



devinci

TECH | SQUEAKS 'N' CREAKS

A bicycle is intended to ride in different environments regardless of the weather, to be ridden occasionally or year-round by professionals and beginners, a bicycle is an integrity of mechanisms that needs some maintenance. After using your bicycle for some time, it may begin to generate some creaking noises, squeaks and all sort of different weird, annoying noises. Don't be worried, you are riding your bicycle in the purpose of its creation if you're hearing these noises. It is normal and it only means that you need to give your bicycle some loving. However, if after periodic maintenance these noises are still heard, these are symptoms that shows you need to take some more investigation to uncover and fix these problems.

The following simple steps will guide you through the most common areas of squeaking/creaking noises, they will provide you the procedure in order to make them cease and ride your bicycle smoothly again. Never forget that these annoying noises also mean that there might be possibility of serious safety issues if not dealt with. If after following all these simple steps, you are still experiencing some problems with your bicycle, we highly recommend you bring it to your local Devinci Authorized Dealer for further investigation.

Enjoy the ride



DRIVETRAIN ASSEMBLY

1	CHAINRING BOLTS	DUE TO THE CONSTANT TENSION AND FORCES TO WHICH CHAINRINGS ARE EXPOSED, THEY REQUIRE REGULAR TORQUE INSPECTIONS TO ENSURE THEY DO NOT TURN FREELY. PLEASE REFER TO THE CRANK'S OWNER MANUAL FOR PROPER SPECIFICATIONS AND TIGHTENING ORDER.
2	BOTTOM BRACKET	LOOSE BOTTOM BRACKET CUPS CAN ALTER THE FRAME BB THREADS AND CREATE LOUD CREAKING NOISES IF NOT DIAGNOSED/FIXED QUICKLY. THEY CAN BE HARD TO DIAGNOSE AND ISOLATE DEPENDING ON A LOT OF DIFFERENT FACTORS. TAKING YOUR BICYCLE TO YOUR DEVINCI AUTHORIZED DEALER IS ALWAYS PREFERED TO TRYING TO OVERHAUL THE WHOLE UNIT BY YOURSELF AS SPECIAL TOOLS/PROCEDURES ARE NEEDED. REMEMBER THAT IF YOU DECIDE TO PERFORM THESE CORRECTIONS BY YOURSELF, PLEASE ALWAYS REFER TO THE RESPECTIVE PART OWNER'S MANUAL AND FOLLOW THE OVERHAUL PROCEDURE OR YOU MAY RISK VOIDING THE WARRANTY.
3	REAR DERAILLEUR & HANGER BOLT	DUE TO THE CONSTANT TENSION AND FORCES TO WHICH THE REAR DERAILLEUR/HANGER BOLT ARE EXPOSED, THEY REQUIRE REGULAR INSPECTION AND TIGHTENING. MOST BICYCLE DERAILLEUR HANGERS USE A 5MM HEX, HOWEVER THRU-AXLE DROP-OUTS AND OTHER DERAILLEUR SYSTEMS MIGHT NEED SPECIAL TOOLS/TIGHTENING PROCEDURES. PLEASE ALWAYS REFER TO THE MANUFACTURER'S OWNER MANUAL BEFORE PROCEEDING.
4	PEDALS	MAKE SURE YOUR PEDALS ARE ALWAYS PROPERLY TIGHTENED WITH THE HELP OF AN 15MM PEDAL WRENCH OR HEX KEYS. IT IS IMPORTANT TO ALWAYS REMEMBER THAT THE NON-DRIVE SIDE IS ALWAYS REVERSE THREADED. MAKE SURE YOU ALWAYS LUBRICATE/GREASE THE THREADS PRIOR TO INSTALLATION, AND REFER TO THE MANUFACTURER'S OWNER MANUAL TO DETERMINE IF A WASHER BETWEEN THE PEDAL AND CRANK-ARM INTERFACE IS REQUIRED BEFORE TIGHTENING TO THE PROPER TORQUE.
5	CHAIN WEAR	DUE TO THE CONSTANT TENSION AND FORCES THE CHAIN IS ALWAYS UNDER, HAVING A WORN-OUT CHAIN MIGHT GENERATE NOISES FROM THE ENTIRE DRIVE-TRAIN. ON TOP OF BEING NOISY, AN USED CHAIN WILL DETERIORATE THE CHAINRING AND CASSETTE LIFE. WE RECOMMEND YOU MEASURE YOUR CHAIN-WEAR WITH PROPER TOOLS OFTEN TO MAXIMIZE YOUR OVERALL DRIVE-TRAIN LIFE.
6	CASSETTE ASSEMBLY	DUE TO THE CONSTANT TENSION AND FORCES THE CHAIN IS ALWAYS UNDER, HAVING A LOOSE CASSETTE ASSEMBLY CAN GENERATE LOUD CREAKING NOISES WHEN PEDALING. PLEASE REFER TO THE MANUFACTURER'S OWNER MANUAL FOR PROPER INSTALLATION/MAINTENANCE PROCEDURES.
7	BRAKE BOLTS - ROTOR BOLTS	DUE TO THE CONSTANT BRAKING FORCES V-BRAKES/DISC-BRAKES ARE ALWAYS UNDER, LOOSE BOLTS WILL GENERATE A LOT OF VIBRATIONS THROUGHOUT THE FRAME WHICH CAN EVEN BE TRANSFERED TO LOUD NOISES WHEN APPLYING THE BRAKES. MAKE SURE TO APPLY BLUE LOCTITE TO THE MOUNTING HARDWARE THREADS BEFORE TENSIONING TO THE MANUFACTURER'S SPECIFICATIONS.



COCKPIT ASSEMBLY

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| 1 | SADDLE RAILS / SEAT POST CLAMP | EVERY SINGLE-BOLT SEATCLAMP ON A DEVINCI BICYCLE REQUIRES A HIGH TORQUE. THAT'S WHY A TORQUE WRENCH MUST BE USED TO OBTAIN PROPER TORQUE SPECIFICATIONS, OTHERWISE A LOUD CREAKING NOISE CAN BE HEARD WHILE PEDALING SEATED ON THE SADDLE. MAKE SURE YOU SLIGHTLY GREASE ALL METAL-TO-METAL CONTACT POINTS, ESPECIALLY THE MECHANISM CLAMP BOLTS. |
| 2 | SEAT CLAMP | WHEN QUICK-RELEASE SEATCLAMPS ARE USED, MAKE SURE THE BOLT IS ADJUSTED SO THAT PROPER TIGHTENING FORCE IS APPLIED WHEN THE LEVER IS IN THE CLOSED POSITION. WHEN BOLT-ON SEATCLAMPS ARE USED, MAKE SURE THE BOLT IS PROPERLY TIGHTENED. KEEP IN MIND NOT TO USE GREASE ON CARBON SEATPOSTS AND/OR FRAMES; USE SPECIAL CARBON ASSEMBLY PASTE INSTEAD. PLEASE ALWAYS REFER TO THE MANUFACTURER'S OWNER MANUAL FOR PROPER TORQUE SPECIFICATIONS. |
| 3 | STEM BOLTS | AS PART OF THE COCKPIT ASSEMBLY, STEM CAP BOLTS SHOULD BE INSPECTED OFTEN TO MAKE SURE PROPER TORQUE IS APPLIED AS REFERENCED IN THE STEM OWNER'S MANUAL. DO NOT USE GREASE ON CARBON STEER TUBES AND CARBON HANDLEBARS, ALWAYS REFER TO THE PART'S OWNER MANUAL FOR PROPER INSTALLATION. |
| 4 | HEADSET | IN ORDER TO WORK PROPERLY, THE HEADSET ASSEMBLY REQUIRES THE STEM BOLTS TO BE TIGHTENED TO SPEC TO KEEP EVERYTHING TIGHT AND SECURE. FOR CARBON STEER TUBES, A PROPER CARBON SPECIFIC EXPANDER PLUG NEEDS TO BE USED INSTEAD OF A REGULAR STAR NUT. PLEASE ALWAYS REFER TO THE MANUFACTURER'S OWNER MANUAL FOR PROPER ASSEMBLY. |

SUSPENSION ASSEMBLY

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| 5 | REAR SHOCK MOUNTING HARDWARE | DRY SHOCK BOLTS AND/OR LOOSE SHOCK BOLTS CAN GENERATE SOME NOISE IF NOT TAKEN CARE OF. WE RECOMMEND LUBRICATING THE SHOCK BOLTS BEFORE ASSEMBLY, AND MAKE SURE TO APPLY SOME BLUE LOCTITE ON DRY AND CLEAN THREADS BEFORE TORQUING TO SPEC. |
| 6 | SUSPENSION PIVOT BOLTS | EACH AND EVERY PIVOT BOLT SHOULD BE TORQUED TO ITS PROPER SPECIFICATION WITHIN THE DEVINCI SPLIT-PIVOT MANUAL. IN MOST ENVIRONMENTS, LUBRICATING THOSE PIVOT POINTS AND BOLTS SHOULD ELIMINATE ANY CREAKING ISSUES WITHOUT THE NEED FOR BEARING EXTRACTION. IF NOISES PERSIST AFTER LUBRICATION, PLEASE VISIT YOUR LOCAL DEVINCI AUTHORIZED DEALER FOR BEARING REMOVAL/INSTALLATION AND OVERHAUL PROCEDURES (SPECIAL BEARING EXTRACTOR NEEDED). |



WHEEL ASSEMBLY

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| 1 | QUICK-RELEASE SKEWERS | WHEEL QUICK RELEASES SHOULD ALWAYS BE UNDER PROPER TENSION AND PROPERLY FASTENED. THERE SHOULD BE AMPLE RESISTANCE WHEN TRYING TO OPEN THE QUICK RELEASE, IF NOT, TURN THE BOLT UNTIL A SIGNIFICANT AMOUNT OF FORCE IS REQUIRED TO CLOSE THE QUICK RELEASE. MAKE SURE TO CHECK THE TENSION ON EACH QUICK RELEASE BEFORE AND AFTER EVERY BIKE RIDE. |
| 2 | REAR WHEEL THREADED AXLES | MAKE SURE TO LUBRICATE/GREASE THE REAR AXLE AND ITS THREADS BEFORE TENSIONING IT TO ITS PROPER TORQUE. FAILURE TO PERFORM THESE ACTIONS WILL RESULT IN EITHER A LOOSE AXLE, SEIZED AXLE AND/OR CREAKING NOISES WHEN PEDALLING FORCES ARE APPLIED. |

MISC ASSEMBLY

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| 3 | WATER BOTTLE CAGES | AS SIMPLE AS THEY ARE, WATER BOTTLE CAGES WHEN NOT TIGHTENED PROPERLY CAN GENERATE RATTLING NOISES. REFER TO THE MANUFACTURER'S OWNER MANUAL FOR PROPER INSTALLATION AND TORQUES. |
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