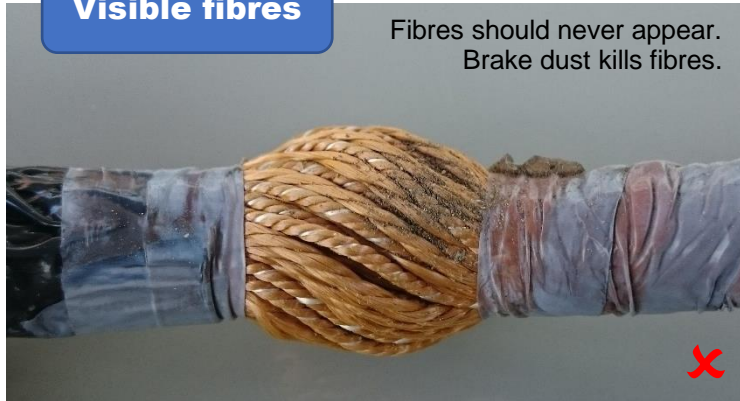


# Technical Guidance for Wheel Tether Exchange

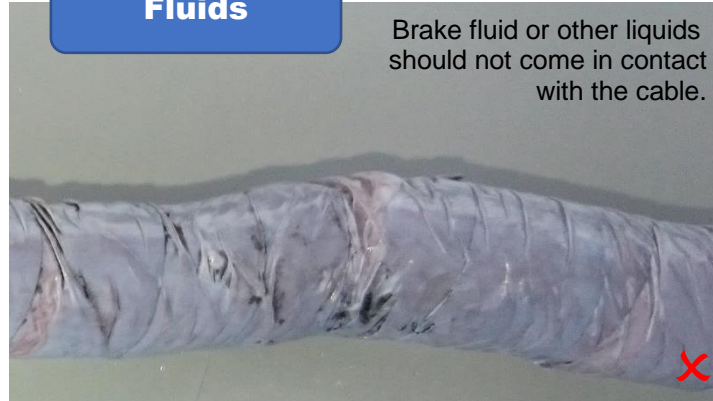
## Visible fibres

Fibres should never appear.  
Brake dust kills fibres.



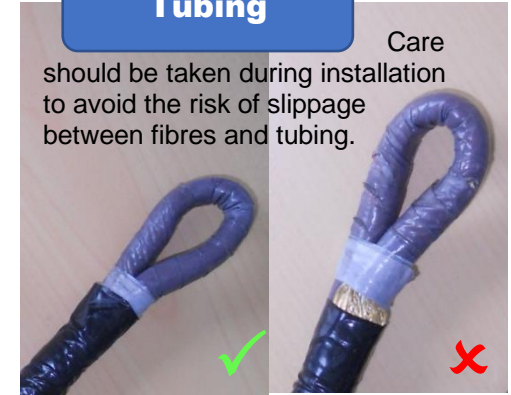
## Fluids

Brake fluid or other liquids  
should not come in contact  
with the cable.



## Tubing

Care  
should be taken during installation  
to avoid the risk of slippage  
between fibres and tubing.



After removal of the protective tube:  
A yarn showing colour variations (right) near a  
new one without dust  
contamination (left).

## Dust



Friction points:  
Colour change in yarns means presence of  
dust or extra particles, which will become  
aggressive for  
fibres.

## Abrasion



The moulded  
surface is compact.  
The matrix  
material can  
have a  
bluish  
colour.

The matrix material reflects sunlight.

Picking  
yarns  
should  
not be  
possible

## Moulded Tether

## Precautions:

- ⇒ Handle tethers with care.
- ⇒ Avoid any high tension around critical edges during installation.
- ⇒ Do not remove tethers and reinstall the same ones again.
- ⇒ The tether must have the correct length! Excessive length of the tether could cause compressional effects on yarn or cords mainly during steering of front tires. Compressional effects have a negative influence on the energy absorption properties of the tether.

## Main sources of damages:

- ⇒ During installation into wishbone, PTFE-tubing and/or tapes and/or closed silicone surface could get damaged. Possible consequences are:
  - ⇒ Fibres are not properly covered anymore, which might result in
    - ⇒ exposure to break dust and/or fragments of dirt,
    - ⇒ fibre frictions on carbon parts and/or other materials.

**Visual inspection for damages is recommended approximately every 2000 km.**

**In case of any damage as described above, the tether must be replaced!**