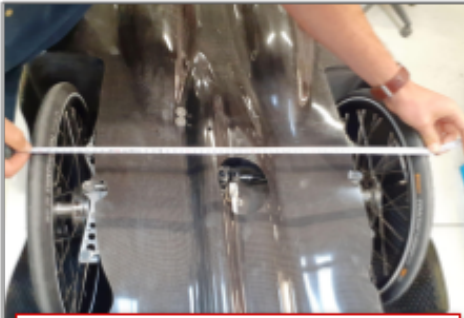
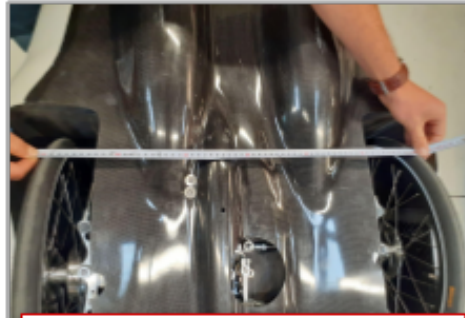


## A. ON THE BACK OF THE VEHICLE

### A1. Track measuring (tolerance: $\pm 2$ mm)



**A1.1 Track width**  
56,5 cm (SL)  
60,5 cm (GT)



**A1.2 Distance before the axis**  
55,7 cm (SL)  
59,6 cm (GT)



**A1.3 Distance behind the axis**  
56,0 cm (SL)  
59,9 cm (GT)

### A2. Ball joints check



**A2.1 The rod end bearing of the chassis have to be firmly locked with their nuts**



**A2.2 The ball joint needs to have free movement of 20°**



**A2.3 The ball joints have to be screwed tight with counter nuts**





# INSPECTION MANUAL MILAN SL/GT



**A2.4 All ball joints should be straight aligned**

## A3. Steering



**A3.1 The lower cardan must be clamped**



**A3.2 Steering nut must be correct tightened**

## A4. Tyres (deflate first)



**A4.1 Remove the stickers, if exist**



**A4.2 Check valve**



**A4.3 The jacket must not have transport damage**



**A4.4 The inner tube must not be jammed**



**A4.5 ... twisted or crammed**



**A4.6 Double layer rim tape must be centered  
Front wheel: 25mm  
Rear wheel: first layer 19mm, above 21mm.**

## A5. Wheels



**A5.1 The wheels must not touch the cutouts**



**A5.4 The wheels must be straight. Tolerance: 1 mm**

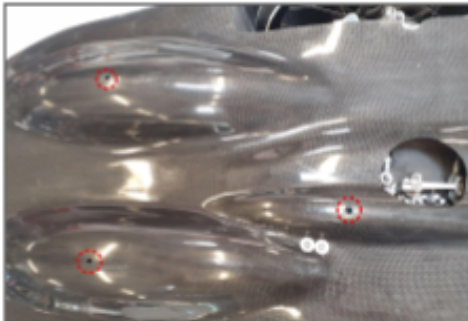


**A5.2 Spoke tension must be between 1000 and 1200N**



**A5.3 Wheels spin freely**

## A6. Water drain



**There have to be 6 neat Ø8 mm holes**

## A7. Rear suspension



**Length of the rear suspension: 6,5 to 7 cm**

## A8. Rear wheel



**A8.1** The wheel must be aligned with the longitudinal axe and in the center of the wheel arch

**A8.2** The wheel arch must not rub against the spokes or the cassette



**A8.3** The wheel must be vertical, 90° from the bottom body surface



**A8.4** With vehicle on wheels, the rear wheel has to be perpendicular to the contact surface



# INSPECTION MANUAL MILAN SL/GT

## B. THE VEHICLE ON WHEELS

### B1. Trailing arm (safety relevant)



The nuts of the trailing arm need to be tightened enough that the compression washers can be turned with the fingers

### B2. Chain tubes



The chain tubes must be secured with clamps and cable ties

Closing underneath

### B3. Dome



The 2 nuts on top of front struts must be tight and locked against each other. The washer should not be pressed in the rubber washer

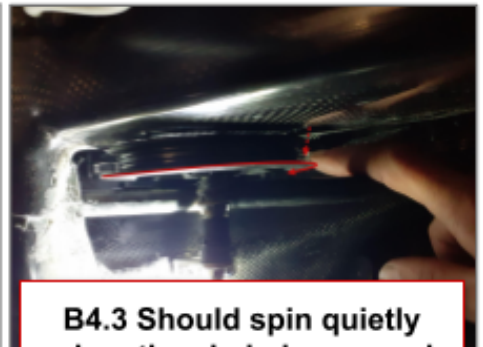
## B4. Front idler



**B4.1** Have to be aligned to the direction of the travel



**B4.2** Does not scrub on the carbon frame or chain tube



**B4.3** Should spin quietly when the chain is pressed down



**B4.4** The axle must be fixed in the left 8mm hole in the carbon



**B4.5** The pipe should be thermoformed so that the empty run runs smoothly



**B4.6** Should be aligned with rear idler, the pipe and the disc

## B5. Rear idler



**B5.1** Hook must be present as a cover



**B5.2** Must be vertically aligned



**B5.3** The sliding bush of the roller is greased and the roll can move sideways



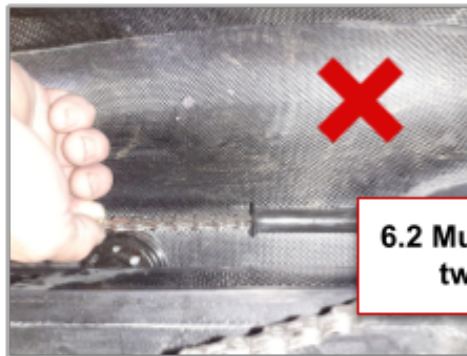
**B5.4** The axis must be tightened



**B5.5** The locking screws on the idler case are set

## B6. Chain

6.1 Must be lubricated



6.2 Must not be twisted

## B7. Front derailleur

B7.1 The end stops should be set correctly.

B7.2 The shift cable should be secured against collision with pedal cranks.

B7.3 Pedalling back on big sprocket does not make the chain to escape on the small one.

## B8. Rear derailleur

B8.1 All gears must shift proper.

B8.2 The end stops must be set (**safety relevant**).

## B9. Bottom bracket holder



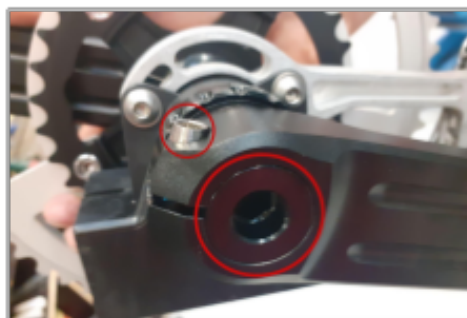
B9.1 The M6 bolts on the front derailleur must be tightened



B9.2 The 4xM6 screws of the bottom bracket slide should be tightened



## B10. Crank



Crank screws must be tightened

## B11. Steering



**B11.1 Screw well tight**



**B11.2 Has no play**



**B11.3 Moves easily**

## B12. Brake



**B12.1 Cables must be well secured**



**B12.2 The lever must function gradually**



**B12.3 The stationary brake have to be handled with ease**



**B12.4 Gear shift lever must not touch horn button support**



**B12.5 Se verifică frânele să fie pe ambele părți**



## B13. Seat



**B13.1** The seat must be straight



**B13.2** It has to be as deep as possible. It should touch the bottom

## B14. Elastic straps

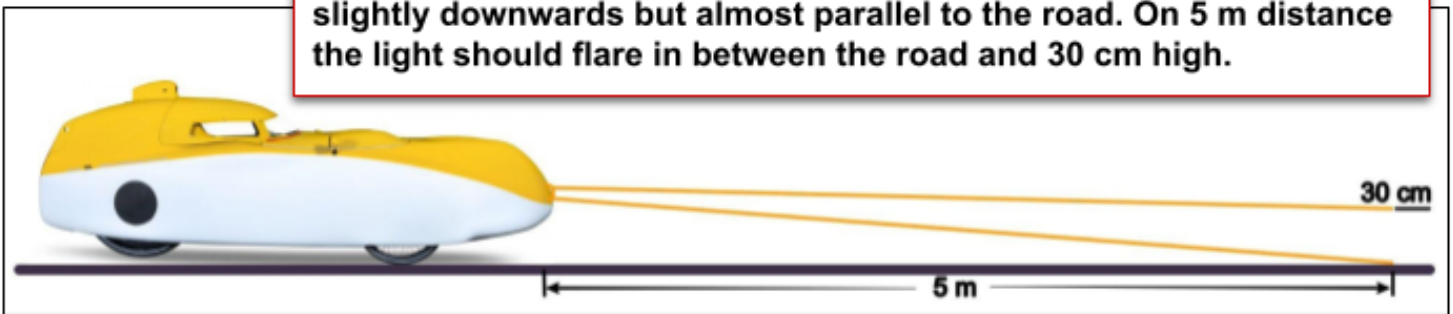
Must be set and when fixed they don't deform the lid.

## B15. Electrics

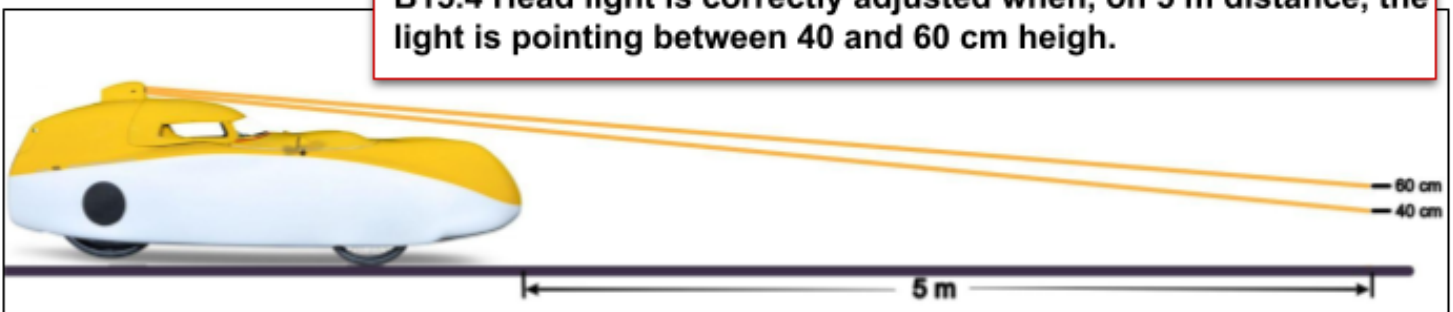
**B15.1** The Milan must have all the electrics functioning.

**B15.2** The headlights must fit the light cutouts in the body.

**B15.3** The front light is correctly adjusted when the light is pointing slightly downwards but almost parallel to the road. On 5 m distance the light should flare in between the road and 30 cm high.



**B15.4** Head light is correctly adjusted when, on 5 m distance, the light is pointing between 40 and 60 cm heigh.



## B16. Tacho

The speedometer must be correctly set and should work properly, according to the table below.

Schwalbe Durano	146
Schwalbe Kojak	149
Schwalbe Shredda	156
Schwalbe Pro One	144
Continental Speed Contact	145

## B17. Hood and lid



**B17.1** The sealing tape should be correctly glued between the hood and the lid.



**B17.2** The edges of the hood and lid must be congruent



**B17.3** The safety cable must have between 45 and 50°

**B17.4** The hinge hole in the hatch cover must be drilled large enough that the hinge cable can be pulled smoothly.

## B18. Rear swing arm



B18.1 Is free of play



B18.2 Low nut M6 DIN 439 A2 must be present

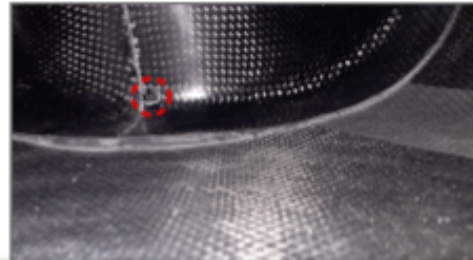


B18.3 The M6 counter nut must be secured with Loctite



B18.4 The screw of the bearing must be fixed and Loctite present. Bullet label has to be present that was factory checked.

## 19. Water drain



The front trumpet should have a 8mm drain hole at the bottom. Invisible for the eye, could be found by touch

## B20. Gluing



B20.1 The proper gluing can be tested with a cutter blade



B20.2 Water poured in the drainage hole does not get inside the vehicle



B20.3 The cover of the rear cassette has to be mounted with inside arrow top

## B21. Delivery

The **charger** and **battery** have to be included. Also the **cleats** and the **sealing stickers**.

## C. TEST DRIVE

### C1. Steering



The vehicle must go straight.

Drive on a flat road (watch out that most of the roads are tilting to the right).

First check if the steering is free and without resistance or play.

The cardan of the steering must be properly adjusted, it has to move easy and without play.

After it, try to find a straight line and hold the steering like in picture 3.

Check if the velomobile keeps going straight.

### C2. Brakes

**Safety relevant!**

The vehicle must not pull left or right side when using the brakes.

The brake cables should be tight enough.

### C3. Rear wheel

Search for a wider space where you have good asphalt. Make on speed 2-3 full circles to the left and keep on pedaling and 2-3 circles to right and keep pedaling. Listen if you can hear dragging noises.

### C4. Gear shift

All gears should shift correctly.

### C5. Safety

**Safety relevant!**

When applying the brakes at full load the cables must not slip.

### C6. Abnormalities

Any noticeable noise must be observed and any other problem.



## **ADDENDUM**

### Sealing the bottom hole



**When test of the vehicle is completed glue the reflective big sticker to cover the big hole on the bottom.**