

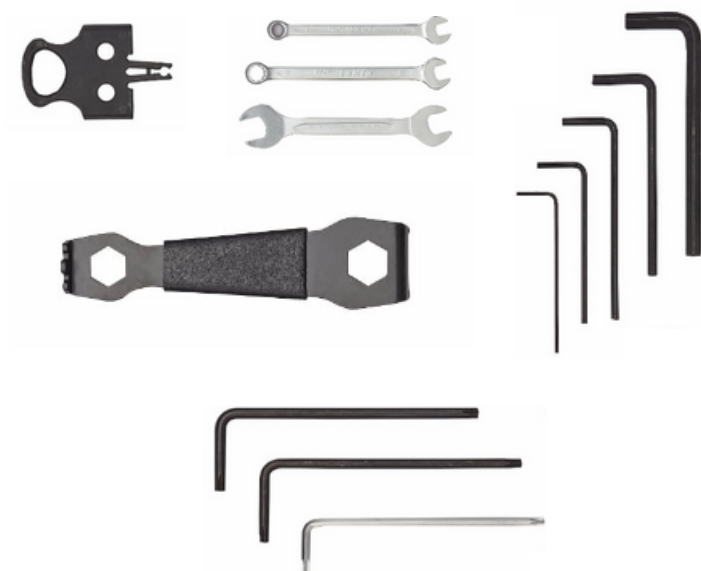
VIVENTE



# Vivente Service Schedule

Rohloff models purchased after January 2017 only

Vivente World Randonneur bikes are supplied with tools.  
We recommend these stay with the bike.



Your own observations should take precedence. The below 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.

More information at [viventebikes.com/bike-service/](http://viventebikes.com/bike-service/)





It is assumed you are able to monitor distance travelled on the bike

## Do this before riding after the initial assembly, and also 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 resulting in injury or death.**

- \* Switch on the headlight by pressing the button at the back of the headlight. 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.

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.

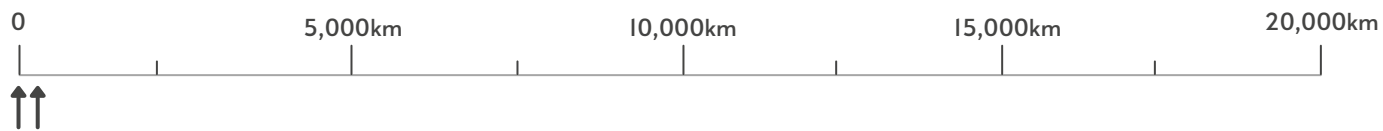


1 bar = 14.5psi



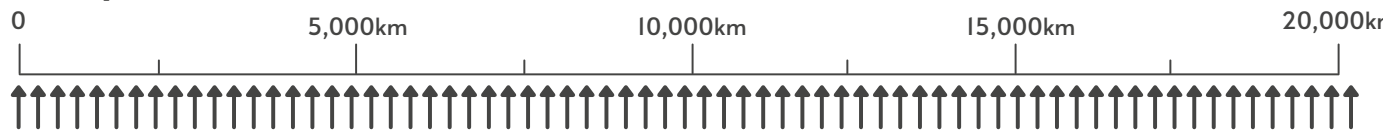
Every week, check the tyre air pressure as per the above remarks. Look for any glass or other road debris in the tyre treads and remove it with something like a sewing pick.

Do this twice in the first 500km



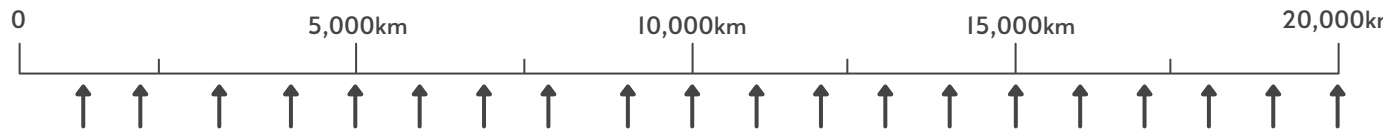
- \* **EBB tightness check**  
The main screw in the EBB (eccentric bottom bracket) in its current position, is tight. Recommended to be 5-8Nm. Rohloff external gearbox plate cover. Check the thumb-screw is finger-tight.
- \* **Attachment tightness check**  
The four attachment points for the rear carrier, 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 500km



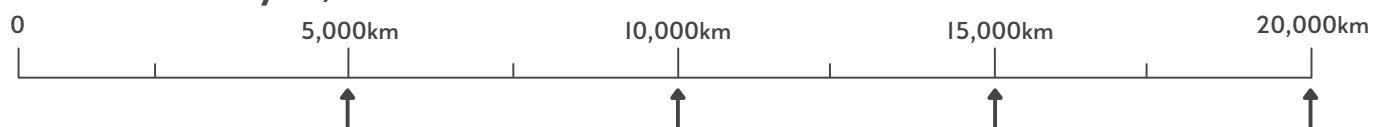
- \* **Attachments tightness check**  
The four attachment points for the rear carrier, the two for the kickstand, and at least one on each brake caliper. If anything is coming loose check that there is light grease, that the washers are there, and recheck more frequently until it is stable.

Do this every 1,000km



- \* **Wipe oil off left rear**  
A little oil leaks from the hub, which is normal. Wipe it off to prevent it getting as far as the brake pads.
- \* **Check the spokes**  
Feel each spoke to see if there is a broken one and replace it if there is.

## Do this 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

### \* **Check the belt tension**

Reset the belt tightness if it has lost tension. Check it again the day after to ensure it has held.

### \* **Front sprocket pins**

Check the tightness of the front sprocket pins.

### \* **Rohloff hub oil change**

Use Rohloff article number 8410 and check your stock of this oil change kit.

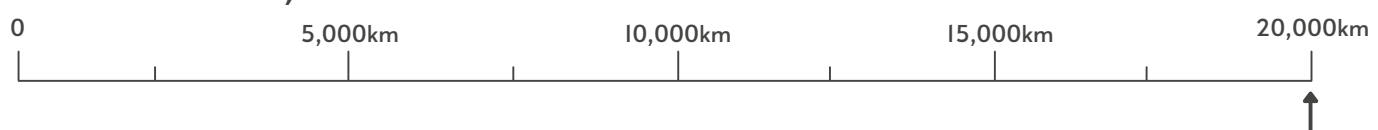
### \* **Tyre wear check**

When the colour of the puncture protection starts to show, you normally have a few thousand kilometres left before you start to get punctures.

### \* **Crank attachment tightness**

Use an 8mm hex (allen) key with a pipe extender. The torque should be 40Nm or 350 inch pounds.

## Do this at 20,000km



### \* **Sprockets**

Check the sprockets for signs of wear.