

# MAVIC LEXICON



## Maxtal

This aluminium alloy is 30% tougher than 6106 aluminium



## ISM (Inter Spoke Milling)

Produces a lighter rim with no loss of stiffness – the ideal combination to significantly increase both acceleration and climbing characteristics



## FTS-L (Force Transfer System Light)

Thanks to reinforcements in key locations, power transmission is noticeably improved, despite this being a particularly light hub.



## UB Control™ (Usiné Brut Control)

Side walls that are milled after joining a rim make braking more effective and avoid unpleasant jolting.



## QRM+™ (Qualité Roulements Mavic®)

The best bearing technology for hubs: industrial bearings with a double seal, allowing micro-fine adjustments to match your needs.



## TS-2 (Transfer System2)

Two pawls for simultaneous power transmission and high reliability. Aluminium hub axle manufactured from one piece for lightness and stiffness.



## QRM™ (Qualité Roulements Mavic®)

Industrial bearings of this quality can only be found in Mavic® hubs: lowest friction, minimal maintenance.



## R2R Rim 2 Rim

Instead of 2 spokes (i.e. 4 spoke ends), as on conventional wheels, R2R only needs 1 spoke with 2 ends which is more robust, stiffer & lighter.



## SUP™ (Soudé Usiné Process)

The welded and then perfectly smoothed rim joint is particularly robust, avoids all brake jolting and facilitates spoking.



## Exalith 2

The Exalith treatment penetrates the aluminium for high durability and very good braking power. The result is a more durable and lighter rim with an elegant, black look. These rims may only be used with special Mavic Exalith 2 brake pads (included with wheel sets).



## GripLink

A good tyre, whether it is a clincher or tube tyre, has to release the full potential of a wheel – or even increase its performance. Front and rear wheel tyres thus have to meet different requirements. The design of GripLink tyres makes them ideal as front wheel tyres.



## PowerLink

A good tyre, whether it is a clincher or tube tyre, has to release the full potential of a wheel – or even increase its performance. Front and rear wheel tyres thus have to meet different requirements. The design of PowerLink tyres makes them ideal as rear wheel tyres.



## Zicral

Special aluminium alloy for lighter and at the same time very tough spokes



## Isoplus™

This special spoking increases the stability of wheels, provides an even spokes tension and optimal power transmission



## FTS-X (Force Transfer System X)

Reinforced pawls, self-locking axle journal fitting (for QRM+ bearing) and friction-reducing lip seals produce a free-wheel system for tough MTB use.



## H2 (Hammer Hardening)

Thanks to the special cold work hardening in the critical spokes hole region, the buildup of micro fissures is effectively prevented.



## UST TUBELESS

No tube and no rim tape anymore – but a convincing performance instead.



## Tracomp

Hollow carbon spokes that are firmly fixed at rim and hub. These spokes can absorb rebound as well as compression forces, for especially high lateral stiffness.



## Fore™

Thanks to the spoke hole only being drilled into a single rim base, the rim is 4 times more resistant to material fatigue and is 15% stiffer.



## ISM 3D

ISM3D is the next step in weight tuning: not only the inner rim base between the rim holes, but also the rim side walls are milled. Less weight reduces the wheel's inertia and provides even better performance.



## Guard<sup>2</sup>

Tyres using this technology feature a dual-ply construction. The robust carcass prevents punctures even at low air pressure. Perfect balance/stability ratio for enduro use.



## Guard

The tyre carcass is reinforced with an extra layer for preventing punctures.



## UST TUBELESS Ready

Together with the sealant, the air-tight construction ensures better control and comfort. The UST design improves traction and reduces the risk of a puncture.



## ITS-4 (Instant Transfer System 4)

The RW axle has a constant 12 mm diameter – for maximum rigidity and contact area with the dropout pivot. 2 large industrial bearings in the hub body ensure free running. A total of 4 pawls are used in pairs - without any slippage. The free-wheel system has 3 main advantages: 60% reduction in traction lag for better power transmission, acceleration and riding dynamics; full compatibility with all chainstay systems; weight reduction by 20 g when compared to the Mavic standard free-wheel.



## CC

Strong combination of grip and efficiency. The high grip level is generated by means of a soft rubber compound (50A), which provides an extremely good grip on both dry and wet surfaces.



## SCC

Maximum grip due to an extremely soft rubber compound (40A) – allowing riders to trust the subsurface and optimise their riding style.



## ARC

All Round Compound rubber mixture (60A). For all-round use, lower rolling resistance and less wear.



## CX01

Integrated wheel-tyre system with optimal air streaming at the transition point from tyre to wheel. Any turbulence that develops is minimised as a result, reducing the air resistance.



## TgMAX

Multiple layers of high-tech synthetic resin are added for maximum resistance to heat developed during braking. More even and more efficient braking under all conditions.