

FAQ – Frequently Asked Questions

1 Can I use similar materials?

Under no circumstances! There are a large number of different carbon and graphite materials which, at first sight, appear to be similar, however, their characteristics differ substantially.

When using another material, except for the one used by Schunk Kohlenstofftechnik or CarbonForBikes, the lubrication effect will be insufficient.

In addition, other materials may break or cause damage.

2 Where can I buy the solid lubricant wheel?

You can obtain the solid lubricant wheel from our online shop, CarbonForBikes: <http://www.carbonforbikes.com>

3 Can I fit the solid lubricant jockey wheel myself or do I have to go to a bicycle shop or workshop?

You can fit the wheel yourself without problems, and no special tools are required.

4 What types of bike can be used with the solid lubricant wheel?

Solid chain lubricant can be used on almost any bike with derailleur gears, regardless of type - racing, touring, mountain bikes, etc.

5 Do I need a special type of chain for use with solid lubricant?

No you can use an ordinary chain.

We recommend bicycle chains made entirely of stainless steel or chains with stainless-steel plates.

6 Do I have to degrease the chain before I install the solid lubricant system?

No, the solid lubricant is compatible with grease and oil. The lubricant functions even if the chain isn't de-greased. However – you then of course still have oil and grease on your chain, on the sprocket and the pinion, which may clog up as before with dirt and dust.

7 Vertragen sich Festschmierstoff und konventionelles Kettenspray?

Der Festschmierstoff reagiert auf alle auf dem Markt befindlichen Öle und Fette ohne Komplikationen, die Schmierwirkung wird nicht beeinträchtigt

8 Are the solid lubricant and conventional chain spray compatible?

The solid lubricant reacts to all oils and greases available on the market without complications. The lubricating effect is not affected.

9 Is solid lubricant suitable for riding in muddy or sandy conditions, i.e. off road?

Yes, these situations present no problem. The advantage of our solid lubricant is that it is dry, so that mud and sand don't mix with it to create an abrasive paste, as occurs with chain oil. After riding off-road you can wash your bike with water. The solid lubricant will apply itself again over the entire chain next time the bike is ridden.

10 How can I adjust the fine abrasion of the solid lubricant on the sprockets and chain?

One of the outstanding properties of the solid lubricant is that it forms a stable coating under pressure.

11 How can I tell if the solid lubricant has been transferred to the bicycle chain?

Since the lubrication consists of a thin, permanent, barely visible lubricating film, this is hardly visible to the naked eye. To check the lubricating film, you can either rub two fingers or a handkerchief up and down the chain. You will then see slight dark marks on your fingers or on the handkerchief.

12 Doesn't the abraded solid lubricant just volatilize as dust?

Almost none of the lubricant particles picked up by the chain rollers are thrown off. They settle on the stressed components under the high pressure of the driving forces and are properly worked into the respective surfaces.

13 Why, after the use of solid lubrication, can noise levels increase – for example, a squeaking of the chain?

Depending on the quality of the chain that is used and the pretreatment of the chain, increased noise can occur. This noise, however, is not related to the lubricating effect and does not affect the switching accuracy.

In any case, the lubrication effect is spread over all important parts of the chain, the gear pinion and between the bolts and the pulley.

If the noise is disturbing your riding pleasure, a droplet of oil may be added to the chain at long intervals.

We recommend bicycle chains made entirely of stainless steel or chains with stainless-steel plates.

14 What happens if lubricant finds its way onto the braking surfaces or tires? Does this affect their function or roadworthiness?

No, tests have shown that the function and roadworthiness of these parts are not affected.

15 How can a solid lubricant work in the rain?

Unlike conventional chain oil, which is washed off by rain, the chain is constantly coated with solid lubricant during rain and a lubricating emulsion is thus formed. After riding in the rain, this emulsion dries out completely and leaves a thin, almost invisible gray film of lubricant, as is familiar in dry weather, over the chain and sprockets.

16 Does the lubricant also work at temperatures below zero?

The solid lubricant works – in contrast to fluid lubricants – completely independent of temperature.

17 Does the solid lubricant prevent rust from forming on the chain?

Light surface rust on rollers and lugs is rubbed off as the component passes by the solid lubricant. Surface rust may form on chains that are not surface treated (nickel-plated or otherwise coated) in wet conditions over a longer period of time. With surface-treated chains, only minimal corrosion could be expected after a longer period of time.

18 How can I tell if the solid lubricant has worn away and must be replaced?

If the diameter of the small wheel has decreased significantly, a new wheel must be deployed.

Only then will the lubrication work properly.

19 Can I go on riding when the solid lubricant jockey is worn?

If the lubricant jockey is worn or damaged it must be replaced. Its safety and functioning are only guaranteed when it is in good condition.

20 How does the solid lubricant affect chain elongation as it wears?

Measurements from tests we have performed show only a gradual increase in chain elongation. After 3000 km the chain is elongated by only 0.06%, corresponding to just 60% of the maximum extent of wear. Only after about 5000 km is the maximum extent of wear (0.1%) reached (chain length over 11 links: 120.90 mm).