanced tubeless technology available—everything you need to get you that KOM, PR or podium position you've been training so hard to achieve.

Feature for feature, dollar for dollar, no other XC race wheel stands up to our Race Wheels.

### 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
- Less sidewall also means less rotational weight where it matters most
- 3.30Ti hub with stainless steel bearings, three pawls and our titanium 30-tooth ratchet ring for instant acceleration

- Super light carbon lever skewers
- Easy conversion to fit all popular axle and fork systems and nearly every frame and fork
- Covered by our satisfaction-guaranteed warranty/crash replacement plan

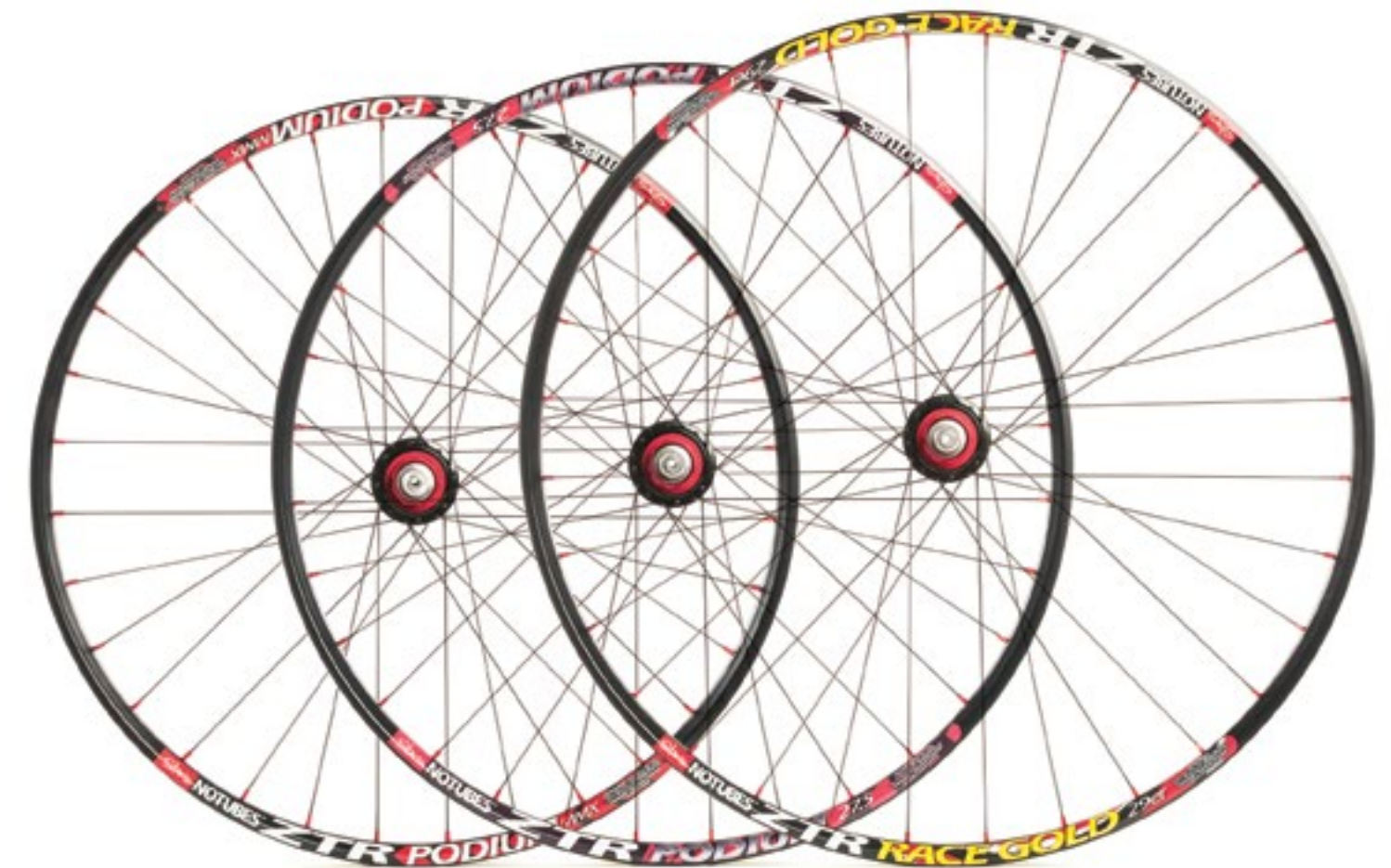
*“Light + fast = Stan’s NoTubes ZTR Race Gold 29<sup>er</sup> wheelset!”*

— MAREK KONWA // BRENTJENS  
MOUNTAIN BIKE RACING TEAM,  
POLISH NATIONAL CHAMPION

### WHEELSETS

WHEELSET	SIZE (IN)	HOLE #	HUBS	SPOKES	NIPPLES	WEIGHT (G)
Podium MMX	26	32/32	Stan's 3.30 Disc Ti	DT Revolution Black	DT Red Alloy	1,275
Podium 27.5	27.5	32/32	Stan's 3.30 Disc Ti	DT Revolution Black	DT Red Alloy	1,335
Race Gold 29 <sup>er</sup>	29	32/32	Stan's 3.30 Disc Ti	DT Revolution Black	DT Red Alloy	1,390

Wheelsets include Stan's NoTubes tape and lightweight alloy valve stems for tubeless use. Front hubs include quick release and 15mm end caps. Lefty and single speed versions of race wheels are available.



# MEET AMANDA CAREY, PRO RIDER

Amanda Carey, 34, lives with her husband and super-mechanic/ski instructor, Nate, in Victor, Idaho. Although she got her undergrad at Colorado College in Political Science with the intention of going to law school, a post-grad trip to Jackson Hole in 2000 to ski bum for "just one season" turned into forever and she now happily calls the Tetons home. She discovered mountain biking that same year to pass the snow-free months, started going to group rides and jumping into local XC races. She was immediately hooked.

When ski-bum life got old, Amanda began a career in non-profit development working for the Jackson Hole Land Trust and then as the Development Director of a cycling advocacy organization, Friends of Pathways. However, play again got in the way and she left a successful career in the non-profit world in 2008 to pursue the dream of riding mountain bikes professionally. At the same time she began a graduate program and recently completed her Master's Degree in Sports Psychology, focusing on motivation in health and sport performance. She is now building up a personal health and wellness coaching business.

Amanda has dominated the endurance mountain bike racing scene over the last three years. She was the National Ultra Endurance Series (NUE) Overall Champion in 2010 and 2011 and placed 2<sup>nd</sup> in the series in 2012. She has won all three of the major stage races in the US in the last three years. She is also a consistent top-10 performer in the national Elite cyclocross scene, showing her strengths go beyond long days in the saddle.

In 2013, Amanda took back her title at the Trans-Sylvania Epic and hopes to do the same at the Breck Epic. In the near future, look for her at a few Pro XCTs or even on the cyclocross course. She is also a big fan of teaching women's skills clinics in both mountain biking and cyclocross, so look for her to be out there sharing her love for dirt with other women all season long.

## CAREER HIGHLIGHTS

- 1<sup>st</sup> Trans-Sylvania Mountain Bike Epic, 2011, 2013
- National Ultra Endurance Series Champion (NUE) 2010, 2011
- 2<sup>nd</sup> NUE Overall, 2012
- 16 NUE Race wins in 18 starts

- 6 NUE Wins in 2012 – Syllamos Revenge, Mohican 100, Lumberjack 100, Breck 100 Pierre's Hole 100 and Park City Point to Point
- 1<sup>st</sup> Breck Epic, 2012
- 1<sup>st</sup> Pisgah Stage Race, 2010
- 2<sup>nd</sup> Leadville 100, 2007, 2009, 2011
- 1<sup>st</sup> Iceman Cometh 2008, 2010

## Q+A

### What's unique about Stan's?

Stan's operates more like a family than a company. It's a small company with a big, big heart for all things cycling. They believe in their products as much as they believe in the athletes they support. They spread their love and support of the sport across all disciplines better than any company in the industry.

### How has tubeless technology changed how you ride?

It's enabled me to run way lower tire pressure than ever before. This provides increased traction while smoothing out the ride. I ride really aggressively and I am not a small woman so I like that I can really push it on lower pressure and don't have to worry about pinch flattening.

### What do you do to relax?

Hike with my dog, read, cook and on hard training days, cold mountain stream soaks.

### How long have you been racing bikes?

8 years

### Favorite food?

Coffee. Yes. Coffee is a food to me.

### The one person you'd most like to ride with?

My sister, Alyson. She's a former pro downhiller and I love learning from her. But, she lives in Colorado and has 2 little ones so we don't get to ride together as much as we'd like.

### Where's home?

Victor, Idaho. On the other side of Teton Pass from Jackson Hole. We call it the affordable side of the Tetons.

### What one thing do you hate the most?

I don't really hate anything. But, close mindedness combined with ignorance really irritates me.

### How do you train?

Depends on the time of year. I do have powertaps on both my road and mountain bikes, but I never race with them. It's just too much info to look

at or care about! I work with a great coach from the Peaks Coaching Group, Kristen Diffenbach, so I leave all the power data geeking out to her.

I have to get creative living in the Tetons (where winter is 8 months long!) In the winter I blend limited trainer workouts with a ton of backcountry and Nordic skiing. We have great snow and a lot of easy backcountry access as we practically live on Teton Pass. I also do a lot of core work and try to keep up on the foam rolling as much as possible.

### Worst moment on a bike?

The 2012 NUE Series Finals, Fool's Gold. I raced with a stomach bug and it was a very painful nine hours.

### Best moment on a bike?

There have been so many, I could never choose just one. Stage racing, however, is my most favorite kind of racing. I love racing but I *really* love stage racing.

### Favorite movie?

Old School

### What's on your playlist?

I live off of Pandora. I gladly pay for the premium subscription. Right now, I'm loving my Black Keys station.

### Favorite place?

Any time I get to be at home with my husband and my dog. We both travel so much, this doesn't happen nearly as much as we'd like.

### If you didn't race bikes, what would you be doing?

Riding them for fun!

### What kind of car do you drive?

A 2006 Honda Element. I can fit a phenomenal amount of stuff inside for racing and I can sit inside it and put ski boots on at the top of the pass when it's storming. It's a Honda, so it's very forgiving...I don't have to take very good care of it or keep it that clean.

### Who's your hero?

Hillary Clinton.

### What makes you go?

Challenge. I like things to be hard.





# ZTR CREST //

On any given day, you'll find Crest wheelsets and rims hunting podiums, blazing world class race courses, helping weekend warriors deftly navigate quiet singletrack, and escorting seasoned pros to victory with lightweight agility and dependability. They're that good. They're that proven.

Bead Socket Technology ensures a super secure connection with your tire and allows full tire inflation for improved traction, more control in the corners and less rolling resistance. The lower sidewalls of a BST rim are both lighter and more durable than traditional rims, offering the performance demanded by some of the world's fastest riders.

At under 350g for the 26in model and less than 390g for the 29<sup>er</sup> Crest rims give you the edge you need to win. Each rim is fully tubeless-compatible using our Yellow Tape, Universal Valve Stem and Stan's NoTubes Tire Sealant. Find your own personal best with the Crest.

## 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
- Rims are Tubeless Compatible with the 21mm or 25mm Yellow Tape, a 35mm Universal Valve Stem and Stan's NoTubes Sealant
- Go tubeless with a standard clincher, tubeless ready, or tubeless tire.

*"I totally trust my NoTubes wheels riding the world's hardest courses."*

— HANS BECKING // BRENTJENS MOUNTAIN BIKE RACING TEAM



## RIMS

SIZE	HOLE #	COLOR	WEIGHT (G)
24"/509mm	32	Black	310
26"/559mm	28,32	Black	340
27.5"/584mm	28,32	Black	355
29"/622mm	28,32	Black	380

## WHEELSETS

SIZE (IN)	HOLE #	HUBS	SPOKES	NIPPLES	WEIGHT (G)
26	32/32	Stan's 3.30 Disc	DT Super Comp Black	DT Silver Alloy	1,440
27.5	32/32	Stan's 3.30 Disc	DT Super Comp Black	DT Silver Alloy	1,520
29	32/32	Stan's 3.30 Disc	DT Super Comp Black	DT Silver Alloy	1,610

Wheelset includes Stan's tape and valve stem for tubeless use. Front hubs include quick release and 15mm end caps.

# ZTR ARCH EX //

The Arch EX blends the speed of our Crest rim with the reinforced internal arch of our all-mountain Flow EX. The result is a rim that's light enough for XC racing, but durable enough to take on more technical trails. Like all Stan's NoTubes rims, the Arch EX features Bead Socket Technology. Lighter and stronger by design, the lower sidewalls of a BST rim lock securely onto your tire's bead and creates better tire performance. The result is higher-volume tire with a profile that rolls faster and offers better traction, whether climbing, descending or cornering.

Arch EX rims have an internal channel that strengthens and stiffens the rim. Each rim is fully tubeless-compatible using our Yellow Tape, Universal Valve Stem, and Stan's NoTubes Tire Sealant. Strong, light and fast, the Arch EX is the ultimate trail rim.

## FEATURES

- Designed for Enduro and trail use
- 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.

*"Being able to run 16–18psi or less is invaluable to me—it makes my ride super cushy and my tires extra grippy."*

— SARAH KAUFMANN // STAN'S NOTUBES WOMAN'S ELITE TEAM



## RIMS

SIZE	HOLE #	COLOR	WEIGHT (G)
26"/559mm	28,32	Black	400
27.5"/584mm	28,32	Black	420
29"/622mm	28,32	Black	450

## WHEELSETS

SIZE (IN)	HOLE #	HUBS	SPOKES	NIPPLES	WEIGHT (G)
26	32/32	Stan's 3.30 Disc	DT Super Comp Black	DT Silver Alloy	1,615
27.5	32/32	Stan's 3.30 Disc	DT Super Comp Black	DT Silver Alloy	1,685
29	32/32	Stan's 3.30 Disc	DT Super Comp Black	DT Silver Alloy	1,775

Wheelset includes Stan's tape and valve stem for tubeless use. Front hubs include quick release and 15mm end caps.



# MEET MAREK KONWA, PRO RIDER



Marek Konwa (Poland, 11/3/90) is entering the Elite Men category after being one of mountain biking's strongest contenders in the under 23 category. In 2011 the Polish rider won the silver medal at the World Championships in Champéry and he became 3<sup>rd</sup> in the World Cup Overall. In 2012 he participated at the Olympic Games in London and he finished in an excellent 16<sup>th</sup> place. Marek was also strong in the new XCE World Cups finishing 5<sup>th</sup> in Nove Mesto and the same year he managed to become Poland's National Champion. This year he already won the Polish national jersey in Cyclocross. He always aims high as his goals are simple; race in the front bunch in the World Cup and Championships. Marek is passionate about his bikes and tries to bring the weight down as much as possible. Do not mistake Marek for being a pure cross country rider though—he loves downhills as well. "Good team friends, nice atmosphere and jokes, nice staff and riding fast in singletrack!" makes him happy.

## CAREER HIGHLIGHTS

- Polish National Champion XCO Men Elite, 2012, 2013
- Polish National Cyclocross Champion, 2013
- UCI Ranking 28 / Disciplin XCO & XCE / Team member since 2011
- 4<sup>th</sup> European Championships XCO U23, 2012
- 20<sup>th</sup> World Championships XCO U23, 2012
- 16<sup>th</sup> Olympic Games London, 2012
- 16<sup>th</sup> World Cup Men Elite, 2012

## Q+A

### What's unique about Stan's?

They're light-weight. I am amazed a wheel that is this light-weight can accelerate so quickly and still be very durable.

### How has tubeless technology changed how you ride?

My wheels are faster all the time. I love running at low pressure. The traction and speed I get from low pressure are incredible.

### What do you do to relax?

I go to sleep. My coach is always telling me to sleep more and this answer is for him.

### How long have you been racing bikes?

I've been riding for 10 years professionally. I started when I was 13 years old and have only looked forward. I was especially proud to represent Poland at the Summer Olympics.

### The one person you'd most like to ride with?

Nino Schurter. I admire the way he races and trains. I have learned much from my coach Bart Brentjens but I would love to spend the day and learn from one of the greatest riders of our sport.

### Where's home?

Poland/Bielsko-Biala

### What one thing do you hate the most?

I hate the cold but I have to train in it and I race cross. I do my best to stay warm but I am usually shivering before the race.

### What's on your playlist?

I listen to everything. Traveling so much I am always finding new music to listen to.

### How do you train?

Short and fast. I try to get the most intensity in my training. I am trying to get constantly faster and develop better technique.

### Worst moment on a bike?

When I have a flat tire during a race but since I've been riding Stan's NoTubes wheels, that has been less of a problem this year.

### Best moment on a bike?

2<sup>nd</sup> place, WC MTB Champéry. This is one of my favorite courses and it has been used for the World Championships. To be second on this hard technical course was an incredible day.

# ZTR FLOW EX //

Improving on the legendary Flow rim we had designed for all-mountain use was no easy task. We didn't build that rim for downhill racing, but Sabrina Jonnier flew it to six consecutive World Cup DH wins. We didn't build it for XC racing, but countless rigid, single speed 29<sup>ERS</sup> show up at races on it. Our Bead Socket Technology had evolved, and the Flow needed an update, but when it came to defining objectives for the Flow EX, there was really only one direction we could go: meaner.

The new Flow EX is born for Enduro races and technical trail riding. We kept it under 500g but made it even wider, stronger and faster in every way. The new low-profile sidewall is 14% thicker for maximum impact resistance and a stiffer all around rim. The wider 25.5mm interior and all new bead socket shape offer an even tighter air seal and increase the air volume in any tire, lowering pressure, improving traction, and decreasing rolling resistance. The EX rim shape even let us increase spoke bed thickness

by 33% while keeping overall rim weight low, making this the fastest and most indestructible all-mountain rim available. Meaner. Each Flow EX rim is fully tubeless-compatible using our Yellow Tape, Universal Valve Stem, and Stan's NoTubes Tire Sealant.

## FEATURES

- Designed for All Mountain/Enduro
- 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.

*"The Flow EXs allow me to run lower psi and attack the jumps & rock gardens with confidence."*

— KRISTA PARK // CANNONDALE/  
STAN'S NOTUBES



## WHEELSETS

SIZE (IN)	HOLE #	HUBS	SPOKES	NIPPLES	WEIGHT (G)
26	32/32	F: Stan's 3.30HD, R: Stan's 3.30 Disc	DT Super Comp Black	DT Silver Alloy	1,780
27.5	32/32	F: Stan's 3.30HD, R: Stan's 3.30 Disc	DT Super Comp Black	DT Silver Alloy	1,850
29	32/32	F: Stan's 3.30HD, R: Stan's 3.30 Disc	DT Super Comp Black	DT Silver Alloy	1,935

Wheelset includes Stan's tape and valve stem for tubeless use. Front hubs include 20mm and 15mm end caps.

## RIMS

SIZE	HOLE #	COLOR	WEIGHT (G)
26"/559mm	32	Black	490
27.5"/584mm	32	Black	510
29"/622mm	32, 36	Black	545



# CYCLOCROSS and ROAD WHEELS

There's many reasons our Alpha Road and Iron Cross wheelsets always seem to find their way onto the finest bicycles. In the booths of the North American Handmade Bicycle Show, being driven into corners with more confidence at the local crit, and under custom-built bicycles in shops around the world, you'll find our wheelsets. Our Alpha and Iron Cross wheelsets with Bead Socket Technology offer the feel of a tubular with the convenience of a clincher. They combine the reliability of classic materials and construction with the most advanced tire technology currently available.

They roll faster. Our Bead Socket Technology doesn't just hold your tires more securely than other rims; it means lower profile rim sidewalls for less rotational mass. Nothing accelerates like an Alpha Wheelset. Proper connection between tire and rim also means less stress on the tire and less distortion for increased tire volume. In case better performance isn't enough, they are more comfortable too! Increased volume means lower pressures and a more supple feel that erases the road underneath you and offers drastically reduced rolling resistance.

Maybe it's our love of competitive racing or our respect for trained wheelbuilders, but we believe in spokes that can be replaced simply and easily if necessary and the added durability that comes from a classic wheel build. Even with higher spoke counts and traditional butted steel spokes, our Alpha and Iron Cross wheels are among the lightest wheelsets in their class. Our road wheelsets are also the most affordable professional level wheelsets available, offering performance the competition can only dream of, at a fraction of their price.

## ZTR IRON CROSS //

Stan's NoTubes is taking the tubeless revolution over the barriers with an entirely new category of cyclocross rim. Named for the legendary 100k epic cross event, the Iron Cross offers the convenience and affordability of a clincher with the traction and durability of a tubular. Not compatible with road tubeless tires or rim brakes, the Iron Cross is pure, modern cross performance and weighs only 385g. Everything we've learned from over a decade of tubeless development has gone into creating the fastest and most durable disc cross rim made.

Our Bead Socket Technology and ultra-low-profile disc-specific sidewall increase tire volume for faster rolling, superior traction and unmatched reliability. The Iron Cross is fully tubeless-compatible and features a 20mm interior that reduces tire flex and pinch flats, and a 17.5mm rim depth that sheds mud and creates a stiffer, stronger wheel. Each Iron Cross rim is

fully tubeless-compatible using our Yellow Tape, Universal Valve Stem, and Stan's NoTubes Tire Sealant. Iron Cross: the true tubeless cyclocross rim has arrived.

### 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
- 9-, 10-, 11-speed compatible Shimano or Campagnolo

### WHEELSETS

BUILD	HOLE #	HUBS	SPOKES	NIPPLES	WEIGHT (G)
Pro	24/28	Stan's 3.30RDTi	DT Revolution Black	DT Red Alloy	1,460
Team	28/32	Stan's 3.30RD	DT Super Comp Black	DT Silver Alloy	1,570
Comp	32/32	Stan's 3.30RD	DT Super Comp Black	DT Silver Alloy	1,725

Wheelset includes Stan's tape and valve stems for tubeless use. Pro set includes aluminum alloy valves whereas the Team and Comp sets have standard brass valves. Pro set comes with a wheel bag.



### RIMS

SIZE (MM)	HOLE #	COLOR	WEIGHT (G)
700c/622	24	Black	365
700c/622	28	Black	365
700c/622	32	Black	365



*"I am blown away with how well the Stan's NoTubes wheels work. I've been on the tubeless rim on my mountain bike for a couple of years, but this past year converted both my cyclocross and road bikes to tubeless with Stan's wheels and I will never go back. It is so fast and easy to mount tires on these lightweight, dependable wheels, and run at a low comfortable pressure. I officially have "No Tubes" in any bike! And can't remember the last time I've had to change a flat."*

— MICAL DYCK // STAN'S NOTUBES ELITE WOMAN'S MOUNTAIN BIKE TEAM & ELITE CROSS TEAM, CANADIAN NATIONAL CYCLOCROSS CHAMPION

# MEET MICAL DYCK, PRO RIDER

Mical started mountain biking at the age of 20 with her father and brother as a replacement for team sports. She soon fell in love with the atmosphere and the people, and her competitive side fell in love with racing, becoming three-time Canada Cup Series Champion, five-time Transrockies Champion, The Furious3 Fernie Champion, and a part of the Canadian National team since 2005. Cyclocross was a natural progression, once she tried it she was hooked, and in 2012 she nabbed the Canadian National Champions jersey and the SSCXWC (Single Speed Cyclocross World Champion) gold bikini and tattoo. As Canadian National Champion, Mical earned a berth to Elite World Championships, held outside of Europe for the first time ever, in Louisville, KY on Feb. 2, 2013.

In 2013, Mical has continued her super successful representation of Stan's NoTubes as a member of the Elite Women's Mountain Bike Team. After taking a little time off following Cyclocross Worlds in February, she successfully defended her Transrockies title. She also won the Nimby 50, while she was getting everything dialed in. Keep a lookout for her on various other podiums in the coming months!

Mical enjoys being able to give back to the cycling community by leading riding clinics as well as a women's riding group which she has created. Off the bike, Mical is a full time Geologist, either working in the field on a drilling rig, or in the office. In her spare time she loves sushi, cooking, gardening and chocolate.

## CAREER HIGHLIGHTS

- Current Canadian Cyclocross National Champion
- 3x Canada Cup Series Champion
- 2012 Single Speed Cyclocross World Champion
- 5x Transrockies Champion
- Furious3 Fernie Champion
- Representing Canada at 3 XC World
- 2012/13 CX World Championships
- 9<sup>th</sup> in the 2012 USGP Series

## Q+A

### *What's unique about Stan's?*

It's an innovative lightweight system that just works and is really very easy to use.

### *How has tubeless technology changed how you ride?*

It has been amazing, being able to ride lower pressure for better traction and overall ride feel, while pretty much eliminating flats all together!

### *What do you do to relax?*

Walk the dog on the beach, read, yoga and stand-up paddle.

### *How long have you been racing bikes?*

I think about 10 years on the mountain bike, 4 years on the cross bike.

### *Favorite food?*

I just really like food.

### *Where's home?*

Victoria, BC, Canada

### *What one thing do you hate the most?*

My taxes, working, grown up stuff.

### *How do you train?*

Ride, cross train—pretty much a mix of everything. Learning to coach myself.

### *Worst moment on a bike?*

Even my worst days on the bike are better than any day in the office.

### *Best moment on a bike?*

Every day on my bike! Winning Canadian CX Nationals was pretty special.

### *What's on your playlist?*

Haha, I'm probably the only cyclist without a playlist!

### *Favorite place?*

Home.

### *If you didn't race bikes, what would you be doing?*

I'd be competing in something else, I love to work hard, go fast and suffer.

### *What kind of car do you drive?*

My bike!

### *Who's your hero?*

My parents, they are the reason I got into the sport and their support has allowed me to choose my path.

### *What makes you go?*

Wanting to have fun and do something cool every day.



## ZTR ALPHA 340 //

The Alpha 340 lets you create your own ultralight, tubeless-compatible wheelset at a fraction of the cost of competitors' wheelsets. In the Spring of 2012 we reinforced the spoke bed for higher tension lacing while keeping the Alpha under 385g. Our Bead Socket Technology means a more secure seal between tire and rim and a proper tire profile for lower pressures, faster cornering and less rolling resistance. Our BST rims also accelerate faster, thanks to shorter, lighter sidewalls.

When combined with specific Road Tubeless tires, the Alpha offers a ride normally only found with tubular tires and rims, but maintains the simplicity and low maintenance of a clincher. Our rims give you a clear edge over the competition while letting you create a far more affordable wheel.

### WHEELSETS

BUILD	HOLE #	HUBS	SPOKES	NIPPLES	WEIGHT (G)
Pro	18/24	Stan's 3.30RTi	DT Aerolite Black	DT Silver Alloy	1,295
Team	24/28	Stan's 3.30R*	DT Super Comp Black	DT Silver Alloy	1,435
Comp	28/32	Stan's 3.30R	DT Super Comp Black	DT Silver Alloy	1,475
Disc	24/28	Stan's 3.30RD*	DT Super Comp Black	DT Silver Alloy	1,520

\*Team wheels with 3.30R hubs and the 340 Disc with 24/28 RD hubs have stainless steel bearings. Shimano/SRAM or Campagnolo option for all wheels.

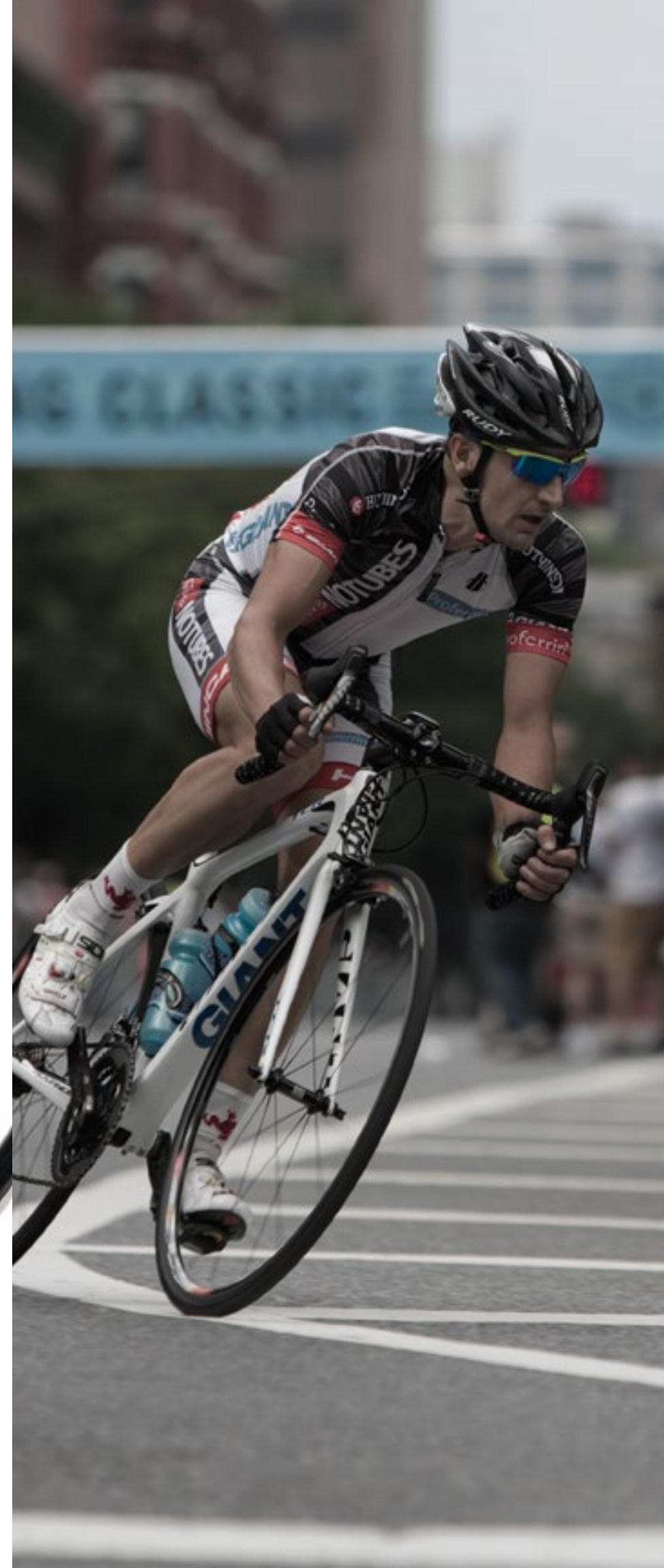


### FEATURES

- 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

### RIMS

SIZE (MM)	BRAKES	HOLE #	COLOR	WEIGHT (G)
700c/622	Rim	18	Black	385
700c/622	Rim	20	Black	385
700c/622	Rim	24	Black	385
700c/622	Rim	28	Black	385
700c/622	Rim	32	Black	385
700c/622	Disc	24	Black	415
700c/622	Disc	28	Black	415
700c/622	Disc	32	Black	415



## ZTR ALPHA 400 //

When it comes to making superior rims, we have a secret weapon here at Stan's NoTubes. We call it "You." The inspiration for some of our best products has always come directly from the men and women out there riding their bikes. You're what drives us to make the best rims available anywhere, and offer them at the most affordable prices. Consider our Alpha series rims. Given the durability demands of larger road riders and the huge benefit of a true lower-pressure tubeless clincher for cyclocross, we heard your need for a rim built even stronger

than the road-specific 340 without adding unnecessary weight.

Meet the Alpha 400, a rim that shares the same dimensions and Bead Socket Technology as the 340 but adds the triple channel and internal arch design of our nearly invincible Arch EX and Flow EX rims. Light and fast on the outside, ultra-stiff and strong on the inside, the new Alpha 400 is the rim we've all been waiting for, and it builds into a light, durable and far more affordable wheelset.

### WHEELSETS

BUILD	HOLE #	HUBS	SPOKES	NIPPLES	WEIGHT (G)
Pro	18/24	Stan's 3.30RTi	DT Aerolite Black	DT Silver Alloy	1,340
Team	24/28	Stan's 3.30R*	DT Super Comp Black	DT Silver Alloy	1,480
Comp	28/32	Stan's 3.30R	DT Super Comp Black	DT Silver Alloy	1,520
Disc	32/32	Stan's 3.30RD	DT Super Comp Black	DT Silver Alloy	1,565

\*Team wheels with 3.30R hubs have stainless steel bearings. Shimano/SRAM or Campagnolo option for all wheels.



### 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

### RIMS

SIZE (MM)	BRAKES	HOLE #	COLOR	WEIGHT (G)
700c/622	Rim	18	Black	425
700c/622	Rim	20	Black	425
700c/622	Rim	24	Black	425
700c/622	Rim	28	Black	425
700c/622	Rim	32	Black	425
700c/622	Disc	24	Black	440
700c/622	Disc	28	Black	440
700c/622	Disc	32	Black	440



# STAN'S 3.30 HUBS //

## STAN'S 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.

### 3.30 Disc

Our standard mountain hubset offers 24- or 32-hole drilling, is compatible with 6-bolt disc rotors and includes a quick release skewer. The front hub weighs 167g and is available with standard quick release axles, 9mm thru bolt or 15mm thru axle. Rear hubs weigh 269g and are compatible with standard quick release, 10x135mm, 12x135mm and 12x142mm axles.

### SS

Updated for 2014, the 3.30SS weighs in at 252g but is now compatible with 12x142mm axles. Drilled for 32 hole lacing with a 6-bolt disc rotors and Shimano splined single speed cogs. An alloy locking is included.

### Ti

Our lightest mountain hub (only 140g for the front quick release model, and 233g for the rear) features a titanium ratchet ring for maximum weight savings. It's compatible with 6-bolt disc rotors and available in traditional quick release, 9mm thru bolt and 15mm thru axle front axle options. Rear axle options include standard quick release, 10x135mm thru bolt, 12x135mm and 12x142mm rear thru axle options. Quick release models include our Carbon Lever/Tubular Cromoly Skewers. Ti hubs are available in 24-hole front and 32-hole drilling (both front and rear) and the rear hub is compatible with Shimano and SRAM 9- and 10-speed mountain cassettes.

### HD

Our HD series hubs feature oversized axles and larger cartridge bearings. They're compatible with 6-bolt disc rotors and 9- and 10-speed Shimano and SRAM cassettes. The front hub weighs 174g and is offered in 20mm thru axle, traditional quick release, 9mm thru bolt or 15mm thru axle front axles. The rear hub weighs 305g and is offered 12x135mm thru, and 12x142mm thru axle options. A separate hub is also available for use with 12x150mm DH frames and is convertible to 12x157mm.

### R

Our lightweight road hubs are offered in a wider array of drillings, include quick release levers and are offered in either Shimano/SRAM cassette body or Campagnolo cassette body models. Front hubs weigh only 79g and rear hubs weigh 240g.

### RTi

Our lightest road hubs feature a titanium ratchet ring, stainless steel bearings, and our Carbon Lever/Tubular Cromoly Skewers. Offered in both Shimano/SRAM and Campagnolo cassette bodies, the rear hub weighs 230g. The front hub weighs 79g.

### RD

New for 2014, the 11-speed compatible 3.30RD rear hubs are featured in our Iron Cross and Alpha disc wheel builds. Available in 28-hole drilling with stainless steel bearings or 32-hole drilling with standard cartridge bearings and weigh only 262g. Shimano/SRAM or Campagnolo versions offered.

### RDTi

New for 2014 the 11-speed compatible 3.30RDTi is available exclusively in our Iron Cross Pro level wheelset. 28-hole drilling with the upgrade to a titanium ratchet ring, stainless steel bearings and carbon levered skewers. Hub weight is a brilliantly light 250g. Shimano/SRAM or Campagnolo versions offered.

### XD DRIVER OPTION/CONVERSION

All 3.30, 3.30Ti and 3.30HD hubs in all axle sizes are convertible to SRAM XD freehubs to accommodate SRAM 1x11 drivetrains.

## STEEL FREEHUB OPTION

A steel freehub is available for use with 3.30, 3.30Ti and 3.30HD hubs. Steel freehubs allow the use of loose cog style cassettes, providing greater durability.

## STAN'S CARBON LEVERED SKEWERS

Stan's Carbon Lever/Tubular Cromoly Quick Release is here! Available exclusively on wheelsets built around our Ti/RTi hub models. These weigh in at a scant 76g that's 34g less than our standard steel quick release.

## STAN'S CONVERSION KITS

Don't want to replace your wheels because the new frame or fork doesn't work with your current ones? Our conversion kits let you easily adapt. We offer a wide range of kits that quickly and inexpensively convert your Stan's NoTubes hubs to all the most common axle systems.

### Available kits:

- 3.30/3.30Ti/3.30HD 9x100mm Thru Bolt
- 3.30HD 9x100mm Quick Release
- 3.30/3.30Ti/3.30HD 15x100mm Thru Axle
- 3.30/3.30Ti 10x135mm Thru Bolt
- 3.30/3.30Ti/3.30HD 12x135mm Thru Axle
- 3.30/3.30Ti/3.30HD 12x142mm Thru Axle
- 3.30HD150 12x157mm Thru Axle



## HUB CONFIGURATIONS

STAN'S HUBS	WHEELSET COMPONENT OF	9X100 MM QR	9X100 MM THRU	15X100 MM THRU	20X110 MM THRU	12X142 MM THRU	10X135 MM QR	10X130 MM QR	10X135 MM THRU	12X135 MM THRU	12X150 MM THRU	12X157MM THRU	BEARINGS	WEIGHT (G)	HOLE #
3.30 Disc Front (QR)	Crest, Arch EX, Alpha Disc, Iron Cross	x	x	x									Chromoly	167	24, 32
3.30 Disc Rear (QR)	Crest, Arch EX, Flow EX					x	x		x	x			Chromoly	269	28, 32
3.30HD Disc Front (20mm)	Flow EX	x	x	x	x								Chromoly	174	32
3.30HD Disc Rear 12x142mm	Custom Builds					x				x			Chromoly	305	32
3.30HD Disc Rear 12x150mm	Custom Builds										x	x	Chromoly	325	32
3.30Ti Disc Front (QR)	Valor, Podium MMX, Podium 27.5, Race Gold 29 <sup>er</sup>	x	x	x									Stainless	140	32
3.30Ti Disc Rear (QR)	Valor, Podium MMX, Podium 27.5, Race Gold 29 <sup>er</sup>					x	x		x	x			Stainless	233	32
3.30R Road Front	Alpha 340, Alpha 400	x											Chromoly	79	28
3.30R Road Rear	Alpha 340, Alpha 400							x					Chromoly	240	32
3.30R Road Front	Alpha 340, Alpha 400	x											Stainless	79	24
3.30R Road Rear	Alpha 340, Alpha 400							x					Stainless	240	28
3.30RTi Road Front	Alpha 340 Pro, Alpha 400 Pro	x											Stainless	79	18
3.30RTi Road Rear	Alpha 340 Pro, Alpha 400 Pro							x					Stainless	230	24
3.30SS Disc Rear	Custom Builds					x	x		x				Chromoly	252	32
3.30RD Disc Rear	Alpha 340, Alpha 400, Iron Cross Disc							x					Stainless	262	28, 32
3.30RDTi Disc Rear	Iron Cross Pro							x					Stainless	250	28



# TIRES //

We offer two tires, each designed for maximum speed and weight savings in dry, hardpack conditions. With victories in the Leadville 100 and World Cup Marathon series, the Crow features a low-profile tread with softer compound side knobs for cornering traction. When used tubeless, The Crow offers even greater traction with no reduction in speed. The 26in model weighs only 390g and the 29<sup>er</sup> version (with reinforced folding bead) weighs only 480g.

The Raven adds larger side knobs for increased cornering traction in moderately loose conditions, but retains the dual-compound tread and ultra-lightweight 120tpi casing of the Crow. The 26x2.0in Raven weighs only 400g. The Raven is also available in a cyclocross-specific 700x35mm size. Weighing only 360g, it offers a dual-compound tread, 120tpi casing and the added traction of a tubeless-ready tire.

All tires offer a non-directional tread pattern ideal for front or rear use, lightweight 120tpi casing, tube or tubeless compatibility and dual-compound treads.



### TIRE PRESSURE RECOMMENDATIONS

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

1. Rider weight divided by 7 = Base weight
2. Base - 1 = Front tire pressure in psi
3. Base + 2 = Rear tire pressure in psi

### 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



# SEALANT //

This is where it all began nearly thirteen years ago, and today we offer the ultimate puncture sealing formula. Often imitated, never equalled, Stan's NoTubes Tire Sealant redefined tubeless technology and created an entirely new category of bicycle products. Specially formulated crystals inside our thin, low-viscosity solution coat the inside of your tire, sealing it for use without tubes for lighter weight, better traction and much faster rolling. Stan's NoTubes Sealant is much lighter than a tube and responds immediately to any areas of pressure loss, sealing holes up to 1/4 in almost instantly.

We've engineered our formula to be thin enough for use inside tubes and tubular tires with removable valve cores. Stan's NoTubes Sealant is

environmentally-friendly, non-toxic, non-reactive and non-corrosive—all it does is seal punctures! One treatment will remain liquid in a mountain bike tire for up to seven months. Stan's NoTubes Sealant also has the lowest cost per serving of any sealant, offering you not only the best product on the market, but the most economical.

Arid conditions require more frequent replacement. In arid climates or storage conditions, we recommend checking your sealant every two months. Stan's NoTubes Sealant can be used in environments as cold as -30F.

### TIRE SEALANT

#### SIZES

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



*"After 3 years of running the Stan's NoTubes Women's Elite MTB and NoTubes Elite Cyclocross Teams I can say we are grateful for how easy tubeless has become—installing a standard tire with a little sealant takes less than a minute!"*

— SHANNON GIBSON // STAN'S NOTUBES WOMAN'S ELITE TEAM

## CONVERSION KITS //

We offer several solutions for converting your current wheelsset to a tubeless system. Our Tubeless Conversion Kits include Stan's NoTubes Sealant, the number one sealant on the market, and offer a safe and reliable way to create your own customized tubeless system.

To determine what rim strip you need, go to: [help.notubes.com](http://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 Tire Sealant with 2 oz scoop
- One roll of 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. 29<sup>er</sup> Tubeless Kit  
XC 29<sup>er</sup> Tubeless Kit  
Cyclocross Tubeless Kit  
Flow Tubeless Kit



## ROAD TUBELESS //

The secret to tubular performance and feel with the convenience of clincher rims is available in a single kit. Our tubeless road tire kits offer outstanding puncture protection, improved traction, and greater comfort and control, but the real advantage is lower pressures for decreased rolling resistance. Tubeless road tires simply roll faster. We offer everything you need to convert your current set of clincher wheels for use with tubeless road tires.

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

We offer four kits, each featuring different sets of Hutchinson Road Tubeless tires.



## TAPE AND VALVES //

### TOOLS AND ADAPTERS

#### Presta Removable Valve Core

Replacement core for our presta valve stems and presta valve equipped rim strips.

#### Presta-Schrader Adapter

Adapts presta valves for use with standard schrader pumps.

#### Valve Core Remover

Removes presta and schrader valve cores. CNC machined, anodized finish with laser etched logo. Fits between spokes for quick and easy core removal.

#### Threaded Valve Extender

40mm effective length threaded valve extensions for use with removable valve core presta valves. Allows deep section rims to be converted to tubeless use by way of external threads for securing the presta nut.

#### STAN'S YELLOW RIM TAPE

Our Yellow Tape is designed to let you easily create an airtight seal in the spoke bed of any of our Bead Socket Technology rims. Most other rims require a tubeless conversion kit to be properly sealed for tubeless use. Yellow Tape can also be used as an ultra-lightweight rim tape for rims used with tubes. One ten yard roll will tape up to five 26in rims or four 29<sup>er</sup> rims. It is available in 21 and 25mm widths.

### Universal Kit Tape

The same lightweight tape included with the Tubeless Kits. An economical choice for use under the rubber rim strips or with a tube.

### VALVE STEMS

Stan's NoTubes Valve Stems feature a presta valve with removable core for easy injection of sealant and a tight sealing molded rubber base. Our 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 Alpha 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.

Stan's 35mm Tubeless Valve Stem with removable valve core and molded rubber base. Compatible with BST equipped rims as well as various tubeless models.

Stan's 44mm Tubeless Valve Stem with removable valve core and molded rubber base. Compatible with ZTR Alpha and other road rims.





A mountain biker wearing a pink and white jersey and a white helmet is riding a trail through a forest. The trail is made of wooden boardwalks and is surrounded by lush green ferns and trees. The biker is riding away from the camera, and the trail leads into the distance.

# Star's NOTUBES<sup>®</sup>

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Specifications subject to change.

Visit [notubes.com](http://notubes.com) for all of the latest info.