

Service Schedule for Rohloff models purchased later than January 2017
(It is assumed you are able to monitor distance travelled on the bike.)

For updates and multilingual version of this and other printed material please go to www.viventebikes.com/bike-service
Check the index of the Rohloff manual you received and start to read sections that relate to your set-up. (External Gear Mech.) Read the Gates manual.

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 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 that the main screw in the EBB (eccentric bottom bracket) in its current position, is tight. 5-8Nm.

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. Also associate your preferred levels with the finger squeeze test in case you are without a gauge.

Twice in the first 500km

EBB tightness check... the main screw in the EBB (eccentric bottom bracket) in its current position, is tight. Recommended to be 5-8Nm.

Rohloff external gearbox plate cover. Check the thumb-screw is finger-tight.

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.

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.

Every 1,000km

Wipe oil off left rear...a little oil leaks from the hub. It is normal. Wipe it off to prevent it getting as far as the brake pads.

Spoke check...feel each spoke to see if there is a broken one and replace it if there is.

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 down at any point. Check your stock of pads.

Reset the belt tightness if it has lost tension..The day after recheck EBB tightness to see it has held.

Tightness of front sprocket pins...check.

Rohloff hub oil change.... Use Rohloff Art.Nr. 8410 and check your stock of this oil change kit.

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.

At 20,000km.

Check the sprockets for signs of wear.

VWR bikes are supplied with tools. We recommend these stay with the bike.

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.