

2:1 WHEEL CONFIGURATION

Below are visual templates for the most common 2:1 spoke configurations - 12:6, 14:7, and 16:8. Use them as visual templates to help you plan your build and get your spoke placement right.

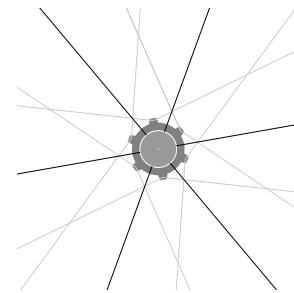
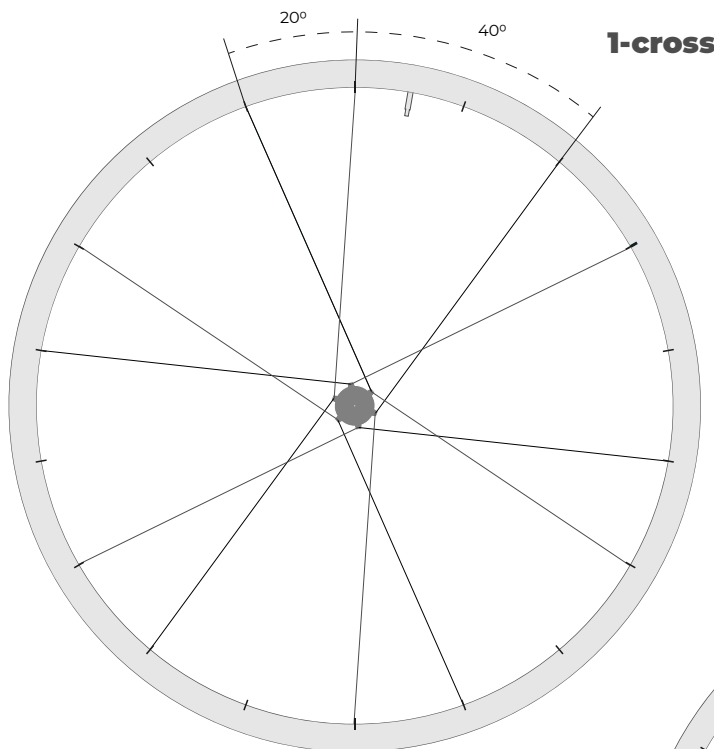
Happy wheel building!

12 by 6 (12:6) configuration

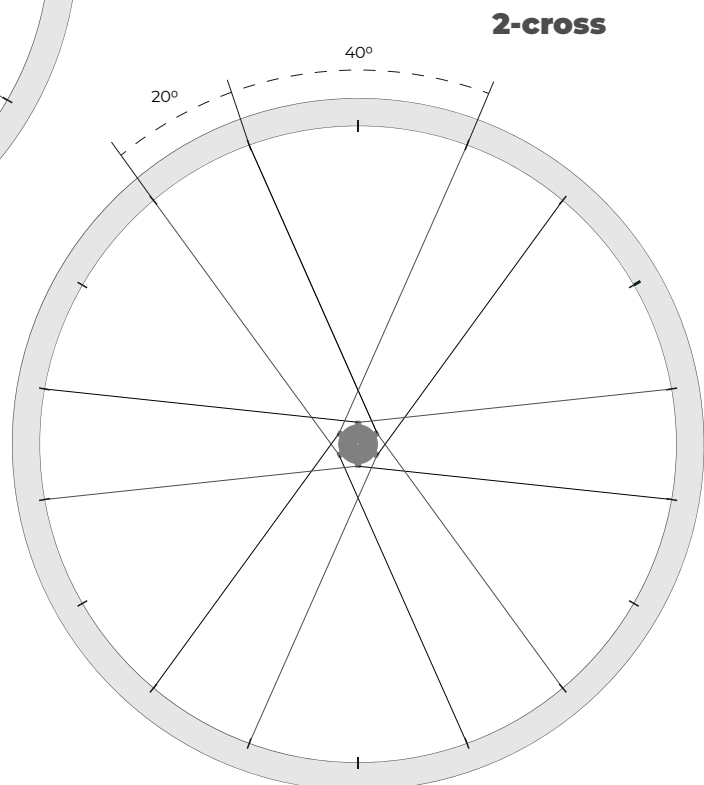
The 12:6 triplet lacing pattern is primarily used on front disc brake wheels, where twice as many spokes reinforce braking forces while the non-dominant side maintains lateral support. Due to the low spoke count, this pattern is limited to 1-cross or 2-cross lacing to avoid extreme spoke angles.

Key Considerations:

- Ideal for front wheels with disc brakes
- Only 1-cross and 2-cross patterns are viable due to spoke angles
- Ensure hub and rim drilling match the 12:6 configuration



Radial lacing on the non-dominant side

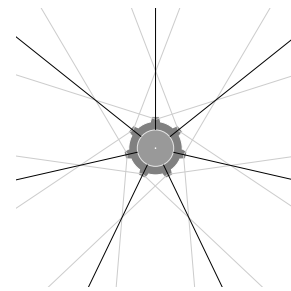
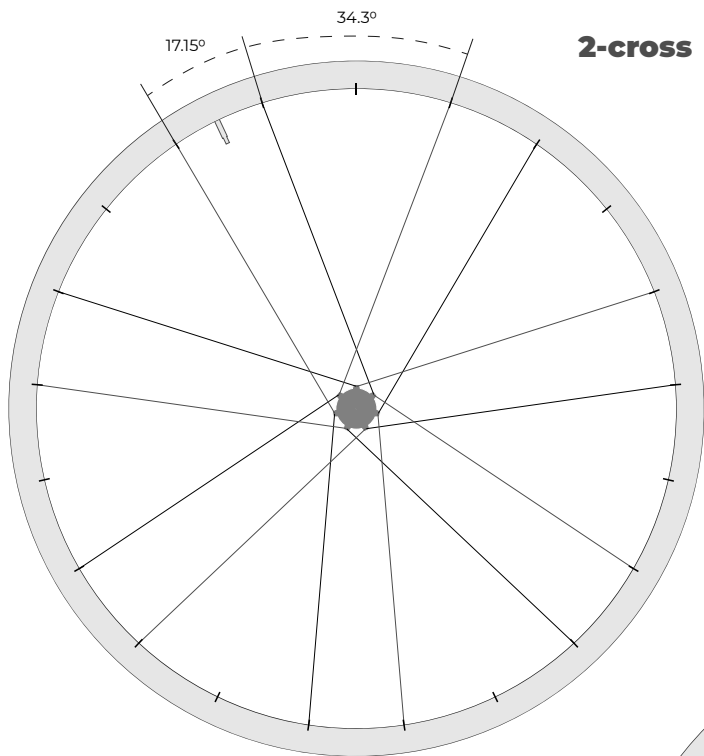


14 by 7 (14:7) configuration

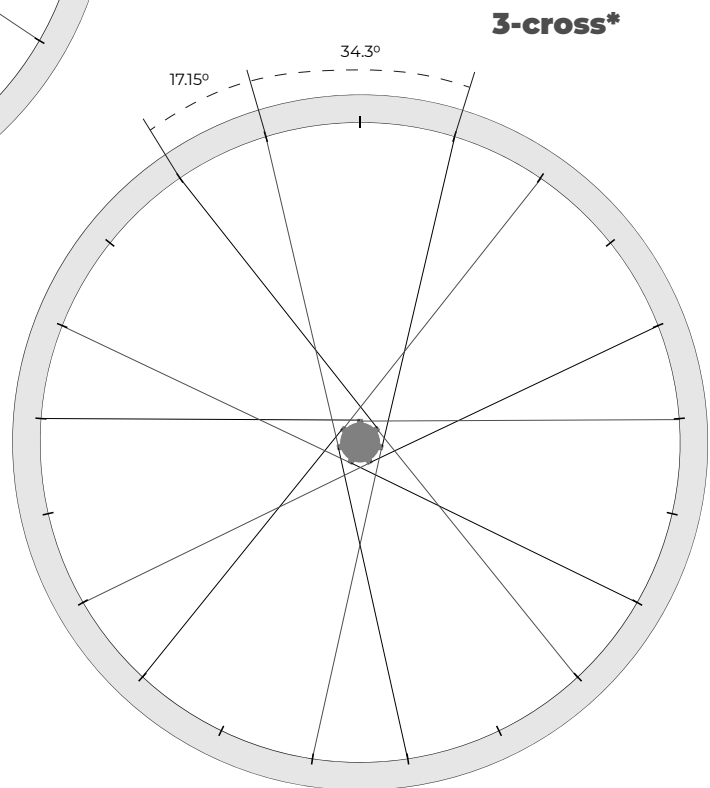
The 14:7 setup balances weight savings with optimized spoke tension. With two additional spokes reinforcing the dominant side, this pattern enhances torsional and lateral strength. For 3-cross lacing, a -0.167 correction factor is applied to prevent excessive spoke angles and ensure a proper fit.

Key Considerations:

- Unique angle shifts require a specific correction factor
- 2-cross lacing follows standard logic, while 3-cross* requires adjustments
- SpokeCalc automatically applies corrections between two lacing patterns
- Uneven spoke count on the non-dominant side requires radial lacing



Radial lacing on the non-dominant side



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16 by 8 (16:8) configuration

With 16 spokes on the dominant side and 8 on the non-dominant side, this pattern is probably the most common and widely used in high-performance rear wheels. The increased spoke count on the drive side enhances power transfer and wheel durability.

Key Considerations:

- Common in rear wheels where the drive-side requires more support
- Compatible with both 2-cross and 3-cross lacing patterns
- Straight pull hubs may predefine spoke placement

