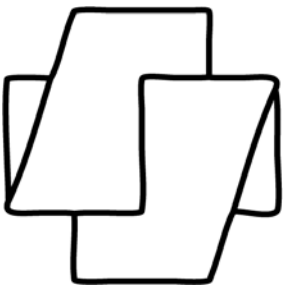


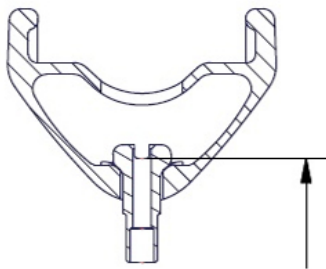
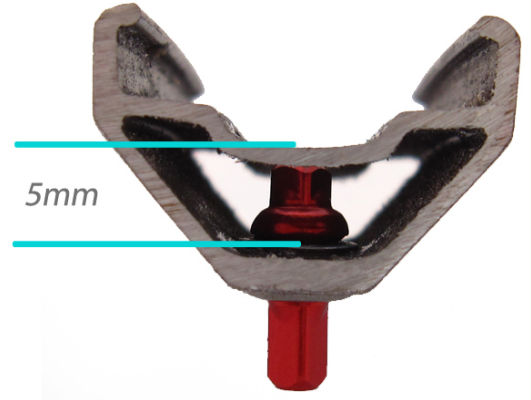
# Talisman QuadDrive Nipples



## Compatibility

QuadDrive nipples are compatible with most any double-wall rim. The only exceptions are those with a VERY low profile and an exceedingly small space between the inner & outer walls. At a minimum you will need at least 5mm between the nipple seat & the outer wall, where the rim tape lives. It is possible to use on a lower profile rim but you run the risk of the nipple piercing the rim tape.

QuadDrive nipples are not compatible with single-wall rims.



*This is the traditional ERD measurement for using typical nipples  
Source your spokes 2.3 mm LONGER when using QuadDrive  
to ensure full penetration into the head of the nipple*

## Spoke Sizing

QuadDrive nipples use a slightly longer spoke than traditional nipples to generate a 'pass-thru' effect, making them significantly stronger than typical slot-back alloy nipples.

Your spokes should be approx 2.3mm longer, or simply add 4.6mm to your rim's ERD measurement when calculating spoke length. This will leave the spoke end approx 1.5mm from the end of the nipple with plenty of thread engagement. When in doubt it's usually better to round down instead of up.

## Lubrication

Lubricate your spoke threads prior to lacing & building, this will make your life much easier as the spokes approach final tension. It also minimizes corrosion over long periods of use and helps insure the wheels will be adjustable in years to come.

Heavier oils work great like Phil's Tenacious Oil. Mild threadlocker such as boiled linseed oil also works well. WheelSmith Spoke Prep is an excellent product but can make the nipples difficult to adjust after fully curing. Loctite is not recommended as future truing will not be possible.

It is also recommended to add a drop of lube to the nipple/rim interface during the build process. It will minimize friction as you're tensioning and again, just makes the process easier.

Drop us a pic of your new wheels once finished, we'd love to see what you create! [TalismanCycles@gmail.com](mailto:TalismanCycles@gmail.com)



*Size your spokes 2.3mm longer than for a conventional nipple. This allows the threads to pass deep into the head of the nipple, the typical weak point in a conventional alloy nipple.*