

WHEEL TRUING CHECKLIST

Not all steps apply to all bikes.

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

- Brake inspected for existing pad-rub problems that will still exist when wheel(s) are properly trued, and noted below:

DISASSEMBLY, CLEANING, AND INSPECTION

- Wheel removed.
- Tire inspected for damage and wear, then removed.
- Hub inspected for unacceptable axle protrusions. Hubs adjusted to correct problem(s) if existing.
- Rim and spokes cleaned.
- Rim inspected for damage.

TRUING AND ASSEMBLY

- Minor sidewall dings and bulges corrected as best as possible.
- Nipple heads and threads lubricated.
- Damaged spokes and nipples replaced (quantity limited).
- Rim trued laterally to .5mm tolerance or better (rim condition and quality allowing).
- Rim trued radially to .5mm tolerance or better.(rim condition and quality allowing).
- Wheel dish corrected to .5mm tolerance or better.
- Spokes tensioned to 90-120 kgf right-side average (rim and spoke condition allowing).
- Wheel stressed until true is stabilized.

- Spokes inspected for protruding ends that could puncture tube, and filed or ground as necessary.
- Loose hub adjusted to have no free play secured in bike, but with free play when QR is loosened 45°.
- If hub adjusted, all hub locknuts secured to 120in-lbs.
- Tire installed, inflated, and inspected for proper seating.
- Braking surfaces cleaned of all oil residue.
- Wheel 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.

MECHANIC'S SIGNATURE _____

DATE _____