

BASIC TUNE-UP CHECKLIST

Wheel Systems

- Hubs inspected for bent axles and external evidence of internal problems
- Hubs adjusted to not be tight or loose
- All hub locknuts secured to 15-17ft.lbs.
- Rims trued laterally to .5mm tolerance or better
- Rims inspected for damage or other work needed
- Tires checked for proper wear and damage, proper mounting, and inflation
- Wheels mounted in proper alignment and security (front axle nuts 15-20ft.lbs., rear nuts 20-25ft.lbs., Q.R. skewers set so that they require force through the last 90° of closure)
- _____
- _____
- _____
- ALL DONE
- SEE NOTES: PROBLEMS IN NEED OF FURTHER ATTENTION

Drive Train System

- Bottom Bracket fixed cup secured to 25ft.lbs. minimum
- Bottom Bracket adjusted to not be tight or loose
- Bottom Bracket inspected for external evidence of internal problems
- Crank arms securely mounted to 25-30ft.lbs.
- Chainwheel bolts secured to 4-5ft.lbs.
- Wobbling chainwheels aligned
- Pedals securely mounted to 30ft.lbs.
- Chain inspected for wear and lubricated if necessary
- Freewheel/freehub cogs inspected for wear and lubricated if necessary
- _____
- _____
- _____
- ALL DONE
- SEE NOTES: PROBLEMS IN NEED OF FURTHER ATTENTION

Steering System

The Professional's Standard

Satisfaction Guaranteed

- Headset adjusted to not be tight or loose
- Headset locknut secured to 25ft.lbs. minimum
- Headset inspected for external evidence of damage, wear, or loose cups
- Fork inspected for damage
- Stem inspected for proper depth of insertion, alignment, and secured to 12-15ft.lbs.
- Handlebars inspected for damage, proper alignment, and secured (6mm bolts: 10-12ft.lbs, 8mm bolts 17-20ft.lbs.)
- _____
- _____
- _____
- ALL DONE
- SEE NOTES: PROBLEMS IN NEED OF FURTHER ATTENTION

Brake System

- Brake calipers checked for mounting security (6-7ft.lbs. for sidepulls, 2ft.lbs. for others)
- Caliper arms and pivot/mounting bolts checked for damage
- Adjustable brake pivots adjusted for no play or binding
- Pivot nut/bolts checked for security
- Brake caliper lubricated at pivots, springs, and cable adjusting barrels
- Brake pads checked for wear and replaced if more than 50% worn
- Brake pad height set so as not to rub tire or hit partially below rim
- Pads set tangent (parallel) to rim
- New pads set with .5mm to 1.5mm toe to reduce squeal
- Pad clearance set to 1-2mm per side (except MTB type)
- MTB pad clearance set so that when the pads contact the rim the lever clears the handlebar by a minimum of 1"
- Brake levers set to proper alignment and security (strap type 5-6ft.lbs., cast-clamp type 3-5ft.lbs.)
- Brake levers inspected for damage

- Brake lever pivots, cable anchor pivots, and cable adjusters lubricated
- Cable removed and inspected for rust, trays, and kinks in the inner wire and housing
- Housings sized to proper length and ends finished with filing and end caps wherever they fit
- Cables lubricated wherever they pass through housing
- Cable system stress tested by pulling brake lever firmly a minimum of ten times
- Cable end finished with cap or soldering
- Rims cleaned of lubricants and road grime
- _____
- _____
- _____
- _____
- ALL DONE
- SEE NOTES: PROBLEMS IN NEED OF FURTHER ATTENTION

Shift Systems

- Derailleur cables removed and inspected for rust, frays, and kinks in the inner wires and housing
- Rear derailleur removed and hanger checked for proper alignment
- Rear derailleur inspected for damage and worn jockey wheels
- Rear derailleur pivots, cable adjusters, and jockey wheels lubricated
- Rear derailleur mounted securely to 6-7ft.lbs.
- Front derailleur checked for proper mounting height and rotation
- Front derailleur checked for proper mounting security (3-5ft.lbs.)
- Front derailleur pivots lubricated
- New cable systems installed where necessary (parts additional)
- Housings sized to proper length and ends finished with filing and end caps wherever they improve fit
- Cables lubricated wherever they pass through housings when appropriate
- Cables pre-stressed
- Chain length checked
- Rear derailleur limit screws set to allow shift to largest and smallest sprockets
- Rear derailleur checked for overshift at all gear combinations
- Rear derailleur cable slack removed (friction derailleurs) or indexing adjusted (index systems)
- Front derailleur limit screws set for minimum

- clearance of the derailleur cage to the chain in high and low gear
- Front derailleur checked for overshift at all gear combinations
- Front derailleur cable slack removed (friction derailleurs) or indexing adjusted (index systems)

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- _____
- ALL DONE
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Miscellaneous

- Frame checked for damage
- Seat post checked for allowable minimum depth of insertion
- Seat post security checked
- Seat checked for proper alignment and security
- Accessories checked for mounting security and interference with moving parts or safety hazards
- _____
- _____
- _____
- ALL DONE
- SEE NOTES: PROBLEMS IN NEED OF FURTHER ATTENTION

Test Ride

- Brakes checked for stopping power and squeal
- Bicycle checked for tracking problems
- Derailleurs checked for performance and overshift
- Chain and freewheel cogs checked for skipping under load
- Bicycle checked for unusual noises
- _____
- _____
- _____
- ALL DONE
- SEE NOTES: PROBLEMS IN NEED OF FURTHER ATTENTION

Notes: These problems could not be repaired and/or are in need of further attention.

MECHANIC'S SIGNATURE _____

DATE _____