

## Benefits of forged Magnesium wheel



### Specifications

WHEEL:	FORGED MAGNESIUM AZ80 (T5 Heat Treated)
DISC ADAPTOR:	ALUMINUM 2024 (HARD ANODISED)
COLLAR:	ALUMINUM 7075 (HARD ANODISED)
SPROCKET:	ALUMINUM 7075 (HARD ANODISED)
BEARING:	RUBBER SEALED BEARING
DAMPER:	NBR with Stainless steel sleeve
AIR VALVE:	STAINLESS STEEL

### Weight

	Front 350-17		Rear 600-17	
	wheel	Complete	wheel	Complete
kg	2.1	2.9	3.5	5.7
lbs	4.41	6.09	7.35	11.97

## Special character of GALE SPEED TYPE-M



**Forged magnesium wheel**  
High-end model, designed for serious rides. GALE SPEED forged magnesium wheels guarantee a 35% weight saving (compared with forged aluminum ones).



**Design**  
Rough Mesh spoke is designed to scatter the stress to the rim equally, enabling Galespeed to make each spoke as slim and light as possible without sacrificing strength.



**Rim**  
The rim thickness is designed to give enough resistance against cyclic loading which is a disadvantage of Magnesium. The rim where we instilled our maximum know-how is the most concern in the weight saving, and determines the wheel durability.



**Front hub system**  
By adopting the new system to press the bearings into the hub section directly, it realizes greater stiffness which modular system can not reach to. Thanks to this system, brake disc brackets are shaved off to the very limit and as a result further weight saving can be realized.



**Bolt**  
The bolts are screwed into heli coils to prevent the corrosion and the scratch on the wheel surface finishing.



**Bearing**  
On both front and rear wheels, 50mm outer dia. 6006 type bearing is adopted. It realizes both stiffness and durability of bearing itself, and gives more reliability on its road usage.



**Double row bearing**  
Double row bearing is used on the sprocket housing where the driving power is directly transferred, for improving the stiffness. In addition, this bearing can reduce the runout of the sprocket and as a result, helps to improve the power transfer and the durability of the bearing and the cush-drive damper.



**C ring**  
C ring secures the bearing on the sprocket side hub to prevent the backlash.