

Maintenance

1. Lubrication



When assembling, we lube the **high-speed-drive** with a basic quantity of a special grease, which is good for at least 2'000 - 3'000 miles.

Indeed, if you are interested in the highest possible efficiency, you can lube the **high-speed-drive** yourself from time to time.

Lubes:

- simple and very effective: some drops of bicycle oil
- longtime effect: 1-2ml of the original grease - ampoule (-> accessories)
- SFR "Superior Friction Reduction" spray, based on teflon, for very low temperatures. Use very little of the SFR spray after a primary lubrication with grease.

Please take into account:

The **high-speed-drive** - sealing has very low pressure to avoid friction losses. Therefore, it is not designed to keep an oil bath within the gear housing.

Excessive lubrication may result in a loss of oil.

2. Adjusting the gearing play



After several thousand miles, please check for bearing play. The chainring must not have any play along the spindle axis. If there is any play, slightly tighten the self-locking nut on the left end of the axle. Never tighten the nut too firmly. Some play between the cranks and chainring in the direction of crank rotation is normal and necessary for proper engagement of the gears after switching.

3. Disassembly



If ever required, each **high-speed-drive** can easily be disassembled without any special tools.

Although there are only few parts inside the gear housing, you shouldn't make anything on it, if you are not familiar with bicycle technique.



Please consider, that the 5-years warranty expires due to improper operations on the **high-speed-drive**.

Please download our manual with detailed disassembly and assembly instructions before opening the **high-speed-drive** housing.