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Before riding after the initial assembly and then after every reassembly

Stand on the left side of the bike, hold both brake levers and try to push the bike forward. You should not be able to. Repeat the above step but only hold the front brake on. With the other hand, hold the area between the fork crown and the headtube. Rock the bike. There should be no movement.

Stand beside the bike and three or four times lift the bike 3 cm off the floor and drop it listening to the sounds. Nothing should rattle or sound loose. Stand in front of the bike facing it with the wheel between your legs and hands on the outer parts of the handlebars. Whilst gripping the wheel between your legs try very hard to turn the handlebars. They should not turn. The stem-to-fork connection must be firm and secure or you may lose control of the bike and possibly die.

While the switch on the headlight is in the down position, stand beside the bike, raise the front wheel off the ground and have someone spin it to see that both lights are working.

Check the air pressure. The size of each tyre is printed on its tyre wall. The rim decal gives a maximum pressure for each tyre size in bars. 1 bar = 14.5psi. Refer to the website discussion on tyre sizes and air pressure if in doubt. Also associate your preferred levels with the finger squeeze test in case you are without a gauge.

Twice in the first 500km

Attachment tightness check...the four attachment points for the rear carrier, the two for the kickstand, and at least one on each brake caliper. If anything is coming loose check that there is light grease, check that the washers are there, recheck more frequently until it is stable.

Gear cable slack...the cables might stretch a little in the first few rides. Or the housing ends settle in a bit. This causes a bit of cable slack. Move the shift levers so the chain is on the smallest cogs front & rear. Now use the barrel adjusters on the downtube to remove any cable slack. At first make only quarter turns so you can tell which way is tightening the cable.

Deccan model only brake adjustment ...a cable operated disc brake. Adjust as per the TRP sheet supplied with the bike.

Every week

Check the tyre air pressure as per the above remarks. Look for any glass or other road debris in the tyre treads and remove any with [something like] a sewing pick.

Every 500km

Attachments tightness check...the four attachment points for the rear carrier, the two for the kickstand, and at least one on each brake caliper. If anything is coming loose check that there is light grease, that the washers are there, and recheck more frequently until it is stable.

As needed

Cable slackness as per above remark and gear adjustment as per Shimano documentation supplied with the bike.

Cleaning the chain, jockey wheels and cassette...they are exposed and pick up dirt. It is best to remove the chain and cassette and thoroughly wash them in solvent and reapply lubricant when you put them back on the bike.

Deccan model only brake adjustment ...as per above remarks.

Every 1,000km

Spoke check...feel each spoke to see if there is a broken one and replace it if there is. [This will probably never happen.]

Tightness of chainwheel pins...check.

At 4,000km.

Chain and cog life management...refer to our website discussion about chain rotation or regular chain replacement. Either rotate or replace the chain at 4,000km. Otherwise you will be taking the default and needing to replace the chain and all the cogs when the chain eventually starts to slip (usually somewhere between 7,500 and 9,000km)

Every 5,000km

Brake pad check and likely pad change...remove the brake pads and check the wear level, Replace if close to being worn right down at any point. Check your stock of pads.

Tyre wear check...when the colour of the puncture protection starts to show you normally have a few thousand kms available before you start to get punctures.

Tightness of crank attachment...8mm hex (allen) key with pipe extender. Torque should be 40Nm or 350 inch pounds.

VWR bikes are supplied with tools. We recommend these stay with the bike. Some additional tools for the 'home base' are listed at www.viventebikes.com/bike-service

Your own observations should take precedence. The above list is minimum service only. If you notice something then check it straight away. Do the bounce test for rattles. Be ready to notice the earliest sign of brake pads wearing down to the metal. Never ride with such worn pads. Have spare pads in stock. Become familiar with derailleur adjustments. They only take seconds when your fingers learn what to do.