

LEVEL 1 TUNE-UP + WHEEL TRUE CHECKLIST

(for disc-brake bike)

*Not all steps apply to all bikes. Italicized items unavailable on Level 1 Tune-Up.
Torques are minimum recommended in absence of manufacturer specifications.*

Check-off items done to specification. Mark items with "NA" when not applicable, or "X" when problems could not be repaired and/or are in need of further attention.

EXISTING CONDITIONS

- Derailleurs operated and performance evaluated.
- Brakes operated and performance evaluated.
- Stem height marked or recorded.
- Control-lever positions recorded.
- Seat height recorded.

DISASSEMBLY, CLEANING, AND INSPECTION

- Wheels removed.
- Tires inspected for damage and wear, *then removed*.
- Rear cogs or freewheel removed.
- Freewheel or cassette inspected for wear and damage.
- Rims inspected for damage.
- Pedals inspected for worn and damaged parts.
- Crank arms removed and inspected.
- Chainrings inspected for wear.
- Chain inspected for wear and damage.
- Mechanical disc brakes:** Brake cables removed, inspected for rust, frays, and wire and housing kinks.
- Hydraulic disc brakes:** Hoses and hose fittings inspected for damage and leaks.
- Rotors inspected for damage, true, and security.
- Rotors and calipers cleaned w/ isopropyl alcohol.
- Brake levers inspected for damage and leaks.
- Brake caliper inspected for damage and leaks.
- Brake pads removed and checked for wear and degradation (crumbling, scoring, burning).
- Derailleur cables removed and inspected for rust, frays, and kinks in the inner wires and housing.
- Rear derailleur inspected for damage and worn pulleys.
- Front derailleur removed, cleaned, and inspected.
- Stem removed from fork.
- Handlebars and stem inspected for damage.
- Fork inspected for damage.
- Frame checked for damage and cracks.

FRAME PREP, ASSEMBLY, and BEARING ADJUSTMENT

- Adapter-bracket bolts torqued to 70in-lbs (or manufacturer's specification, if higher). **NOTE:** Loose bolts removed and treated with Loctite 242.
- Rear derailleur threads, pivots, and springs lubricated.
- Rear-derailleur pulley wheels lubricated.
- Seat-post retention mechanism secured.
- Seat checked for proper alignment and security (non-integral clamp 130in-lbs, single-bolt-integral clamp 120in-lbs, double-bolt-integral clamp 85in-lbs).
- Fork dropouts aligned (as materials allow).
- Rear swing-arm/linkage pivots secured.
- Rear dropouts aligned (as materials allow).
- Rims trued laterally to .5mm tolerance or better.
- Rims trued radially to .5mm tolerance or better.*

- Wheel dish corrected to .5mm tolerance or better.*
- Spokes tensioned to 90-120 kgf right-side average (rim and spoke condition allowing).*
- Wheels stressed until true is stabilized.
- Hubs adjusted to have no free play secured in bike, but with free play when QR is loosened 45°.
- All hub locknuts secured to 120in-lbs.
- Freewheel or cassette lubricated and installed (cassette lockring secured to 355in-lbs).
- Tires *installed*, inflated, and inspected for proper seating.
- Both sides of cartridge BB secured to 300in-lbs.
- Chainring bolts secured to 50in-lbs.
- Crank-arm bolts greased and arms secured:
 - Square taper – 335in-lbs (Race Face 420 in-lbs)
 - Spline fit (Octalink & ISIS) – 420in-lbs
 - Split-hole (such as Hollowtech II) binder bolts – 110in-lbs
- Threaded dustcaps lubed and gently secured.
OR One-key-release washers greased, cap threads prepped with Loctite 242, and caps gently secured.
- Pedal bearings adjusted to minimal drag and no free play.
- Pedals secured to 300in-lbs.
- Threadless-stem bolts greased and installed, stem and top cap installed, and stem aligned perpendicular to fork.
- Headset adjusted to loosest setting with no free play.
- Threadless-stem-binder bolts secured to 50in-lbs (double bolts) or 120in-lbs (single bolt).
- Handlebars inspected for damage.
- Handlebar-binder bolts secured (8mm bolts: 180in-lbs, 7mm bolts: 155in-lbs, 6mm bolts 120in-lbs, side-by-side binder bolts: 60in-lbs each).
- Handlebar add-ons secured.
- Existing pads replaced if remaining wear life is less than 25%
OR remaining life is _____%, so old pads reinstalled.
- Brake levers set to proper alignment (unless already acceptable), then secured
 - 6mm-diameter clamp bolts: 35in-lbs
 - 5mm-diameter clamp bolts: 20in-lbs
 - 4mm-diameter clamp bolts 15in-lbs).
- Brake-lever pivots and cable adjusters lubricated.
- Mechanical disc brakes:** New or existing brake housings sized.
 - Lever to frame piece: as short as possible to allow full normal fork rotation
 - All others: as short as possible without abrupt bends at ends, or hyperextension at limits of suspension travel).
- Wheels mounted in proper alignment and security (front axle nuts 180in-lbs, rear axle nuts 240in-lbs).
OR Q.R. skewers set so force is required through out the last 90° of closure and base of lever ends up parallel to dropout.

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- Mechanical disc brakes:** Brake-housing ends finished with filing and end caps (wherever end caps will fit).
 - Mechanical disc brakes:** Cable lubricated and installed, and pad clearance set to minimum without rub that could be audible while riding (rub that can only be heard in non-riding conditions is may be unavoidable).
 - Hydraulic disc brakes:** Brakes operated to initiate pad-clearance self adjustment.
 - Mechanical disc brakes:** Cable pinch bolt secured to minimum 70in-lbs, or to manufacturer's recommendation if higher.
 - Derailleur hanger aligned to less than 4mm tool-to-rim gap at all points.
 - Rear derailleur installed and secured to 70in-lbs.
 - Front-derailleur pivots lubricated.
 - Front derailleur set so bottom of outer cage plate clears outer chainring teeth by 1-3mm.
 - Front derailleur rotated so outer cage plate is parallel to line of chain in outermost gear combination.
 - Front derailleur secured to 35in-lbs.
- BRAKE AND DERAILLEUR ADJUSTMENTS**
- Under-torqued bracket bolts (if any) and under-torqued caliper bolts removed and treated with Loctite 242.
 - Adapter-bracket bolts (if any) secured to minimum 70in-lbs, or to manufacturer's recommendation if higher.
 - Caliper aligned to center rotor between pads and to align pad faces as parallel as alignment system permits (not all systems allow alignment in all axis). **NOTE:** In some cases, milling of frame/fork mounting surfaces may be required, resulting in a surcharge).
 - Caliper bolts secured to minimum 70in-lbs, or to manufacturer's recommendation if higher.
 - Brakes with manufacturer-original safety wire or safety clips on bracket and caliper bolts:** Wire or clips inspected for proper installation and corrected if faulty.
 - New or existing derailleur housings sized and ends finished with end cap. (From controls to frame: sized as short as possible to allow full normal fork rotation. To rear derailleur: sized such that with derailleur body parallel to chain stay, housing enters adjusting barrel in a straight line.)
 - New or existing derailleur cables lubricated where they pass through housings.
 - Derailleur cables routed so they do not interfere with any other cables, and pinch mechanisms secured to 35in-lbs.
 - Derailleur cables pre-stressed.
 - Wobbling chainwheels aligned to less than .5mm wobble.
 - Chain lubricated, sized to longest acceptable length in small/small gear combination, and installed.
- Chain inspected for tight links, protruding rivets, and too-short symptoms in big/big gear combination.
 - Rear-derailleur limit screws set to tightest settings that allow shift to largest and smallest sprockets (with no excess noise).
 - Rear-derailleur cable tension set to tightest setting that allows indexing without out-shift hesitation or post-shift chain-to-cog rubs.
 - Front-derailleur outer-limit screw set to hold .5-1.0mm clearance between the chain and outer cage (with chain on outer/outer gear combination).
 - Front-derailleur outer-limit screw set to hold .5-4.0mm clearance between the chain and inner cage (with chain on inner/inner gear combination).
 - Front-derailleur overshift checked in all gear combinations.
 - Front-derailleur cable tension set to create .0-.5mm clearance between inner cage and chain (chain on innermost rear cog and next-to-outermost chainring), with no audible rubs in any gear combination.
 - Accessories checked for mounting security and interference with moving parts or safety hazards.
- TEST RIDE AND INSPECTIONS**
- Handlebar and add-ons load-tested (30lb side load and 150lbs down load - tested at furthest point from headset).
 - Seat nose load tested (50lbs side load and 75lbs down load).
 - 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.

MECHANIC'S SIGNATURE _____

DATE _____