

BICYCLE BASIC TUNE-UP CHECKLIST

Provide By: Kent Denham of Guthrie Bicycles
224 North 2nd Street.
Guthrie, OK 73044
405-282-8524

Wheel Systems:

- Hubs adjusted to not be tight or loose.
- All hubs locknuts secured.
- Hubs inspected for bent axles and external evidence of internal problems.
- Rims trued laterally to .5mm tolerance or better.
- Rims inspected for damaged or other work needed.
- Tires checked for proper wear and damage, proper mounting, and inflation.
- Wheels mounted in proper alignment and secure.
- ALL DONE
- SEE NOTES: Problems in need of further attention.

Drive Train System:

- Bottom Bracket fixed cup secured.
- Bottom Bracket adjusted to not be tight or loose.
- Bottom Bracket inspected for external evidence of internal problems.
- Crank arms securely mounted.
- Chainrings bolts secured.
- Wobbling chainrings aligned.
- Pedals securely mounted.
- Chain inspected for wear and lubricated if necessary.
- Freewheel inspected for wear and lubricated if necessary.
- ALL DONE
- SEE NOTES: Problems in need of further attention.

Steering System:

- Headset adjusted to not be tight or loose.
- Headset locknut secured.
- Headset inspected for external evidence of damage, wear, or loose cups.
- Fork inspected for damage.
- Stem inspected for proper depth insertion, alignment, and secure.
- Handlebars inspected for damage, proper alignment, and secure.
- ALL DONE
- SEE NOTES: Problems in need of further attention.

Brake System:

- () Brake calipers checked for mounting security.
- () Caliper arms and pivot/mounting bolts checked for damage.
- () Adjustable brake pivots adjusted for no play or binding.
- () Pivot nut/bolts checked for secure.
- () Brake caliper lubricated at pivots, springs, and cable adjuster barrels.
- () Brake pads checked for wear and replaced if more than 50% worn.
- () Brake pad height set so as not to rub tire or hit partially below rim.
- () Pads set tangent (parallel) to rim.
- () New pads set with .5mm to 1.5mm toe to reduce squeal.
- () Pads clearance set to 1mm -2mm per side (except MTB type).
- () MTB pad clearance set so that when the pads contact the rim the lever clears the handlebar by a minimum of 1 inch.
- () Brake levers set to proper alignment and secure.
- () Brake level pivots, cable anchor pivots, and cable adjusters lubricated.
- () Cable removed and inspected for rust, frays, and kinks in the inner wire and housing.
- () Housings sized to proper length and ends finished with filing and end caps where fit.
- () Cables lubricated wherever they pass through housings.
- () Cable system stress tested by pulling brake lever fully to handlebar a minimum of ten times.
- () Cable end finished with cap or soldering.
- () Rims cleaned of lubricants and road grime.
- () ALL DONE
- () SEE NOTES: Problems in need of further attention

Shift Systems:

- () Rear derailleur removed and hanger checked for proper alignment.
- () Rear derailleur pivots, cable adjusters, and jockey wheels lubricated.
- () Rear derailleur inspected for damage and worn jockey wheels.
- () Rear derailleur mounted securely.
- () Front derailleur checked for proper mounting height and rotation.
- () Front derailleur checked for proper secure mounting.
- () Front derailleur pivots lubricated.
- () Derailleur cables removed and inspected for rust, frays, and kinks in the inner wires and housings.
- () Housings sized to proper length and ends finished with filing and end caps wherever they improve fit.
- () Cables lubricated wherever they pass through housings when appropriate.
- () Cables pre-stressed.
- () Chain length checked.
- () Rear derailleur limit screws set to allow shift to largest and smallest sprockets.
- () Rear derailleur checked for over shift at all gear combinations.
- () Front derailleur limit screws set for minimum clearance of the derailleur cage to the chain in high and low gear.
- () Front derailleur checked for over shift at all gear combinations.
- () ALL DONE
- () SEE NOTES: Problems in need of further attention

